ANNUAL GRANT APPLICATION

ARKANSAS

FY 2026

Table of Contents

Sections	Page #
Section 1 – Updates for Triennial HSP	
1.1 Executive Overview / Summary	3
1.2 National Priority Safety Program Incentive Grants	8
1.3 Updated Estimated 3-Year Funding Allocation by Planned Activity	9
1.4 Updates to Triennial HSP:	
1.4.a Adjustments to Countermeasure Strategy for Program Funding	10
1.4.b Additional Performance Measures	12
Section 2 – Project and Subrecipient Information	
2.1 Occupant Protection	13
2.2 Impaired Driving	19
2.3 Speed	28
2.4 Distracted Driving	30
2.5 Motorcycle Safety	34
2.6 Young Driver Safety	36
2.7 Pedestrian/Bicycle Safety	42
2.8 Traffic Records	49
2.9 Roadway Safety	53
2.10 Planning and Administration	55
Section 3 – Section 405 Grant Application Attachments	
3.1 405(b) Occupant Protection Plan	56
3.2 405(c) State Traffic Safety Information System Improvements	62
3.3 405(d) Impaired Driving Plan *(Previously Submitted)*	85
3.4 405(e) Distracted Driving Sample Questions	99
3.5 405(f) Motorcycle Safety Grant	100
3.6 405(h) Preventing Roadside Deaths Grant	105
Section 4 – Reference Charts and Information	
4.1 STEP Agencies	108
4.2 Mini-STEP Agencies	109
4.3 Equipment over $10,000	110

Section 1.1 – Executive Summary / Overview

The Arkansas Highway Safety Office (AHSO) continues to modify and fine-tune our 2024-2026 THSP with an emphasis on programs and strategies that will better address our performance targets if it appears these targets are not on track to be met.

The Arkansas FY 2026 Annual Grant Application indicates where the state is not making the necessary progress to meet the goals outlined in our 2024-2026 THSP and plans for adjusting current programming and implementing new projects that will better address identified issues and the corresponding performance targets.

As shown in the charts that follow, it appears that some of the benchmarks established in the FY 24-26 Triennial HSP will not be met for FY26. It should be noted that these targets were based on the five-year average (2018-2022) utilizing the FARS data available at that time. These 5-year averages included the uptick in fatalities attributed to the COVID pandemic for the years 2020-2022. The higher numbers for these years skew the averages. As those years drop off the averages should reflect a more realistic view of programming success.

Reduced enforcement levels due to a shortage of law enforcement (LE) officers in combination with the continuing increase in the number of LE agencies utilizing eCrash also remains a factor. The increase in the number of agencies submitting crash reports through eCrash improves the overall accuracy of reporting but also increases the numbers reported in each area in contrast to the previous years.

Performance Meassure:	Average Benchmark Value for 2022-23	2022-23 Benchmark Progress Results	On Track to Meet Benchmark:
C-1) Total Traffic Fatalities	604	616.5	No
C-2) Serious Injuries in Traffic Crashes	2779	2770	Yes
C-3) Fatalities/VMT	1.677	1.659	Yes
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	188	174	Yes
C-5) Alcohol-Impaired Driving Fatalities	157.5	153.5	Yes
C-6) Speeding-Related Fatalities	138	130	Yes
C-7) Motorcyclist Fatalities	78.5	93	No
C-8) Unhelmeted Motorcyclist Fatalities	44	56.5	No
C-9) Drivers Age 20 or Younger Involved in Fatal Crashes	69.5	76	No
C-10) Pedestrian Fatalities	68	76	No
C-11) Bicyclist Fatalities	5.5	8.5	No
C-12) Distracted Driving Fatalities	23	23.5	No
C-13) Roadside Fatalities	26.5	29	No
	2021	2024	
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	79.5	77.7	No

The addition of the new AHSO LEL and resulting increase in outreach efforts to law enforcement agencies has generated more interest and increased the number of law enforcement agencies participating in the AHSO STEP and Mini-STEP projects. Lunch and Learn's are back on track for FY26 to provide information and education

for the agencies and officers that work these projects to assist with questions, problems and enforcement strategies.

The AHSO is addressing all targets that were not met last year through continued expansion of our STEP and mini-STEP programs and increasing the number of agencies utilizing eCrash. One hundred (100) active agencies participated in STEP and mini-STEP projects for 2025. Currently, 145 agencies are registered to participate in FY26 STEP and Mini STEP programs. Enforcement efforts conducted by these agencies are expected to be even more effective thanks to the "data dashboards" they can now access to analyze the crashes in their areas to coordinate enforcement efforts and target high crash areas.

Programming for some strategies has been expanded or modified, and new projects are being implemented based on current data and community/stakeholder input. Projects that were scheduled to be implemented in FY25 but delayed due to circumstances beyond our control are now on track to be implemented in FY26.

The Arkansas Highway Safety Office will issue sub-grants to approximately 180 agencies and courts statewide to address Highway Safety issues in FY26. The AHSO continues to partner with the ARDOT/SHSP Planning Group and others to incorporate the Safe System Approach and coordinate planning efforts.

Section 1.1 – Executive Summary / Overview

			BASE YEARS					
	GHSA/NHTSA PERFORMANCE PLAN CHART ***FY26 Annual Grant Application Target Status***		**2019**	**2020**	**2021**	**2022**	**2023**	**On Track to make FY26 Goals (Y/N)**
C-1	Traffic Fatalities	FARS Annual	**511**	**651**	**692**	**637**	**596**	
	Maintain total fatalities at 580.0 (2022-2026) from a current safety level of 580.0 (2017-2021) by 12/31/26.	5-Year Rolling Avg.	**533.4**	**553.6**	**579.8**	**602.2**	**617.4**	**No**
C-2	Serious Injuries in Traffic Crashes	State	**2,389**	**2,582**	**2,721**	**2,694**	**2,846**	
	Reduce serious traffic injuries to 2,479.3 (2022-2026) from a current safety level of 2,556.0 (2017-2021) by 3% by 12/31/26.	5-Year Rolling Avg.	**2,680.6**	**2,619.4**	**2,556.0**	**2,531.6**	**2,646.4**	**No**
C-3	Fatalities/100M VMT	FARS Annual	**1.377**	**1.919**	**1.801**	**1.659**	**1.524**	
	Maintain fatality rate at 1.592 (2022-2026) from a current safety level of 1.595 (2017-2021) by 12/31/26.	5-Year Rolling Avg.	**1.477**	**1.545**	**1.592**	**1.635**	**1.656**	**Yes**
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	FARS Annual	**166**	**204**	**228**	**188**	**160**	
	Maintain unrestrained passenger vehicle occupant fatalities, all seat positions at 191.0 (2022-2026) from a current safety level of 191.0 (2017-2021) by 12/31/26.	5-Year Rolling Avg.	**183.0**	**184.6**	**191.0**	**192.6**	**189.2**	**Yes**
C-5	Alcohol-Impaired Driving Fatalities	FARS Annual	**131**	**166**	**183**	**151**	**156**	
	Maintain alcohol-impaired driving fatalities at 152.6 (2022-2026) from a current safety level of 152.6 (2017-2021) by 12/31/26.	5-Year Rolling Avg.	**140.2**	**141.6**	**152.2**	**153.2**	**157.4**	**Yes**
C-6	Speeding-Related Fatalities	FARS Annual	**132**	**170**	**148**	**143**	**117**	
	Maintain speeding-related fatalities at 140.0 (2022-2026) from a current safety level of 140.0 (2017-2021) by 12/31/26.	5-Year Rolling Avg.	**119.6**	**135.2**	**141.2**	**145.0**	**142.0**	**Yes**
C-7	Motorcyclist Fatalities	FARS Annual	**66**	**80**	**97**	**93**	**93**	
	Maintain motorcyclist fatalities at 75.4 (2022-2026) from a current safety level of 75.4 (2017-2021) by 12/31/26.	5-Year Rolling Avg.	**72.6**	**72.6**	**75.6**	**80.4**	**85.8**	**No**
C-8	Unhelmeted Motorcyclist Fatalities	FARS Annual	**34**	**39**	**54**	**55**	**58**	
	Reduce serious traffic injuries to 40.2 (2022-2026) from a current safety level of 41.4 (2017-2021) by 3% by 12/31/26.	5-Year Rolling Avg.	**44.4**	**42.6**	**41.6**	**45.4**	**48.0**	**No**

Section 1.1 – Executive Summary / Overview

			BASE YEARS					
	GHSA/NHTSA PERFORMANCE PLAN CHART ***FY26 Annual Grant Application Target Status***		**2019**	**2020**	**2021**	**2022**	**2023**	**On Track to make FY26 Goals (Y/N)**
C-9	Drivers Age 20 or Younger involved in Fatal Crashes	FARS Annual	**62**	**78**	**71**	**81**	**71**	
	Maintain drivers age 20 and younger involved in fatal crashes at 64.0 (2022-2026) from a current safety level of 64.0 (2017-2021) by 12/31/26.	5-Year Rolling Avg.	**61.8**	**64.4**	**63.8**	**70.4**	**72.6**	**No**
C-10	Pedestrian Fatalities	FARS Annual	**62**	**81**	**78**	**78**	**74**	
	Maintain pedestrian fatalities at 66.2 (2022-2026) from a current safety level of 66.2 (2017-2021) by 12/31/26.	5-Year Rolling Avg.	**52.8**	**60.2**	**66.0**	**72.2**	**74.6**	**No**
C-11	Bicyclist Fatalities	FARS Annual	**3**	**6**	**10**	**6**	**11**	
	Maintain bicyclist fatalities at **5.4** (2022-2026) from a current safety level of 5.4 (2017-2021) by 12/31/26.	5-Year Rolling Avg.	**3.4**	**4.0**	**5.4**	**5.8**	**7.2**	**No**
C-12	Distracted Driver Fatalities	FARS Annual	**19**	**22**	**20**	**32**	**15**	
	Maintain distracted driving fatalities at 17.2 for a current safety level of 17.2 (2017-2021) by 12/31/26		**20.4**	**17.6**	**17.2**	**21.8**	**21.6**	**No**
C-13	Roadside Fatalities	FARS Annual	**18**	**30**	**21**	**31**	**27**	
	Maintain roadside fatalities at 24.0 (2022-2026) from a current safety level of 24.0 (2017-2021) by 12/31/26.		**21.2**	**23.8**	**24.0**	**24.6**	**25.4**	**Yes**

Section 1.1 – Executive Summary / Overview

			BASE YEARS					
	GHSA/NHTSA PERFORMANCE PLAN CHART ***FY25 Annual Grant Application Target Status***		**2019**	**2020**	**2021**	**2022**	**2023**	**On Track to make FY26 Goals (Y/N)**
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	State Annual	81.9	81.9	84.2	79.1	79.7	
	Increase observed seat belt use for passenger vehicles, front seat outboard occupants to 85.0% from a current safety level of 79.1% by 5.9% by 12/31/26							No

Section 1.2 – National Priority Safety Program Incentive Grants

The State applied for the following incentive grants:		
S. 405(b)	Occupant Protection:	**YES**
S. 405(c)	State Traffic Safety Information System Improvements:	**YES**
S. 405(d)	Impaired Driving Countermeasures:	**YES**
S. 405(d)	Alcohol-Ignition Interlock Law:	**YES**
S. 405(d)	24-7 Sobriety Programs:	**NO**
S. 405(e)	Distracted Driving:	**YES**
S. 405(f)	Motorcyclist Safety:	**YES**
S. 405(g)	Nonmotorized Safety:	**NO**
S. 405(h)	Preventing Roadside Deaths:	**YES**
S. 405(i)	Driver and Officer Safety Education:	**NO**
S. 1906	Racial Profiling Data Collection:	**NO**

Section 1.3 – Updated Estimated 3-Year Funding Allocation by Planned Activity

Summary Table Esimated 3-Year Funding Allocation by Planned Activity (Updated 7/31/25)

Unique ID	Planned Activity Name	FY2024	FY2025	FY2026
AL-2026-01	Judicial Training	150,000	157,500	165,400
AL-2026-02	Traffic Safety/ Law Enforcement Training Project	640,000	672,000	705,600
AL-2026-03	Traffic Safety Non-Commercial Sustaining Announcement Eval Program	75,000	78,750	82,700
AL-2026-05	Statewide Public Information and Education	1,250,000	1,312,500	1,378,100
AL-2026-06	Local Selective Traffic Enforcement Projects (STEP)	980,100	1,029,105	1,480,600
AL-2026-07	Statewide Selective Traffic Enforcement Projects (STEP)	600,000	1,380,000	1,411,500
AL-2026-08	Mini-Selective Traffic Enforcement Projects (M-STEP)	700,000	1,879,200	1,571,800
AL-2026-09	BAC Intoximeter and Blood Testing Project	400,000	420,000	441,000
AL-2026-10	Law Enforcement Training Academy BAT Sobriety Checkpoint Mobile Training	300,000	315,000	330,800
AL-2026-11	Statewide Law Enforcement Liaison (LEL)	50,000	52,500	55,100
AL-2026-12	Court Monitoring	150,000	157,500	165,400
AL-2026-13	DWI Courts	400,000	420,000	441,000
AL-2026-14	Statewide In-Car Camera and Video Storage System	400,000	420,000	100,000
AL-2026-15	Motor Vehicle Crash Toxicology Testing	377,300	396,165	416,000
AL-2026-17	Alcohol and Other Drug Countermeasures Program Management	305,000	641,900	611,900
AL-2026-18	Judicial Outreach Liaison (JOL)	100,000	105,000	0
AL-2026-19	Rideshare Program	0	100,000	105,000
CP-2026-01	Arkansas Traffic Safety Conference	0	40,000	0
DD-2026-01	Statewide Public Information and Education (PI&E)	1,900,000	1,704,400	1,400,000
DD-2026-02	Local Selective Traffic Enforcement Projects (STEP)	800,000	542,900	582,000
DD-2026-03	Statewide Selective Traffic Enforcement Projects (STEP)	400,000	420,000	225,000
DD-2026-04	Mini-Selective Traffic Enforcement Projects (M-STEP)	600,000	626,600	661,500
DD-2026-05	Teen Distracted Driving	150,000	157,500	365,400
DD-2026-06	**New** Highway Safety Projects Based on Community Outreach & Engagement	300,000	329,700	0
MC-2026-01	Motorist Awareness Campaign	100,000	123,100	140,300
MC-2026-02	Motorcyclist Awareness/Outreach Program	200,000	210,000	220,500
MC-2026-03	Motorcycle Safety Program Management	50,000	55,000	80,000
OP-2026-02	Local Selective Traffic Enforcement Projects (STEP)	1,144,500	1,201,725	1,461,800
OP-2026-03	Statewide Selective Traffic Enforcement Project (STEP)	500,000	525,000	751,300
OP-2026-04	Mini-Selective Traffic Enforcement Projects (M-STEP)	700,000	735,000	871,800
OP-2026-05	Statewide Public Information and Education (PI&E)	700,000	694,500	771,800
OP-2026-06	Traffic Safety Non-Commercial Sustaining Announcement Eval Program	75,000	78,750	82,700
OP-2026-07	Statewide Law Enforcement Liaison (LEL)	50,000	52,500	55,100
OP-2026-08	Statewide Child Passenger Protetion Project	600,000	630,000	661,500
OP-2026-10	Rural High Five Project / Arkansas Rural Traffic Safety (ARTS)	250,000	262,500	275,600
OP-2026-11	Teen Drive Safety Project	400,000	0	220,500
OP-2026-12	State Observation Seat Belt Survey	150,000	157,500	165,400
OP-2026-13	Occupant Protection Program Management	305,000	624,900	611,900
OP-2026-14	**New** Highway Safety Projects Based on Community Outreach & Engagement	300,000	315,000	0
PA-2026-01	Planning and Administration	838,000	879,900	923,900
PS-2026-01	Statewide Public Information and Education (PI&E)	300,000	315,000	330,800
PS-2026-02	Pedestrian/Bicycle Public Awareness Campaign	300,000	315,000	330,800
PS-2026-03	Pedestrian/Bicycle Safety Project	200,000	210,000	10,000
PS-2026-04	Vulnerable Road Users Safety Summit	50,000	100,000	105,000
PS-2026-05	Pedestrian Safety Program Management	50,000	55,000	60,000
PS-2026-06	Non-Motorized Traffic Safety Education (PS)	300,000	801,550	841,600
PS-2026-07	Safe Across	0	200,000	210,000
PS-2026-08	Asphalt Art	0	50,000	52,500
PS-2026-09	**New** Highway Safety Projects Based on Community Outreach & Engagement	300,000	315,000	472,800
PS-2026-10	Local Selective Traffic Enforcement Projects (STEP)	0	200,000	210,000
RS-2026-01	Professional Development ARDOT	20,000	21,000	22,100
RS-2026-02	Public Information and Education on Preventing Roadside Deaths and Injuries	400,000	420,000	441,000
RS-2026-03	Awareness Survey		100,000	100,000
SC-2026-01	Local Selective Traffic Enforcement Projects (STEP)	900,200	1,260,800	1,523,800
SC-2026-02	Statewide Selective Traffic Enforcement Projects (STEP)	746,500	783,825	923,000
SC-2026-03	Mini-Selective Traffic Enforcement Projects (M-STEP)	500,000	525,000	651,300
SC-2026-04	Statewide Public Information and Education (PI&E)	300,000	315,000	330,800
SC-2026-05	**New** Highway Safety Projects Based on Community Outreach & Engagement	300,000	315,000	0
TR-2026-01	eCrash Program Operations	200,000	210,000	220,500
TR-2026-02	eCrash Training	300,000	315,000	100,000
TR-2026-03	Electronic Traffic Crash Record Entry System Project (eCrash)	2,835,500	1,224,400	691,000
TR-2026-04	EMS Data Injury Surveillance Continuation Project	100,000	145,000	152,300
TR-2026-05	Electronic Citation System (eCite)	600,000	630,000	661,500
TR-2026-06	Traffic Records Professional Development & Crash Reconstruction	250,000	262,500	430,000
TR-2026-07	Traffic Records Program Management	177,000	251,000	195,100
TSP-2026-01	Teen Driver Safety Project	0	420,000	327,500
TSP-2026-02	Save-A-Live Tour	0	200,000	210,000
TSP-2026-03	Teen Driver ROADeo	0	200,000	210,000
TSP-2026-04	B.R.A.K.E.S.	0	150,000	157,500
TSP-2026-05	Safety Ambassadors	0	100,000	0
	Total	26,519,100	30,313,670	29,960,800

Revised 7/31/25

Section 1.4 – Updates to Triennial HSP

1.4.a - Adjustments to Countermeasure Strategy for Program Funding

For FY26, all countermeasure strategies outlined in the 2024–2026 Triennial Highway Safety Plan (HSP) will be continued. The countermeasures listed below have been added.

In the FY25 Annual Grant Application, the countermeasure strategy for the "RideShare" project was incorrectly listed as JOL Liaison and should have instead been listed as Alternative Transportation. The countermeasure Alternative Transportation has been added to the FY24-26 Triennial Highway Safety Plan (THSP) and the countermeasure for the "RideShare" project corrected for FY26.

Countermeasure Strategy – Table 38		
Countermeasure Strategy	**Alternative Transportation**	
Problem (link to strategy)	Alternative transportation programs, such as rideshare services, have been shown to reduce incidents of impaired driving. Research indicates that the introduction of services like Lyft and Uber into the market is associated with increased ride volumes and a corresponding decline in DUI incidents. In fact, 65% of riders report using these services specifically when they anticipate consuming alcohol or other substances that could impair their ability to drive.	
Countermeasure Justification	Alcohol and Drug Impaired Driving – CTW Alternative Transportation ***	
Target (link to strategy)	C-5 Alcohol-Impaired driving fatalities	
Estimated 3-year funding allocation	$100,000	
Strategy to project considerations	The rationale for this countermeasure strategy is to provide alternative ride services to decrease the incidents of driving while impaired.	
Planned Activities	**Unique Identifier:**	**Planned Activity Names:**
	AL-2026-19	RideShare

The Countermeasure Strategy name "School Programs" (FY24-26 THSP Table 16) will be changed to "Teen Driver Education Programs"

A Peer-to-Peer countermeasure justification will be added to the countermeasure strategy "Teen Driver Education Program". The new programming being added to use this countermeasure strategy is the "Safety Ambassador" projects. These initiatives aim to leverage youth engagement to encourage the adoption of safe driving behaviors—both among the students delivering the intervention and those receiving it. According to the NHTSA publication Peer-to-Peer Teen Traffic Safety Program Guide, teens who consistently participate in positive, peer-driven initiatives are less likely to engage in risky behaviors (Benton, as cited in Varenhorst, 2004). In these interventions, both participants and recipients benefit from the positive influence.

The AHSO will also be including the countermeasure justification of Pre-Licensure Driver Education through the new "Safe Roads Ahead" driver training project. This initiative will provide first-time drivers with a structured educational experience, including 30 hours of classroom instruction and 8 hours of individualized behind-the-wheel training.

Driver education has long been promoted as an effective method for teaching both vehicle operation and safe driving practices. In a study by Shell et al. (2015), teens who completed a formal driver education program experienced significantly fewer crashes, including injury and fatal

crashes, fewer violations, and fewer alcohol-related offenses compared to peers who only completed a supervised driving log.

Countermeasure Strategy – Table 16		
Countermeasure Strategy	**Teen Driver Education Programs**	
Problem (link to strategy)	Arkansas recorded 695 (FARS) fatalities in 2021. In 2022 preliminary state data shows this number decreased to 644. With a Safety Belt compliance rate in FY22 of 79.1%, Arkansas' use rate is well below the national average of 91.6% and is considered a "low rate" state for Section 405b funding qualification. In 2021, 76 drivers under the age of 21 were victims of fatal crashes in Arkansas. Motor vehicles crashes are the #1 cause of unintentional injury and death among teenagers (NHTSA). The goal for this countermeasure is to reduce total fatalities and injuries to those under age 21. The upward trend in fatalities for this age group from 48 (2017) to 78 (2020) and 76 (2021) together with factors such as the increase in the interstate speed limit and distracted driving occurrences are concerning.	
Countermeasure Justification	Young Drivers CTW – 1.1 GDL ***** Young Drivers CTW – 1.2 Learner's Permit Length/ Supervised Hours***** Young Drivers CTW – 1.3 Nighttime Restrictions ***** Young Drivers CTW – 1.4 Passenger Restrictions ***** Young Drivers CTW – 1.5 Cellphone Restrictions ** Young Drivers CTW – 1.6 Belt Use Requirements ** Young Drivers CTW – 3.1 Parent Roles in Teaching Young Drivers** Young Drivers CTW – Pre-Licensure Driver Education Peer to Peer Countermeasure developed by AHSO from NHTSA's "Peer to Peer Teen Traffic Safety Guide"	
Target (link to strategy)	C-9 Drivers 20 and under that are involved in fatal crashes	
Estimated 3-year funding allocation	$1,103,375	
Strategy to project considerations	Schools provide well-defined and somewhat controlled audiences for seat belt use programs. Evaluations of school programs that have been conducted have shown an increase in belt use. Peers will receive training to effectively understand and communicate highway safety issues among their fellow students. They will also be equipped with educational materials to support peer-led learning initiatives. Additionally, teens in underserved communities will be offered access to driver education from licensed instructors—opportunities that might otherwise be unavailable to them. According to the NHTSA publication Peer-to-Peer Teen Traffic Safety Program Guide, teens who consistently participate in positive, peer-driven initiatives are less likely to engage in risky behaviors (Benton, as cited in Varenhorst, 2004). In these interventions, both participants and recipients benefited from the positive influence.	
Planned Activities	**Unique Identifier:**	**Planned Activity Names:**
	OP-2026-11	Teen Driver Safety Project
	TSP-2026-01	Safe Roads Ahead
	DD-2026-05	Safety Ambassador
	PS-2026-09	Safety Ambassador Project

Section 1.4 – Updates to Triennial HSP

1.4.b - Additional Performance Measures

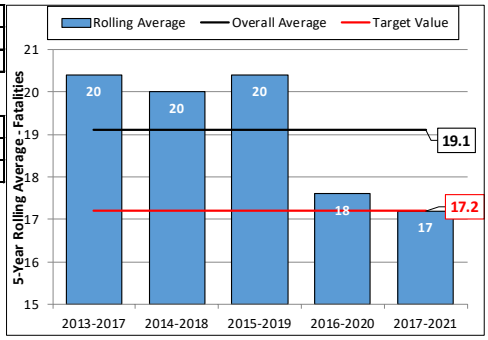
Adding Distracted Driving Fatalities Performance Measure

Distracted Driving Fatalities

5-Year Moving Average							
Year	**2013-2017**	**2014-2018**	**2015-2019**	**2016-2020**	**2017-2021**	**Average**	**Trend**
5-Year Moving Average	**20.4**	**20.0**	**20.4**	**17.6**	**17.2**	**19.1**	
Percent Change		-1.96%	2.00%	-13.73%	-2.27%	-3.99%	

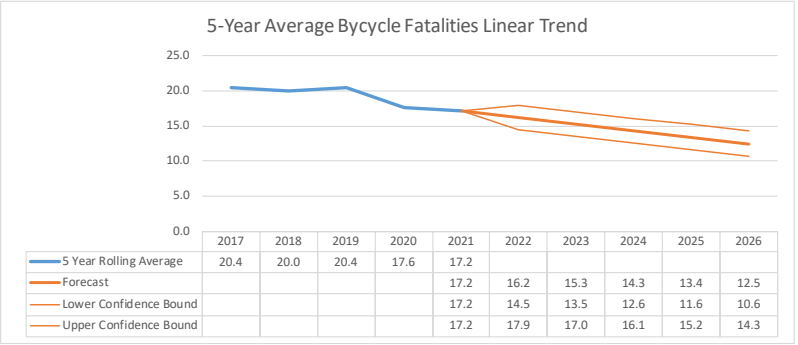
Yearly Values							
Year	2017	2018	2019	2020	2021		
Fatality	9	16	19	22	20	17.2	
Percent Change		77.78%	18.75%	15.79%	-9.09%	25.81%	

Analysis of Average Percent Change in 3 Most Recent Years vs. 5-Year Average Baseline					
Baseline		Recent Year		%Change	Change
2012-2016 avg	21.8	2019	62	184.40%	240.59%
2013-2017 avg	20.4	2020	78	282.35%	
2014-2018 avg	20.0	2021	71	255.00%	



2026 Target			
	Current Level 2017-2021	Adjusted Target	Percent Change
2026 TARGET=	17.2	17.2	0.00%
All available information indicates rising fatalities trend, however due to regulations we are setting the adjustment % to zero			

Benchmarks to Achieve 2022-2026 Average Goal				
Preliminary State Data	Maximum amount to still make target.			
2022	2023	2024	2025	2026
32	14	14	14	14



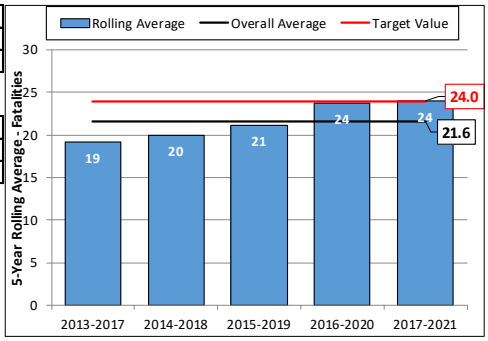
Adding Roadside Fatalities Performance Measure

Roadside Fatalities

5-Year Moving Average							
Year	**2013-2017**	**2014-2018**	**2015-2019**	**2016-2020**	**2017-2021**	**Average**	**Trend**
5-Year Moving Average	**19.2**	**20.0**	**21.2**	**23.8**	**24.0**	**21.6**	
Percent Change		4.17%	6.00%	12.26%	0.84%	5.82%	

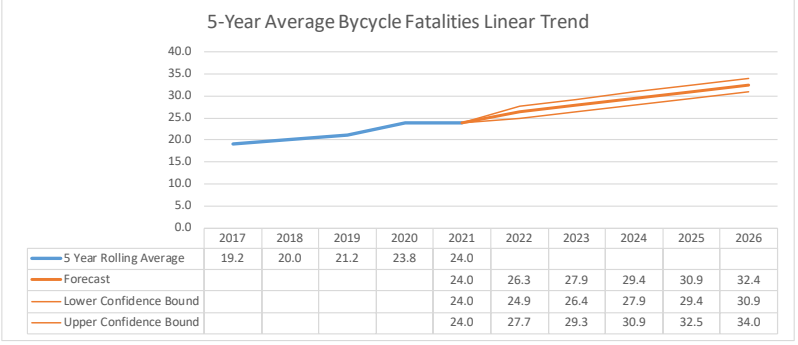
Yearly Values							
Year	2017	2018	2019	2020	2021		
Fatality	28	23	18	30	21	24.0	
Percent Change		-17.86%	-21.74%	66.67%	-30.00%	-0.73%	

Analysis of Average Percent Change in 3 Most Recent Years vs. 5-Year Average Baseline					
Baseline		Recent Year		%Change	Change
2012-2016 avg	19.2	2019	62	222.92%	261.39%
2013-2017 avg	19.2	2020	78	306.25%	
2014-2018 avg	20.0	2021	71	255.00%	



2026 Target			
	Current Level 2017-2021	Adjusted Target	Percent Change
2026 TARGET=	24.0	24.0	0.00%
All available information indicates rising fatalities trend, however due to regulations we are setting the adjustment % to zero			

Benchmarks to Achieve 2022-2026 Average Goal				
Preliminary State Data	Maximum amount to still make target.			
2022	2023	2024	2025	2026
31	22	22	22	22



Section 2.1 – Occupant Protection

Project name and description	Local Selective Traffic Enforcement Projects (STEPs) City, County and Statewide LE agencies will conduct sustained selective traffic enforcement throughout the year with emphasis on seat belt and child restraint violations. Child safety seat clinics, checkpoints, and inspection stations may supplement enforcement. Projects will participate in CIOT HVE mobilizations. Public Information and Education (PI&E) activities will be conducted to support the objectives of this project (See pg. 108).	
Project agreement number	OP-2026-02-02-00 thru TBD (see NHTSA GTS)	
Subrecipient(s)	Local STEP Agencies see Section 4.1	
Organization type	Law Enforcement	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL NHTSA 402	$1,461,800
Eligible use of funds	Occupant Protection (BIL)	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	Short-term, High Visibility Seat Belt Law Enforcement	
	Sustained Enforcement (OP)	

Project name and description	Statewide Selective Traffic Enforcement Project (STEP) Statewide selective traffic enforcement throughout the year with primary emphasis on seat belt and child restraint violations. Child safety seat clinics/checkpoints/inspection stations may supplement enforcement efforts. The project will also participate in CIOT HVE mobilizations during the year. Public Information and Education (PI&E) activities will be conducted to support the objectives of this project (See pg. 108).	
Project agreement number	OP-2026-03-03-01 M2HVE-2026-03-03-01	
Subrecipient(s)	Arkansas State Police	
Organization type	State Law Enforcement Agencies	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL NHTSA 402	$551,300
	BIL NHTSA 405b	$200,000
Eligible use of funds	405b Low HVE (BIL) Occupant Protection (BIL)	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	Short-term, High Visibility Seat Belt Law Enforcement Sustained Enforcement (OP)	

Section 2.1 – Occupant Protection

Project name and description	Mini Selective Traffic Enforcement Projects (M-STEPs) City and county law enforcement agencies participating as mini-STEPs will conduct selective traffic enforcement focused on seat belt and child restraint violations for CIOT HVE mobilizations. Public Information and Education (PI&E) activities will be conducted to support the objectives of this project (See pg. 109).	
Project agreement number	OP-2026-04-04-00 thru TBD (see NHTSA GTS)	
Subrecipient(s)	Local Mini-STEP Agencies see Section 4.2	
Organization type	Law Enforcement	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL NHTSA 402	$871,800
Eligible use of funds	Occupant Protection (BIL)	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	Short-term, High Visibility Seat Belt Law Enforcement	

Project name and description	Statewide Public Information and Education (PI&E) Statewide public information and education to promote occupant protection and particularly focus on the national CIOT enforcement mobilizations. 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 and Thanksgiving holidays targeting messages to young persons aged 18 - 34. This task will also emphasize the child restraint law, the dangers of leaving unattended children in a vehicle, and Graduated Licensing laws. Components of this task may include, but are not limited to, educational materials such as brochures, posters, public service announcements and (PSAs). 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. This task will also aid with PI&E efforts in specific community projects such as selective traffic enforcement projects (STEPs), and with diversity outreach and press events. Federal funding may provide for PSA creation and production, PI&E materials creation and production, educational items, and meeting and press event expenses. This task will also provide for the placement of traffic safety messages relating to occupant protection public information campaigns in the media. 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 be conducted to track driver attitudes and awareness of enforcement and communication activities and driving behavior. Federal funds will be allocated for the paid media.	
Project agreement number	OP-2026-05-05-01 M2HVE-2026-05-05-01 PM-2026-05-05-01 M2PE-2026-05-05-01	
Subrecipient(s)	CJRW	
Organization type	Advertising Firm	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL 405b OP Low	$690,400
	BIL NHTSA	$81,400

Section 2.1 – Occupant Protection

Eligible use of funds	405b Low Public Education Occupant Protection Paid Advertising
Planning and Administration costs (if applicable)	No
Whether the project is a promised project	No
The countermeasure strategy or strategies for programming funds	Communication Campaign (OP)

Project name and description	Traffic Safety Non-Commercial Sustaining Announcement Evaluation Program Distribute non-commercial sustaining announcements (NCSAs) statewide to radio and television stations and evaluate their use to obtain a minimum of $300,000 in documented public service airtime for traffic safety awareness messages.	
Project agreement number	OP-2026-06-06-01	
Subrecipient(s)	Arkansas Broadcasters Association	
Organization type	Non-Profit	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL NHTSA 402	$82,700
Eligible use of funds	Occupant Protection (BIL)	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	Communication Campaign (OP)	

Section 2.1 – Occupant Protection

Project name and description	Statewide Law Enforcement Liaison (LEL) Law Enforcement Liaison (LEL) to encourage and promote agencies to participate in CIOT mobilizations, identify and sign-up mini-STEP agencies, collect performance reports, provide technical assistance, promote participation in TOPS and issuance of seat belt citations, set up learning sessions, provide information on the ARTs "High Five" Program, and assist agencies with media events related to CIOT mobilizations.	
Project agreement number	OP-2026-07-07-01 / PT-2026-07-07-01	
Subrecipient(s)	Arkansas State Police – AHSO	
Organization type	State Agency	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL NHTSA 402	$55,100
Eligible use of funds	Occupant Protection (BIL) / Police Traffic Services (BIL)	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	Short-term, High Visibility Seat Belt Law Enforcement Sustained Enforcement (OP)	

Project name and description	Statewide Child Passenger Protection Project This project provides certification training for healthcare and childcare professionals to educate parents and caregivers on proper use of child restraints. NHTSA Standardized CPS Course curriculum is used. The project maintains a repository for CPS inspections stations in AR, provides education on unattended children and underserved populations.	
Project agreement number	OP-2026-08-08-01 M2CPS-2026-08-08-01 B2CPS_US-2026-08-08-01 UNATTD-2026-08-08-01	
Subrecipient(s)	Arkansas Children's Hospital	
Organization type	Non-Profit Health System	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL 405b OP Low	$540,700
	BIL NHTSA 402	$120,800
Eligible use of funds	405b Low Community CPS Services (BIL), Occupant Protection	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	Child Restraint System Inspection Station(s)	

Section 2.1 – Occupant Protection

Project name and description	Arkansas Rural Traffic Safety (ARTS) (OP) (High Five) The Arkansas Rural Traffic Safety (ARTS) Project is a new initiative aimed at enhancing road safety in rural areas of Arkansas. Modeled after the successful "High Five Project," the ARTS Project seeks to address the high rates of fatal and severe injuries on rural roads by increasing seat belt use and promoting safe driving practices. This proposal outlines the objectives, target counties, and implementation plan for the ARTS Project.	
Federal funding sources(s)	BIL NHTSA 402	
Project agreement number	OP-2026-10-10-01 thru 05	
Subrecipient(s)	Howard, Cleburne & Union County LEAs	
Organization type	Law Enforcement Agencies	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL NHTSA 402	$275,600
Eligible use of funds	Occupant Protection (BIL)	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No Short term	
The countermeasure strategy or strategies for programming funds	Short Term High Visibility Seat Belt Enforcement Sustained Enforcement (OP)	

Project name and description	Teen Driver Safety Project Implement a teen driver safety project which will employ activities in low seat belt use counties to increase seat belt use and GDL awareness. The University of Arkansas for Medical Sciences (UAMS), Arkansas Children's Hospital (ACH) Injury Prevention Center has conducted a project over the last 11 years in collaboration with the Allstate Foundation Teen Driving Program and the Injury Free Coalition for Kids. The project will focus specifically on increasing seat belt use for teens in targeted counties and plans to include four additional counties in their teen driver efforts based on 2021 data.	
Project agreement number	OP-2026-11-11-01	
Subrecipient(s)	Arkansas Children's	
Organization type	Non-Profit Health System	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL NHTSA 402	$220,500
Eligible use of funds	Occupant Protection BIL	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	School and Community Awareness Programs School Programs	

Section 2.1 – Occupant Protection

Project name and description	State Observation Seat Belt Survey Statewide seat belt survey to monitor the states seat belt usage.	
Project agreement number	OP-2026-12-12-01	
Subrecipient(s)	University of Arkansas - Fayetteville - Civil Engineering Dept	
Organization type	University	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL NHTSA 402	$165,400
Eligible use of funds	Occupant Protection (BIL)	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	Seat Belt Use Survey	

Project name and description	Occupant Protection Program Management This task will provide program management for projects within the Occupant Protection Program area, proper administration of projects through program planning, oversight/monitoring, evaluation, coordination, staff education and development. It will provide materials essential for program development and management and cover OP personnel, travel, and operational costs. It will also include funding for the continued development of the AHSO eGrant System for the electronic submission of proposals by subcontractors, development of contract agreements and other forms related to planning, programming, monitoring and evaluating projects	
Project agreement number	OP-2026-13-13-01	
Subrecipient(s)	Arkansas State Police -AHSO	
Organization type	State Agency	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL 405d Impaired Driving Int	$324,900
	BIL NHTSA 402	$287,000
Eligible use of funds	Occupant Protection (BIL) 405d Int Occupant Protection (BIL)	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	Child Restraint System Inspection Station(s) Communication Campaign (OP) School Programs Short-term, High Visibility Seat Belt Law Enforcement Sustained Enforcement (OP)	

Section 2.2 – Impaired Driving

Project name and description	Statewide Judicial Training Provide adjudication training for approximately 100 Arkansas 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. Faculty will be selected from district judges, substance abuse professionals, law enforcement officers, law professors and judges from other states who teach traffic programs in their home state and at the national level. Funding will reimburse in-state and out-of-state travel, tuition, meals, and lodging	
Project agreement number	AL-2026-01-01-01	
Subrecipient(s)	Administrative Office of the Courts	
Organization type	State Agency	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL NHTSA 402	$165,400
Eligible use of funds	Impaired Driving (BIL)	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	Judicial Education	

Project name and description	Statewide Traffic Safety/ Law Enforcement Training Project Provide the following training for law enforcement officers: standardized field sobriety test (SFST)/traffic occupant protection strategies (TOPS) training; SFST refresher training; Advanced Roadside Impaired Driving (ARIDE) training; Drug Recognition Expert (DRE) training & Instructor development.	
Project agreement number	AL-2026-02-02-01	
Subrecipient(s)	Criminal Justice Institute	
Organization type	State Agency	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL NHTSA 402	$705,600
Eligible use of funds	Impaired Driving (BIL)	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	Drug Recognition Expert (DRE) Training SFST training for Law Enforcement Officers	

Section 2.2 – Impaired Driving

Project name and description	Traffic Safety Non-Commercial Sustaining Announcement Program Distribute non-commercial sustaining announcements (NCSAs) statewide to radio and television stations and evaluate their use to obtain a minimum of $300,000 in documented public service airtime for traffic safety awareness messages.	
Project agreement number	AL-2026-03-03-01	
Subrecipient(s)	Arkansas Broadcasters Association	
Organization type	Non-Profit	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL NHTSA 402	$82,700
Eligible use of funds	Impaired Driving (BIL)	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	Communication Campaign (Impaired Driving)	

Project name and description	Statewide Public Information and Education Statewide public information and education to promote awareness of the impacts of impaired driving and support national mobilizations such as "Drive Sober or Get Pulled Over" (DSGPO) targeting messages to young persons aged 18 - 34 and motorcycle operators. Media includes television, radio, internet, and print.	
Project agreement number	AL-2026-05-05-01 B5PEM-2026-05-05-01	
Subrecipient(s)	CJRW	
Organization type	Advertising Agency	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL 405d Impaired Driving Mid	$1,135,200
	BIL NHTSA 402	$242,900
Eligible use of funds	405d Mid Paid/Earned Media (BIL) Impaired Driving (BIL)	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	Communication Campaign (Impaired Driving)	

Section 2.2 – Impaired Driving

Project name and description	Local Selective Traffic Enforcement Projects (STEPs) Funding for local selective traffic enforcement. The primary emphasis will be sustained DUI/DWI local selective traffic enforcement agencies. Agencies will also participate in DSOGPO and other DWI/DUI HVE mobilizations and checkpoints. Public Information and Education (PI&E) activities will be conducted and equipment such as in-car cameras and PBTs will be purchased to support the objectives of this project (See pg. 108).	
Project agreement number	AL-2026-06-06-00 thru TBD (see NHTSA GTS)	
Subrecipient(s)	Local STEP Agencies see Section 4.1	
Organization type	Local Law Enforcement Agencies	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL NHTSA 402	$1,480,600
Eligible use of funds	Impaired Driving (BIL)	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	High Visibility Enforcement (Impaired) Publicized Sobriety Checkpoints	

Project name and description	Statewide Selective Traffic Enforcement Project (STEP) Primary emphasis will be sustained year-round enforcement of DWI/DUI laws. Agencies will also participate in DSOGPO and other DWI/DUI HVE mobilizations and checkpoints. Public Information and Education (PI&E) activities will be conducted and equipment such as approximately 150 in-car cameras (125 additional cameras and cloud services will be purchased with State funds as match) and PBTs will be purchased to support the objectives of this project (See pg. 108).	
Project agreement number	M5HVE/AL 2025-07-07-01 (see NHTSA GTS)	
Subrecipient(s)	Arkansas State Police	
Organization type	State Law Enforcement Agencies	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	NHTSA 402	$500,000
	405d Impaired Driving Mid	$911,500
Eligible use of funds	Impaired Driving (BIL)	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	High Visibility Enforcement (Impaired)	

Section 2.2 – Impaired Driving

Project name and description	Mini Selective Traffic Enforcement Projects (M-STEPs) Funding for overtime pay and equipment for Mini-STEP projects to conduct DWI/DUI enforcement during state, regional or national HVE campaigns. Public Information and Education (PI&E) activities will be conducted and equipment such as in-car cameras and PBTs will be purchased to support the objectives of this project (See pg. 109).	
Project agreement number	M5HVE-2026-08-08-00 thru TBD (see NHTSA GTS)	
Subrecipient(s)	Local Mini-STEP Agencies see Section 4.2	
Organization type	Law Enforcement	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL 405d Impaired Driving Mid	$1,571,800
Eligible use of funds	405d Mid HVE (BIL)	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	High Visibility Enforcement (Impaired)	

Project name and description	BAC Intoximeter and Blood Testing Project Funding for Office of Alcohol Testing staff to attend Conferences/trainings including: Association of Ignition Interlock Program Administrators, Lifesavers National Conference, Intoximeter Users Group Meeting and International Association for Chemical Testing annual meeting. Funding also provides for purchase of testing supplies and an Intoximeter Hardware and Guth Simulators.	
Project agreement number	B5BAC-2026-09-09-01	
Subrecipient(s)	Arkansas Department of Health (ADH) - Office of Alcohol Testing	
Organization type	State Agency	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL 405d Impaired Driving Mid	$441,000
Eligible use of funds	405d Mid BAC Testing/Reporting (BIL)	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	Laboratory Drug Testing Equipment	

Section 2.2 – Impaired Driving

Project name and description	Statewide Law Enforcement Training Academy BAT & Sobriety Checkpoint Mobile Training Equipment for the Breath Alcohol Testing (BAT) & Sobriety Checkpoint support and training project with Black River Technical College, Law Enforcement Training Academy.	
Project agreement number	M5TR-2026-10-10-01	
Subrecipient(s)	Black River Technical College	
Organization type	Law Enforcement Training Academy	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL 405d Impaired Driving Mid	$330,800
Eligible use of funds	405d Impaired Driving MID Training – Enf Rel Exp (BIL)	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	High Visibility Enforcement (Impaired) Publicized Sobriety Checkpoints SFST Training	

Project name and description	Statewide Law Enforcement Liaison (LEL) The LEL will recruit law enforcement agencies statewide to participate in mobilizations and mini-STEP grants in addition to promoting agency participation in sustained STEP programs, other responsibilities will include recruiting agencies for SFST, ARIDE, and DRE training. Information on the newly implemented rural high five program will also be provided and promoted to generate interest. Lunch and learn sessions will be conducted with local law enforcement agencies in the area.	
Project agreement number	AL-2026-11-11-01 / PT-2026-07-07-01	
Subrecipient(s)	Arkansas State Police - AHSO	
Organization type	Highway Safety Office	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL NHTSA 402	$55,100
Eligible use of funds	Impaired Driving (BIL) / Police Traffic Services (PT) BIL	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	High Visibility Enforcement (Impaired)	

Section 2.2 – Impaired Driving

Project name and description	Statewide Court Monitoring Program Court Monitoring program to enhance transparency, accountability and promote appropriate sentencing within the criminal justice system for impaired driving by: 1. Compiling information on the disposition of DWI/DUI charges 2. Producing relevant reports and publicizing findings 3. Facilitating efforts of the Arkansas Impaired Driving Prevention Task Force.	
Project agreement number	B5CS-2026-12-12-01	
Subrecipient(s)	SpeakUp About Drugs	
Organization type	Non-Profit	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL 405d Impaired Driving Mid	$165,400
Eligible use of funds	405d Mid Court Support (BIL)	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	Court Monitoring	

Project name and description	DWI Courts Funding for 12 DWI courts (3 pilot courts and training for 9 other courts) including development and implementation of additional DWI courts in jurisdictions statewide to improve adjudication of traffic laws related to impaired driving.	
Project agreement number	B5CS-2026-13-13-00 thru TBD (See NHTSA GTS)	
Subrecipient(s)	Local District Courts	
Organization type	District Courts	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL 405d Impaired Driving Mid	$441,000
Eligible use of funds	405d Mid Court Support (BIL)	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	DWI Courts	

Section 2.2 – Impaired Driving

Project name and description	Statewide In-Car Camera and Video Storage System This task provides in-car video cameras and a backend video storage system for the Arkansas State Police (ASP) to aid in the apprehension and prosecution of DWI/DUI violators. This is a statewide project. Equipment will be utilized statewide to enhance ASP STEP activities and integrated with eCite and eCrash as part of the Mobile Officer Virtual Environment (MOVE) to provide essential documentation for DWI cases.	
Project agreement number	AL-2026-14-14-01	
Subrecipient(s)	Arkansas State Police	
Organization type	State Law Enforcement	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	NHTSA 402	$100,000
Eligible use of funds	Impaired Driving (BIL)	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	High Visibility Enforcement (Impaired) Publicized Sobriety Checkpoints	

Project name and description	Motor Vehicle Crash Toxicology Testing Funds provide for toxicology testing; equipment validation; new toxicology analysis equipment, supplies and training.	
Project agreement number	B5BAC-2026-15-15-01	
Subrecipient(s)	Arkansas State Crime Lab	
Organization type	State Agency	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL 405d Impaired Driving Mid	$416,000
Eligible use of funds	405d Mid BAC Testing/Reporting (BIL)	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	Laboratory Drug Testing Equipment	

Section 2.2 – Impaired Driving

Project name and description	Alcohol and Other Drug Countermeasures Program Management Funding provides program management/administration for projects in the Alcohol and Other Drugs area. It will also provide training and support to effectively address Arkansas' Impaired Driving problems. It will provide materials essential for program development and management and cover OP personnel, travel, and operational costs. It will also include funding for the continued development of the AHSO eGrant System for the electronic submission of proposals by subcontractors, development of contract agreements and other forms related to planning, programming, monitoring and evaluating projects	
Project agreement number	AL-2026-17-17-01 M7*AL-2026-17-17-01	
Subrecipient(s)	Arkansas State Police – AHSO	
Organization type	State Agency	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL 405d Impaired Driving Int	$324,900
	BIL NHTSA 402	$287,000
Eligible use of funds	405d Int Alcohol (BIL) Alcohol (BIL)	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	Hwy Safety Office Program Management (Impaired Driving)	

Section 2.2 – Impaired Driving

Project name and description	RideShare Program RideShare Programs are associated with decreasing impaired driving incidents. Research shows that when programs like Lyft and Uber enter a market, ride volumes increase, and DUI incidents decrease. 65% of riders use these services to find a rideshare driver when they are planning to drink alcohol or use another substance that could impair driving ability. Since 2018, GHSA and Lyft have partnered with State Highway Safety Offices (SHSOs) to encourage the use of ride-hailing services as a safe alternative to driving after consuming alcohol or other drugs during the November-December holiday period.	
Project agreement number	AL-2026-19-19-01	
Subrecipient(s)	TBD	
Organization type	Non-Profit	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL NHTSA 402	$105,000
Eligible use of funds	Impaired Driving (BIL)	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	Alternative Transportation*** Methods people can use to get to and from places where they drink without having to drive.	

Section 2.3 – Speed

Project name and description	Local Selective Traffic Enforcement Projects (STEPs) Funding for selected cities and counties to conduct sustained selective traffic enforcement projects. Speed enforcement will be a vital component of these enforcement efforts. Statewide selective traffic enforcement will be conducted throughout the year with primary emphasis on speed enforcement. Agencies will also participate in any speed HVE mobilizations. Public Information and Education (PI&E) activities will be conducted and equipment such as radars will be purchased to support the objectives of this project (See pg. 108).	
Project agreement number	SC-2026-01-01-00 thru TBD (See NHTSA GTS)	
Subrecipient(s)	Local STEP Agencies See Section 4.1	
Organization type	Law Enforcement Agencies	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL NHTSA 402	$1,523,800
Eligible use of funds	Speed Management (BIL)	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	Sustained Enforcement (SP) Short-Term High Visibility Speed Enforcement	

Project name and description	Statewide Selective Traffic Enforcement Project (STEP) Provides funding for statewide selective traffic enforcement projects through the Arkansas State Police and the Arkansas Highway Police with a primary emphasis on speed enforcement throughout the year. The Arkansas Highway Police will focus on work zones throughout the state. Agencies will also participate in any speed HVE mobilizations. Public Information and Education (PI&E) activities will be conducted and equipment such as radars will be purchased to support the objectives of this project (See pg. 108).	
Project agreement number	B8L*SC/SC-2026-02-02-01	
Subrecipient(s)	Arkansas State Police	
Organization type	State Law Enforcement Agency	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL NHTSA 402	$700,000
	BIL NHTSA 405e	$223,000
Eligible use of funds	Speed Management (BIL)	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	Short Term High Visibility Speed Enforcement Sustained Enforcement (SP)	

Section 2.3 – Speed

Project name and description	Mini Selective Traffic Enforcement Projects (M-STEPs) Funding for overtime pay and equipment for Mini-STEP projects to conduct speed enforcement primarily during state, regional or national speed HVE campaigns. Public Information and Education (PI&E) activities will be conducted and equipment such as radars will be purchased to support the objectives of this project (See pg. 109).	
Project agreement number	SC-2026-03-03-00 thru TBD (see NHTSA GTS)	
Subrecipient(s)	Local Mini STEP Agencies listed Section 4.2	
Organization type	Law Enforcement	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL NHTSA 402	$651,300
Eligible use of funds	Speed Management (BIL)	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	Short Term High Visibility Speed Enforcement Sustained Enforcement (SP)	

Project name and description	Statewide Public Information and Education (PI&E) Statewide public information and education to promote adherence to speed limits with particular focus on the national “Obey the Sign or Pay the Fine” enforcement mobilization during the summer season.	
Project agreement number	SC-2026-04-04-02 PM-2026-04-04-01	
Subrecipient(s)	CJRW	
Organization type	Advertising Firm	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL NHTSA 402	$330,800
Eligible use of funds	Paid Advertising (BIL) Speed Management (BIL)	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	Communication Campaign (Speed)	

Section 2.4 – Distracted Driving

Project name and description	Statewide Public Information and Education (PI&E) & Awareness Statewide public information and education to promote adherence to texting and cell phone laws. Components of this task may include, but are not limited to, educational materials such as brochures, posters, public service announcements and paid advertising to enhance other traffic safety projects.	
Project agreement number	B8APE/M8PE-2026-01-01-01 thru 02	
Subrecipient(s)	CJRW	
Organization type	Advertising Firm	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL NHTSA 405e Comp DD	$350,000
	BIL NHTSA 405e DD Awareness	$350,000
Eligible use of funds	405e Awareness PE 24-26 B8APE Public Education	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	Communication Campaign DD	

Project name and description	Slow Down, Phone Down Statewide public information and education to promote adherence to texting and cell phone laws through continuation of the "Slow Down, Phone Down" in work zones campaign. Components of this task may include, but are not limited to, educational materials such as brochures, posters, public service announcements and paid advertising.	
Project agreement number	B8APE / M8PE-2026-01-01-03	
Subrecipient(s)	Arkansas Department of Transportation (ARDOT)	
Organization type	State Agency	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL NHTSA 405e Comp DD	$350,000
	BIL NHTSA 405e DD Awareness	$350,000
Eligible use of funds	405e Comprehensive Public Education (BIL) 24-26 B8APE Awareness	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	Communication Campaign DD	

Section 2.4 – Distracted Driving

Project name and description	Local Selective Traffic Enforcement Projects (STEPs) Funding for selected cities and counties to conduct sustained selective traffic distracted driving enforcement projects. Statewide selective traffic enforcement throughout the year with primary emphasis on Distracted Driving. Agencies will also participate in any Distracted Driving HVE mobilizations. Public Information and Education (PI&E) activities will be conducted to support the objectives of this project (See pg. 108).	
Project agreement number	B8LDDLE-2026-02-02-00 thru TBD (see NHTSA GTS)	
Subrecipient(s)	Local STEP Agencies see Section 4.1	
Organization type	Law Enforcement	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL NHTSA 405e DD	$582,000
Eligible use of funds	405e DD Law Enforcement (BIL) B8LDDLE	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	High Visibility Cellphone/Text Messaging Enforcement	

Project name and description	Statewide Selective Traffic Enforcement Project (STEP) Provide funding for the statewide selective distracted traffic enforcement. Agencies will also participate in in any Distracted Driving HVE mobilizations. Public Information and Education (PI&E) activities will be conducted to support the objectives of this project (See pg. 108).	
Project agreement number	B8LDDLE-2026-03-03-01	
Subrecipient(s)	Arkansas State Police	
Organization type	State Law Enforcement Agency	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL NHTSA 405e Comp DD	$225,000
Eligible use of funds	405e DD Law Enf (BIL) B8LDDLE	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	High Visibility Cellphone/Text Messaging Enforcement	

Section 2.4 – Distracted Driving

Project name and description	Mini Selective Traffic Enforcement Projects (M-STEPs) Funding for overtime pay and equipment for Mini-STEP projects to conduct distracted driving enforcement during state, regional or national HVE campaigns. Public Information and Education (PI&E) activities will be conducted to support the objectives of this project (See pg. 109).	
Project agreement number	B8LDDLE-2026-04-04-00 thru TBD	
Subrecipient(s)	Local Mini-STEP Agencies see Section 4.2	
Organization type	Law Enforcement	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL NHTSA 405e DD Laws	$661,500
Eligible use of funds	405e DD LE (BIL) B8LDDLE	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	High Visibility Cellphone/Text Messaging Enforcement	

Project name and description	**NEW** - Teen Distracted Driving - Jr. Safety Ambassador Training Conferences Families Against Distractive Driving (F.A.D.D.) is a nonprofit organization dedicated to educating drivers about the dangers of distracted driving by raising awareness and promoting safe driving habits through education, enforcement, legislation, and personal responsibility. F.A.D.D., in partnership with Jr. Ambassador Lily Grace Overholser, will host six Jr. Ambassador Training Conferences across Arkansas in Magnolia, Hot Springs, Little Rock, Jonesboro, Mountain Home, and Fayetteville. High school students and advisors from across the state will be selected to attend these conferences and become F.A.D.D. Jr. Ambassadors. Educational sessions will focus on topics such as the dangers of distracted driving, distracted driving laws, and the Graduated Driver Licensing (GDL) program. Presenters will include F.A.D.D. staff, local law enforcement, emergency responders, Arkansas Highway Safety representatives, State Farm agents, and guest speakers. The goal is to equip students with the knowledge and leadership skills needed to lead safety efforts on their school campuses and in their communities, ultimately helping to prevent crashes and save lives.	
Project agreement number	DD-2026-05-05-01	
Subrecipient(s)	Families Against Distractive Driving (F.A.D.D.)	
Organization type	Non-Profit Organization	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL NHTSA 402	$165,400
Eligible use of funds	Distracted Driving (BIL)	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	School and Community Awareness Programs School Programs	

Section 2.4 – Distracted Driving

Project name and description	**NEW** - Youth Leadership Symposiums Purpose Driven Paths is a statewide youth prevention and leadership initiative that combines two key programs: "Building Youth with Purpose" for middle and high school level students and "Circle of Hope" Leadership Symposiums for college-level students. The initiative is driven by a commitment to reduce roadway fatalities, increase seat belt usage and to decrease distracted driving among Arkansas youth and young adults, especially in counties with high rates of roadway crash and fatalities. Anchored in the personal story of Olivia DaVinci Vaughn Perez, who tragically lost her life on I 530 in 2016 due to a distracted driver, this program uses trauma-informed prevention, leadership development, and peer engagement to change the narrative around youth and roadway safety. Through storytelling, community-based education, and targeted outreach, Purpose Driven Paths aims to equip Arkansas youth and young adults with the knowledge, motivation, and purpose to drive responsibly and lead their peers.	
Project agreement number	DD-2026-05-05-02	
Subrecipient(s)	Teen Tours Society, Inc	
Organization type	Non-Profit Organization	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL NHTSA 402	$200,000
Eligible use of funds	Distracted Driving (BIL)	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	School and Community Awareness Programs School Programs Peer to Peer	

Section 2.5 – Motorcycle Safety

Project name and description	Motorist Awareness Campaign Provide funding to purchase educational pamphlets, posters, billboards, radio and television ads in a majority of the high crash and fatality counties in Arkansas as appropriate to provide information and create awareness of motorcycle safety and the dangers of impaired riding with an emphasis on the top five counties (Pulaski, Benton, Washington, Searcy, and Garland).	
Project agreement number	MC-2026-01-01-01 M9MA-2026-01-01-01	
Subrecipient(s)	CJRW	
Organization type	Advertising Firm	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL 405f Motorcycle Programs (lowest 25%)	$83,400
	BIL NHTSA 402	$56,900
Eligible use of funds	405f Motorcyclist Awareness (BIL)	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	Communication Campaign (MC)	

Project name and description	Motorcyclist Awareness/Outreach Campaign Provide funding for an awareness/outreach program involving a coordinated presence at all motorcycle rallies throughout AR. This will be conducted through a sub-contract with Alliance Highway Safety or other vendors. In FY25, Alliance will attend a minimum of 20 days of motorcycle rallies at 10 different rally events and provide data on motorcycle crashes for each county where a rally is held.	
Project agreement number	MC-2026-02-02-01	
Subrecipient(s)	CJRW	
Organization type	Advertising Firm	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL NHTSA 402	$220,500
Eligible use of funds	Motorcycle Safety (BIL)	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	Communication Campaign (MC)	

Section 2.5 – Motorcycle Safety

Project name and description	Motorcycle Program Management This task will provide program management for projects within the Motorcycle Safety Program area, proper administration of projects through program planning, oversight/monitoring, evaluation, coordination, staff education and development. It will provide materials essential for program development and management and cover MC personnel, travel, and operational costs.	
Project agreement number	MC-2026-03-03-01 thru 03	
Subrecipient(s)	Arkansas State Police – Arkansas Highway Safety Office	
Organization type	State Agency	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL NHTSA 402	$80,000
Eligible use of funds	Motorcycle Safety (BIL)	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	Motorcycle rider training Strategies to increase rider conspicuity and use of protective clothing Motorcycle Helmet Use Promotion Programs	

Section 2.6 – Young Driver Safety

Project name and description	**NEW** - Teen Driver Safety Project - Safe Roads Ahead Arkansas continues to rank among the highest in motor vehicle fatality rates nationwide, with youth aged 15–20 disproportionately impacted. To address this urgent public safety issue, Big Brothers Big Sisters of Central Arkansas (BBBSCA) is launching a comprehensive driver education program to target underserved youth in Central and Southeast Arkansas. The Safe Roads Ahead – Equipping Arkansas Youth With Lifesaving Driver Education initiative will provide first-time drivers with structured driver education experience, including 30 hours of classroom instruction and 8 hours of personalized behind-the-wheel training, in partnership with Thompson Driving School. The program will emphasize safe driving behaviors, risk awareness, and legal responsibilities while addressing critical gaps in seatbelt usage, distracted driving, impaired driving and GDL Education. BBBSCA will lead outreach efforts to recruit participants especially from rural, low-income families and eliminate barriers through transportation vouchers and licensing fee assistance. Parents and guardians will be actively engaged throughout to help reinforce safe driving habits at home. Delivered in four phases, the program will culminate with students obtaining a valid Arkansas Driver's License and equipped with the skills, confidence, and awareness needed to become safe, responsible drivers in their communities.	
Project agreement number	TSP-2026-01-01-01	
Subrecipient(s)	Big Brothers Big Sisters of Central Arkansas (BBBSCA)	
Organization type	Non-Profit	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL NHTSA 402	$120,500
Eligible use of funds	Teen Safety Program (TSP) BIL	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	Pre-Licensure" Driver's Education	

Section 2.6 – Young Driver Safety

Project name and description	**NEW** - Teen Driver Safety – Drive Aware The Teen Driver Safety Program – Drive Aware Project will focus on reducing motor vehicle crashes, fatalities, and injuries among high-risk populations particularly teens and young adults in eight priority counties across Arkansas. This project aims to combat three major traffic safety concerns: Primarily the rising number of pedestrian and bicyclist fatalities and other traffic safety issues such as low seat belt usage, and distracted driving. Through targeted school and college-based education programs, parental engagement, and culturally responsive outreach, this initiative will increase awareness about vulnerable road users, promote safer driving behaviors, and support state and national efforts to reduce roadway fatalities. Programming will include interactive presentations, awareness campaigns, and partnerships with schools and communities to ensure long-term impact.	
Project agreement number	TSP-2026-01-01-02	
Subrecipient(s)	Women's Council on African American Affairs/	
Organization type	Non-Profit Organization	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL NHTSA 402	$100,000
Eligible use of funds	Teen Safety Program (TSP) BIL	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	School and Community Awareness Programs School Programs	

Section 2.6 – Young Driver Safety

Project name and description	**New** - Pilot Teen Safety Project - In Their Shoes Develop and pilot ***In Their Shoes***, an innovative safety education outreach program that uses immersive Virtual Reality (VR) simulations to reduce risky behaviors among youth and young adults. This program focuses on comprehensive traffic safety education for high school teens. The program targets key safety concerns, including distracted driving, impaired driving, speeding, seatbelt use, and pedestrian and bicycle safety. Grounded in an experiential learning framework, *In Their Shoes* is designed to foster self-awareness, empathy, and lasting behavior change. By placing learners in realistic, scenario-based simulations, the program promotes a deeper understanding of safety risks and empowers students to make informed, responsible decisions. The program will be modular and scalable, supported by digital toolkits, a train-the-trainer implementation model, and outcome-based evaluation strategies. The name *In Their Shoes* reflects the program's core philosophy: learning safety lessons by figuratively stepping into someone else's experience to cultivate empathy and insight through immersive education. **Program Goals** 1. Reduce risky behaviors through education and simulation. 2. Build sustainable safety habits in young people. 3. Generate measurable, positive changes in knowledge, attitudes, and behaviors. 4. Create a replicable model adaptable for schools, colleges, and community partners	
Project agreement number	TSP-2026-01-01-03	
Subrecipient(s)	University of Arkansas - Fayetteville - Civil Engineering Dept	
Organization type	University	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	NHTSA 402	$107,000
Eligible use of funds		
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	School and Community Awareness Programs School Programs	

Section 2.6 – Young Driver Safety

Project name and description	Save A Life Tour (Teen Drivers) The program specifically places emphasis on the following driving situations: Driver Experience – young drivers and driver behavior based on maturity Improper Driver Behavior – careless driving habits- speeding, turn signal use Safety Restraints – proper seat belt usage Impaired Driving – alcohol usage, controlled substance, drowsiness Distracted Driving – cell phones, passenger activities Motorcycle – awareness, operation The Save A Life Tour utilizes several methods for educating and demonstrating the effects and consequences that are direct results of poor choices and/or decisions made by operators of a motor vehicle. These methods are: Speaking Presentation – Fact based lecture provided by Save A Life facilitators Visual Presentation – Informative visual presentations showing actual footage/pictures of crashes and victim stories. Interactive Demonstration – Simulation for the effects of impaired and distracted driving behavior Corrective Action – Continuous interaction with Save A Life Tour facilitators throughout presentation and event Knowledge Retention –Surveys, Statistical Analysis, Pledge Card, and recognition banner presented to the school to be displayed at event completion. Informative Current Statistics – Current ongoing fact-based data and information. *entatively targeting Craighead, Pulaski, Jefferson and Washington counties.*	
Project agreement number	TSP-2026-02-02-01	
Subrecipient(s)	Arkansas Children's	
Organization type	Non-Profit Health System	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL NHTSA 402	$210,000
Eligible use of funds	Teen Safety Program BIL	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	School and Community Awareness Programs School Programs	

Section 2.6 – Young Driver Safety

Project name and description	Teen Driving ROADeo This project will integrate intentional mentoring with hands-on highway safety education to serve at-risk, underserved youth and their families. Participants engaging in Teen Driving "ROADeo" interactive community events will experience mentorship along with education for teens and parents on key traffic safety laws including the Graduated Driver License (GDL) law, primary seat belt law, and cell phone restrictions. The "ROADeo" will feature hands-on vehicle safety training including seat belt use, impaired and distracted driving awareness, and sessions on bicycle, pedestrian, and railroad safety. By focusing on parent-teen communication and mentor engagement, the project strives to build lasting relationships and reinforce safe driving behaviors. The program strengthens parent-teen communication and uses trained mentors and mentees to reinforce safe decision-making behind the wheel. Pre and post event evaluations will be conducted to measure increases in traffic safety knowledge and awareness. The project will target counties based on data, current requests, and AHSO traffic safety goals to reduce teen-related crashes and promote safe, informed driving practices statewide.	
Project agreement number	TSP-2026-03-03-01	
Subrecipient(s)	Building Bridges, Mending Fences	
Organization type	Non-Profit Organization	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL NHTSA 402	$210,000
Eligible use of funds	Teen Safety Program (TSP) BIL	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	School and Community Awareness Programs School Programs	

Section 2.6 – Young Driver Safety

Project name and description	B.R.A.K.E.S. Program for Teens To prevent injuries and save lives by training and educating teenage drivers and their parents about the importance of safe and responsible driving. While conventional driver's education is important and valuable, the B.R.A.K.E.S Teen Pro-Active Driving School curriculum goes well beyond that level of training, addressing common driving situations responsible for many traffic crashes involving teens. Driving exercises include: Distracted Driving Awareness, Panic Braking, Crash Avoidance, Car Control/Skid Recovery, Drop-wheel/Off-road Recovery. Other elements include proper seat and mirror placement, proper use of seatbelts, eye scanning, Big Rig Safety, What to do during a Traffic Stop and more. B.R.A.K.E.S. instructors come from various backgrounds, but all have extensive experience in advanced driver training and defensive driving instruction. They include current and former members of law enforcement, professional racing drivers, and even some drivers who perform stunts in movies. In addition to their previous experience, B.R.A.K.E.S. conducts its own rigorous course for instructors to ensure consistent and safe delivery of our proven curriculum. **Tentatively Pulaski and Washington counties*	
Project agreement number	TSP-2026-04-04-01	
Subrecipient(s)	B.R.A.K.E.S. Inc.	
Organization type	Non-Profit	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL NHTSA 402	$157,500
Eligible use of funds	BIL NHTSA 402 TSP	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	School and Community Awareness Programs School Programs	

Section 2.7 – Pedestrian / Bicycle Safety

Project name and description	Statewide Public Information and Education (PI&E) Provide funding to develop public information and educational materials promoting pedestrian and bicycle safety.	
Project agreement number	PS-2026-01-01-01	
Subrecipient(s)	CJRW	
Organization type	Advertising Firm	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL NHTSA 402	$330,800
Eligible use of funds	Pedestrian/Bicycle Safety (BIL) Paid Advertising (BIL)	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	Communication Campaign (Ped/Bike)	

Project name and description	Pedestrian/Bicycle Public Awareness Campaign ArDOT will conduct a media campaign focused on: • Public service messages that target school children on bicycle and pedestrian safety • Public service messages aimed at increasing awareness of the dangers of bicycle and pedestrian traffic on high volume roadways • Social media to educate the public on bicycle/pedestrian laws and safety	
Project agreement number	PS-2026-02-02-01	
Subrecipient(s)	AR Department of Transportation (ARDOT)	
Organization type	State Agency	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL NHTSA 402	$330,800
Eligible use of funds	Pedestrian/Bicycle Safety (BIL)	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	Communication Campaign (Ped/Bike)	

Section 2.7 – Pedestrian / Bicycle Safety

Project name and description	Pedestrian/Bicycle Safety Project Data indicates the majority of teen/young adult bike/ped injuries occur in urban settings and on college campuses. Arkansas Children's Hospital (ACH) will implement a Pedestrian/Bicycle safety project which will employ activities in schools and colleges of selected counties to provide education and awareness on pedestrian and bicyclist safety issues. ACH/IPC will include Safe Routes to school for young children and research the bicycle and pedestrian issue and look at evidence-based bike/ped programs in other states to develop a program for Arkansas.	
Project agreement number	PS-2026-03-03-01	
Subrecipient(s)	Arkansas Children's	
Organization type	Non-Profit Health System	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL NHTSA 402	$10,000
Eligible use of funds	Pedestrian/Bicycle (BIL)	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	School and Community Awareness Programs School Programs Pedestrian/Bicycle Public Awareness Campaign	

Project name and description	Vulnerable Road User (VRU) Summit Vulnerable road users (VRUs) include pedestrians, cyclists, and motorcyclists, all of whom lack the basic safety protections provided to vehicle occupants by automobiles. Fatality rates for VRUs remain unacceptably high. To meaningfully improve roadway safety for VRUs, it is important to understand the safety problems and domains with the highest potential for improvement based on the factors that contribute to crashes and the factors that can be mitigated by behavioral change. The VRU Safety Summits will focus on the "5 Es" (Education, Equity, Engineering, Enforcement, and Evaluation) and their relevance to vulnerable road users such as pedestrians, cyclists to provide provided valuable insights, strategies, and networking opportunities for improving the safety and inclusivity of Arkansas's transportation infrastructure and behavior surrounding vulnerable road users.	
Project agreement number	PS-2026-04-04-01	
Subrecipient(s)	CJRW	
Organization type	Advertising Agency	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL NHTSA 402	$105,000
Eligible use of funds	Pedestrian Safety BIL	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	Community Awareness Programs	

Section 2.7 – Pedestrian / Bicycle Safety

Project name and description	Pedestrian Safety Program Management This task will provide program management for projects within the Pedestrian Safety Program area, proper administration of projects through program planning, oversight/monitoring, evaluation, coordination, staff education and development. It will provide materials essential for program development and management and cover OP personnel, travel, and operational costs. It will also assist with the development of contract agreements and other forms related to planning, programming, monitoring and evaluating projects	
Project agreement number	PS-2026-05-05-01	
Subrecipient(s)	Arkansas State Police – Arkansas Highway Safety Office	
Organization type	Advertising Agency	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL NHTSA 402	$60,000
Eligible use of funds	Pedestrian Safety BIL	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	Highway Safety Office Program Management (Pedestrian)	

Project name and description	Non-Motorized Traffic Safety Education (PS) Public education and information campaigns based on non-motorized traffic safety. Data from the AR Data Deep Dive showed that in 2021 the rate of pedestrian fatalities among the Arkansas Black population was more than double that of the White or Hispanic populations. It also identified the Pulaski County (Central AR) and Northwest Arkansas as key areas to target. Reference pages 13, 14 AR FY24-26 Triennial HSP. This data will be utilized in conjunction with other data and feedback from the AHSO Vulnerable Road User Summit to determine the most effective way to target media messaging for this area.	
Project agreement number	BGPE-2026-06-06-01	
Subrecipient(s)	CJRW	
Organization type	Advertising Agency	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL NHTSA 405g	$841,600
Eligible use of funds	BIL 405g Non-Motorized Safety – Public Education 24-26	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	Non-Motorized Traffic Safety	

Section 2.7 – Pedestrian / Bicycle Safety

Project name and description	SAFE ACROSS Program SafeAcross is a pedestrian safety initiative that pairs specialty signage with educational messages to train drivers to recognize cross walks and yield for pedestrians. The various elements of Safe Across aim to normalize courteous behavior and promote pedestrian-friendly communities.	
Project agreement number	PS-2026-07-07-01	
Subrecipient(s)	TBD	
Organization type	TBD	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL NHTSA 402	$210,000
Eligible use of funds	Pedestrian Safety BIL	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	Community Awareness Programs	

Project name and description	Asphalt Art Pedestrian fatalities in the U.S. have surged to 40-year highs, Federal guidelines now include asphalt art projects as part of a roadway design tool kit that can be used on city streets. Cities can unlock their creative potential and roll out streets that engage the eye and work better. In 2019 Bloomberg Philanthropies launched the Asphalt Art Initiative (AAI) with grants to 90 projects in cities across the United States. Bloomberg partnered with Sam Schwartz Consulting and Street Plans to produce a study of 17 past arts-driven projects and five AAI projects. The study found a 50 percent reduction in crashes involving pedestrians and cyclists and a 27 percent increase in drivers yielding to pedestrians with the right of way. In AHSO PP&E efforts, Pulaski and Jefferson county HBCUs have an interest in implementing Asphalt Art projects. Activities funded for this project will include publicity and media (news articles, PSAs, events) highlighting citizen and student involvement to address pedestrian and bicyclist safety issues. Funding may also provide for Project Coordinators to oversee project activities. The AHSO will partner with ARDOT and FHWA to ensure compliance with MUTCD policies. Additional funding will be explored through ARDOT, FHWA, the Arkansas Art Center and individual HBCU art departments for relevant project components. www.trafficsafetymarketing.gov will be utilized for materials to assist with outreach and publicity.	
Project agreement number	PS-2026-08-08-01	
Subrecipient(s)	TBD	
Organization type	TBD	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL NHTSA 402	$52,500
Eligible use of funds	Pedestrian Safety	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	Community Awareness Programs	

Section 2.7 – Pedestrian / Bicycle Safety

Project name and description	**NEW -** Safety Ambassador Project The Safety Ambassador Project program will recruit, train, and support student leaders at selected Arkansas colleges and universities to become "Safety Ambassadors." Ambassadors will be empowered to promote "best" practices in traffic and pedestrian safety, to address challenges such as speeding, distracted and impaired driving as it relates to pedestrian and bicycle safety, and inadequate crosswalk infrastructure to correspond with the AHSO Drive Aware, Walk Aware, Bike Aware Program. Participants will complete a comprehensive traffic safety training curriculum and engage in a variety of activities including quarterly safety audits, peer-led workshops, and awareness events. The program will foster community engagement through partnerships with campus police, student affairs, and local organizations, and amplify its message through educational materials and social media campaigns. Ambassadors will receive ongoing mentorship and participate in leadership development sessions. Progress will be evaluated through pre and post program surveys. By fostering collaboration, developing leadership skills, and promoting a culture of safety, the program seeks to reduce traffic-related injuries and fatalities on and around college campuses, while preparing students to be lifelong advocates for public health and safety. Targets will include Arkansas Baptist College (ABC), Philander Smith University (PSU), Shorter College (Shorter), University of Arkansas at Pine Bluff (UAPB), University of Arkansas Fayetteville (U of A) , Arkansas State University (ASU), University of Central Arkansas (UCA) and other campuses approved by the AHSO.	
Project agreement number	PS-2026-09-09-01	
Subrecipient(s)	Center for Healing Hearts and Spirits	
Organization type	Non-Profit Organization	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL NHTSA 402	$215,400
Eligible use of funds	Pedestrian/Bicycle Safety (PS) BIL	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	School and Community Awareness Programs School Programs Peer to Peer	

Section 2.7 – Pedestrian / Bicycle Safety

Project name and description	New Pilot Pedestrian Safety Project - Co-Safe Develop and pilot **Co-Safe**, a community-driven collaborative digital platform (mobile app/web-based) designed to enhance pedestrian and bicyclist safety through real-time feedback, interactive learning, and collaborative planning. The tool empowers residents to actively participate in improving their local environments by reporting safety concerns, accessing targeted safety education, and contributing to data that supports informed infrastructure improvements and policy decisions. **Objectives** • Enable real-time, community-generated safety reporting for walking and biking conditions. • Promote safety awareness and behavior change through engaging, role-specific microlearning. • Increase community understanding of transportation rules and responsibilities. • Provide actionable, crowdsourced insights to transportation agencies and planners Co-Safe combines grassroots engagement, data transparency, and behavioral science to create a safer and more responsive transportation environment. By putting safety in the hands of the community-and combining it with accessible education and actionable insights-this tool has the potential to transform how we prevent injuries, improve safety outcomes, and plan for multimodal transportation.	
Project agreement number	PS-2026-09-09-02	
Subrecipient(s)	University of Arkansas - Fayetteville - Civil Engineering Dept	
Organization type	University	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	NHTSA 402	$257,400
Eligible use of funds		
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	School and Community Awareness Programs	

Section 2.7 – Pedestrian / Bicycle Safety

Project name and description	Local Selective Traffic Enforcement Projects (STEPs) Funding for local selective traffic enforcement. Statewide selective traffic enforcement throughout the year with primary emphasis on Pedestrian and Bicycle safety. Officers will be deployed to high-risk areas identified through traffic and crash data and focus on times of peak pedestrian activity. Enforcement will target violations such as failing to yield to pedestrians and speeding in pedestrian zones, with officers issuing warnings and citations.	
Project agreement number	PS-2026-10-10-00 thru TBD (See NHTSA GTS)	
Subrecipient(s)	Local STEP Agencies see Section 4.1	
Organization type	Local Law Enforcement Agencies	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL NHTSA 402	$210,000
Eligible use of funds	Pedestrian/Bicycle (BIL)	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	High Visibility Enforcement (PS)	

Section 2.8 – Traffic Records

Project name and description	eCrash Program Operations Provides for retaining the services of a qualified contractor(s) to input crash data in a timely manner. It also provides for the operation of eCrash by the ASP including data entry staff time, hardware and software maintenance and data processing charges needed to carry out the daily work.	
Project agreement number	TR-2026-01-01-01 thru 02	
Subrecipient(s)	Arkansas State Police-AHSO and University of Arkansas	
Organization type	State Agency and University	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL NHTSA 402	$220,500
Eligible use of funds	Traffic Records (BIL)	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	Improves timeliness of core highway safety databases	

Project name and description	eCite/eCrash/Law Enforcement Training Project Provide annual training for law enforcement officers on eCrash data entry and the Advance program.	
Project agreement number	TR-2026-02-02-01	
Subrecipient(s)	TBD	
Organization type	TBD	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL NHTSA 402	$100,000
Eligible use of funds	Traffic Records (BIL)	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	Electronic Traffic Crash Record Entry System Project (eCrash) Electronic Citation System (eCite)	

Section 2.8 – Traffic Records

Project name and description	Electronic Traffic Crash Record Entry System Project (eCrash) Continue modification of computer software applications for ASP and other agencies to enter crash data within a few hours of a crash - integrate information directly into database without reentering.	
Project agreement number	TR-2026-03-03-01 M3DA-2026-03-03-01 B8L*TR/B8A*TR-2026-03-03-01	
Subrecipient(s)	Arkansas State Police	
Organization type	Law Enforcement	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL 405c Data Program	$140,300
	BIL NHTSA 405e DD	$550,700
Eligible use of funds	405c Data Program (BIL) Traffic Records (BIL)	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	Improves integration between one or more core highway safety databases Improves timeliness of a core highway safety database	

Project name and description	EMS Data Injury Surveillance Continuation Project Maintenance of data elements necessary for system compliance with NEMSIS data collection. Funding will provide support to maintain and upgrade the software and hardware infrastructure to meet requirements.	
Project agreement number	M3DA-2026-04-04-01 B3T-2026-04-04-01	
Subrecipient(s)	Arkansas Department of Health (EMS)	
Organization type	State Agency	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL 405c Data Program	$152,300
Eligible use of funds	405c Data Program (BIL)	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	Improve integration between one or more core highway safety databases	

Section 2.8 – Traffic Records

Project name and description	Electronic Citation System (eCite) Continue modification of computer software applications for ASP and other agencies to enter citation data within a few hours of being written and integrate the data directly into database without reentering.	
Project agreement number	TR-2026-05-05-00 thru TBD M3DA-2026-05-05-01 B3T-2026-03-03-01	
Subrecipient(s)	Arkansas State Police and Local Law Enforcement Agencies	
Organization type	Law Enforcement	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL 405c Data Program	$525,000
	BIL NHTSA 402	$136,500
Eligible use of funds	405c Data Program (BIL) Traffic Records (BIL)	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	Improve integration between one or more core highway safety databases Improves timeliness of a core highway safety database	

Project name and description	Traffic Records Professional Development and Crash Reconstruction Provides training and development for other highway safety professionals for traffic records. Provides specified training and equipment for nine (9) law enforcement professionals to conduct crash investigations and reconstruction training courses and to provide equipment including a Trimble X9 3D Laser Scanning System costing approximately $79,000 and supplies for crash reconstruction activities statewide to improve the quality of the data in the crash report. The Crash Reconstruction Team provides high quality crash reports for all fatal motor vehicle crashes in the state of Arkansas resulting in improved accuracy and completeness of fatal crash data. The Trimble 3D Laser Scanner is a software and hardware system that images a crash site to create a 2D or 3D image of the crash site with high-speed scanning, long range, and sensitivity to challenging surfaces, streamlining the process of capturing evidence for investigations. Investigators can add annotations and take measurements directly within the field, ensuring all critical details are captured and documented Equipment purchases will comply with the Buy America Act.	
Project agreement number	TR-2026-06-06-01 TR-2026-06-06-02	
Subrecipient(s)	Arkansas State Police (ASP), ARDOT	
Organization type	Law Enforcement, State DOT	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL NHTSA 402	$430,000
Eligible use of funds	Traffic Records (BIL)	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	Highway Safety Office Program Management TR	

Section 2.8 – Traffic Records

Project name and description	Traffic Records Program Management Provides for the administration of the Traffic Records Program and support for other program areas. Funding will provide for necessary staff time, travel and training expenses directly related to the planning, programming, monitoring, evaluation, and coordination of the Program. Funding will also provide for continued training in administration of computer systems software and upgrading the Grants system.	
Project agreement number	TR-2026-07-07-01 thru 03 M7*TR-2026-07-07-03	
Subrecipient(s)	Arkansas State Police	
Organization type	Law Enforcement	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL 405d Impaired Driving Int	$61,200
	BIL NHTSA 402	$133,900
Eligible use of funds	405d Int Traffic Records (BIL) Traffic Records (BIL)	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	Highway Safety Office Program Management TR	

Section 2.9 – Roadway Safety

Project name and description	Professional Development ARDOT To continue to identify strategies and facilitate collaboration and coordination between the Arkansas Department of Transportation, Arkansas Highway Safety Office, and stakeholders to accomplish the following: • Reduce the number of fatal and serious injury crashes in Arkansas • Keep traffic safety advocates abreast of ongoing changes • Provide for educational opportunities offered at traffic safety conferences, workshops, and forums to include training on crash data, railroad crossing safety, and current traffic safety programs. • The use of 402 funds will be used to provide funding for travel and valuable training to ArDOT personnel. Due to limited funds and travel restrictions, adequate funds are not always available to send personnel to critical conferences. This activity will provide educational opportunities by sending personnel to conferences.	
Project agreement number	RS-2026-01-01-01	
Subrecipient(s)	Arkansas Department of Transportation (ARDOT)	
Organization type	State Agency	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL NHTSA 402	$22,100
Eligible use of funds	Roadway Safety (BIL)	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	Training for Traffic Safety Advocates	

Project name and description	Preventing Roadside Deaths and Injuries - Move Over Law (PI&E) Provide funding to develop public information and educational campaign and materials promoting the Move Over Law and the safety of individuals and vehicles stopped on the roadside.	
Project agreement number	M12BPE-2026-02-02-01	
Subrecipient(s)	CJRW	
Organization type	Advertising Agency	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL NHTSA 405h	$441,000
Eligible use of funds	405h M12BPE	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	Communication Campaign (RS)	

Section 2.9 – Roadway Safety

Project name and description	Awareness Survey Statewide Awareness survey to monitor awareness of laws and PI&E efforts.	
Project agreement number	RS-2026-03-01-01	
Subrecipient(s)	University of Arkansas - Fayetteville - Civil Engineering Dept	
Organization type	University	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL NHTSA 402	$100,000
Eligible use of funds	Roadway Safety	
Planning and Administration costs (if applicable)	No	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	Roadway Safety	

Section 2.10 – Planning and Administration

Project name and description	Planning and Administration Funding for P&A salaries and benefits, travel, and operating expenses	
Project agreement number	PA-2026-01-01-01 PA-2026-01-01-02 PA-2026-01-01-03	
Subrecipient(s)	Arkansas State Police	
Organization type	State Agency	
Amount of Federal funds	**Funding Source ID:**	**Est. Funding Amount**
	BIL NHTSA 402	$923,900
Eligible use of funds	Planning and Administration (BIL)	
Planning and Administration costs (if applicable)	Yes	
Whether the project is a promised project	No	
The countermeasure strategy or strategies for programming funds	Highway Safety Office Planning and Administration (PA)	

Section 3.1 – 405 (b) Occupant Protection Plan

405(b) Occupant protection grant

Occupant protection plan

State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems:

Program Area Name
Occupant Protection (Adult and Child Passenger Safety)

Participation in Click-it-or-Ticket (CIOT) national

Agencies planning to participate in CIOT based on previous participation

Alexander Police Department	Dardanelle Police Department	Hot Springs Police Department	Pea Ridge Police Department
Arkansas County Sheriff's Office	De Queen Police Department	Independence County Sheriff's Office	Pine Bluff Police Department
Arkansas State Police STEP	Decatur Police Department	Jackson County Sheriff's Office	Pleasant Plains Police Department
Ashdown Police Department	Des Arc Police Department	Jacksonville Police Department	Prairie County Sheriff's Office
Bald Knob Police Department	Desha County Sheriff's Office	Jonesboro PD	Prairie Grove Police Department
Barling Police Department	El Dorado Police Department	Lafayette County Sheriff's Office	Pulaski County Sheriff's Office
Batesville Police Department	Elkins Police Department	Lake Village Police Department	Rogers Police Department
Baxter County Sheriff's Office	England Police Department	Lewisville Police Department	Saline County Sheriff's Office
Bella Vista Police Department	Eureka Springs Police Department	Lincoln Police Department	Searcy County Sheriff's Office
Benton County Sheriff's Office	Faulkner County Sheriff's Office	Little Flock Police Department	Searcy Police Department
Benton Police Department	Fayetteville Police Department	Lonoke County Sheriff's Office	Sheridan Police Department
Boone County Sheriff's Office	Flippin Police Department	Lonoke Police Department	Sherwood Police Department
Bradley County Sheriff's Office	Fordyce Police Department	Lowell Police Department	Siloam Springs Police Department
Brookland Police Department	Forrest City Police Department	Madison County Sheriff's Office	Springdale Police Department
Bryant Police Department	Fort Smith Police Department	Marion County Sheriff's Office	St. Francis County SO
Bull Shoals Police Department	Garland County Sheriff's Office	Marion Police Department	Stone County Sheriff's Office
Cabot Police Department	Gentry Police Department	Mayflower Police Department	Stuttgart Police Department
Caddo Valley Police Department	Goshen Police Department	McGehee Police Department	Texarkana Police Department
Calhoun County Sheriff's Office	Grant County Sheriff's Office	Monticello Police Department	Tontitown Police Department
Centerton Police Department	Hampton Police Department	Mountain Home Police Department	Trumann PD
Clarksville Police Department	Harrison Police Department	Mountain View Police Department	Van Buren County Sheriff's Office
Conway Police Department	Haskell Police Department	Newport Police Department	Washington County Sheriff's Office
Cotter Police Department	Hazen Police Department	Newton County Sheriff's Office	West Memphis Police Department
Crittenden County Sheriff's Office	Hempstead County Sheriff's Office	North Little Rock Police Department	White Hall Police Department
Cross County Sheriff's Office	Highfill Police Department	Osceola Police Department	Wynne Police Department
Dallas County Sheriff's Office	Hope Police Department	Paragould PD	

Planned Participation in Click-it-or-Ticket

Law enforcement partners play an important role in the area of occupant protection. High visibility Enforcement efforts such as national mobilizations and Selective Traffic Enforcement Programs (STEP) in addition to education and public awareness are utilized to change unsafe driving behaviors. One of the objectives is for the Law Enforcement Liaison's (LEL) to solicit law enforcement agencies to participate in the CIOT mobilization. In 2024, 38 STEP and 49 Mini-STEP agencies participated and sent in reports documenting their participation in the CIOT campaign. A total of 1,792 seat belt citations were issued (1,238 STEP and 554 Mini-STEP). A total of 2,121 seat belt warnings were issued (1,108 STEP and 1,013 Mini-STEP). LEL duties will

Section 3.1 – 405 (b) Occupant Protection Plan

include soliciting non-STEP agencies to voluntarily participate in mobilizations or apply for Mini-STEP grants. The Mini-STEP grants will provide funds to pay overtime enforcement or provide equipment to be used in enforcement activities for participating agencies during the 2 CIOT mobilizations.

Law enforcement agencies are encouraged to involve and inform the media during special enforcement events. The national tagline of "Click It or Ticket" will be used in efforts to promote occupant protection. To promote the use of safety belts and support NHTSA's "Click It or Ticket" national mobilization and the state's two-week STEP effort, CJRW, Arkansas's advertising agency of record will secure paid media per NHTSA's pre-determined media timeline for the campaign.

The Click It or Ticket (CIOT) Campaign has been instrumental in raising the adult seat belt use rate and will continue to play an important part in Arkansas' efforts to increase the state's usage rate. The projects mentioned above, along with the CIOT program, are an integral part of the FY 24-26 Triennial Highway Safety Plan. Efforts in FY26 will include emphasis on increasing total enforcement efforts, the number of agencies participating and encouraging agencies outside of STEP to address seat belt enforcement at a much higher level.

List of Task for Participants & Organizations

The AHSO currently utilizes the Driver Behavior Committee for the SHSP Planning Group. The members of this group are listed in the chart below.

Sgt. Greg Dycus	ASP Crash Records	501-618-8000	Greg.dycus@asp.arkansas.gov
Sgt. Rogan Ross	ARDOT Highway Police	501-569-2421	Rogan.ross@ardot.gov
Carl Minden	Chief Bryant PD	501-943-0843	cminden@cityofbryant.com
Debra Hollis	ASHO Hwy Safety Mgr	501-618-8190	Debra.Hollis@asp.arkansas.gov
Michael Catanach	Supv. Traffic Records	501-618-8137	Michael.catanach@asp.arkansas.gov
Holly Terry	OP Program Mgr	501-618-8127	Holly.terry@asp.arkansas.gov

Child restraint inspection stations

Countermeasure strategies demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Countermeasure Strategy
Child Restraint System Inspection Station(s)

Planned activities demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Section 3.1 – 405 (b) Occupant Protection Plan

Planned activities demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Unique Identifier	Planned Activity Name
OP-2026-02	Local Selective Traffic Enforcement Projects (STEPs)
OP-2026-08	Statewide Child Passenger Protection Project
OP-2026-03	Statewide Selective Traffic Enforcement Project (STEP)

Total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: **58**

Total number of planned inspection stations and/or events in the State serving each of the following population categories: urban, rural, and at-risk:

Populations served - urban: **36**

Populations served - rural: **22**

Populations served - at risk: **24**

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician. (YES)

Child passenger safety technicians

Countermeasure strategies for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Countermeasure Strategy
Child Restraint System Inspection Station(s)

Planned activities for recruiting, training, and maintaining a sufficient number of child passenger safety technicians:

Unique Identifier	Planned Activity Name
OP-2026-02	Local Selective Traffic Enforcement Projects (STEPs)
OP-2026-08	Statewide Child Passenger Protection Project
OP-2026-03	Statewide Selective Traffic Enforcement Project (STEP)

Section 3.1 – 405 (b) Occupant Protection Plan

Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes: **10**

Estimated total number of technicians: **160**

Qualification criteria for a lower seat belt use rate State
The State applied under the following criteria:

Primary enforcement seat belt use statute: **Yes**

Occupant protection statute: **No**

Seat belt enforcement: **Yes**

High risk population countermeasure programs: **Yes**

Comprehensive occupant protection program: **No**

Occupant protection program assessment: **No**

Primary enforcement seat belt use statute

Requirement Description	State citation(s) captured
The State's statute(s) demonstrates that the State has enacted and is enforcing occupant protection statutes that make a violation of the requirement to be secured in a seat belt or child restraint a primary offense.	Yes

Section 3.1 – 405 (b) Occupant Protection Plan

Citations

Legal Citation Requirement: **The State's statute(s) demonstrates that the State has enacted and is enforcing occupant protection statutes that make a violation of the requirement to be secured in a seat belt or child restraint a primary offense.**

Legal Citation: **A.C.A 27-37-701**

Amended Date: **4/20/2021**

Seat belt enforcement

Countermeasure strategies demonstrating that the State conducts sustained enforcement throughout the fiscal year of the grant to promote seat belt and child restraint enforcement and involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred:

Countermeasure Strategy
Child Restraint System Inspection Station(s)
Communication Campaign (OP)
School Programs
State Primary Seat Belt Use Law
Sustained Enforcement (OP)

Planned activities demonstrating that the State conducts sustained enforcement throughout the fiscal year of the grant to promote seat belt and child restraint enforcement, and involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred:

Unique Identifier	Planned Activity Name
OP-2026-02	Local Selective Traffic Enforcement Projects (STEPs)
OP-2026-04	Mini Selective Traffic Enforcement Projects (M-STEPs)
OP-2026-10	Arkansas Rural Traffic Safety (ARTS)
OP-2026-07	Statewide Law Enforcement Liaison (LEL)
OP-2026-05	Statewide Public Information and Education (PI&E)
OP-2026-03	Statewide Selective Traffic Enforcement Project (STEP)

Section 3.1 – 405 (b) Occupant Protection Plan

High risk population countermeasure programs

Countermeasure strategies demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: Drivers on rural roadways; Unrestrained nighttime drivers; Teenage drivers; Other high-risk populations identified in the occupant protection program area plan:

Countermeasure Strategy
Child Restraint System Inspection Station(s)
Communication Campaign (OP)
School Programs
Short-term, High Visibility Seat Belt Law Enforcement
State Primary Seat Belt Use Law
Sustained Enforcement (OP)

Submit planned activities demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: Drivers on rural roadways; Unrestrained nighttime drivers; Teenage drivers; Other high-risk populations identified in the occupant protection program area plan:

Unique Identifier	Planned Activity Name
OP-2026-10	Arkansas Rural Traffic Safety (ARTS)
OP-2026-11/TSP-2026-01	Teen Driver Safety Project

Section 3.2 – 405(c) State Traffic Safety Information System Improvements

Bipartisan Infrastructure Law BIL Sec. 405c
INTERIM PROGRESS REPORTING (FY 2026)

State: AR Report Date: 04/21/2025 Submitted by: Michael Catanach

System to be Impacted (pick one primary area)	**___CRASH ___DRIVER ___VEHICLE ___ROADWAY _X_CITATION/ADJUDICATION ___EMS/INJURY**
Performance Area(s) to be Impacted (pick one primary area)	**___ACCURACY _X_TIMELINESS ___COMPLETENESS ___ACCESSIBILITY ___UNIFORMITY ___INTEGRATION**
Performance Measure used to track Improvement(s)	**Narrative Description of the Measure** Successful court disposition reporting within 30 days.
Is project included in the Traffic Records Strategic Plan?	**Yes** **If the project is not currently included in the State Strategic Plan, the plan will need to be modified prior the State's FY26 application.**
Is this a new project? Or was it the same measure used to show progress previously?	**New Measure - No** **Same Measure as FY25 Yes** **If yes, is the State using the same data set, with the same time period to demonstrate progress? Yes**
Improvement(s) Achieved or Anticipated	**Narrative of the Improvement(s)** This project looks at improvement in the timeliness of the disposition of violations/cases entered in the Arkansas Integrated Revenue System (AIRS). AIRS is the statewide database that contains driver traffic violation disposition information for Arkansas. Improvement is demonstrated by decreasing the amount of time from the date the court case is adjudicated/processed to the date the case is entered/transmitted into AIRS (disposition time). As Courts are brought online, the number of cases brought to a successful conclusion within 30 days increases. Further, with the deployment of eCitation (eCite) statewide and the increase in the number of law enforcement agencies (LEAs) using eCite, disposition reporting has improved since many of the violations are paid online within a few days of citation issuance and result in immediate transmission to AIRS. The increase in the number of Courts online and LEAs using eCite has decreased the amount of time for cases to be entered into the system and has improved court disposition reporting time.
Specification of how the Measure is calculated / estimated	**Narrative Description of Calculation / Estimation Method** The percentage of violations/cases successfully disposed within thirty days.
Date and Baseline Value for the Measure (A contiguous, 12-month performance period starting no earlier than April 1, 2020, e.g., April 1, 2021 – March 31, 2022)	**2024: April 1, 2023 – March 31, 2024** **Violations Disposed 0 – 30 days = 167,971** **Total Violations = 200,781** **Percentage = 83.7%** **Is supporting documentation attached? Yes**
Date and Current Value for the Measure (An identical contiguous, 12-month baseline period starting no earlier than April 1, 2021, e.g., April 1, 2022-March 31, 2023)	**2025: April 1, 2024 – March 31, 2025** **Violations Disposed 0 – 30 days = 206,419** **Total Violations = 238,885** **Percentage = 86.4%** **Is supporting documentation attached? Yes**
Regional Program Manager Conclusion and Comments Review Date: 06/10/2025	Aaron Bartlett has reviewed the IPR and believes that it demonstrates progress.
RA Comments - Susan DeCourcy Review Date: 06/11/25	After reviewing the AR documentation, I concur the project is demonstrating progress.

Section 3.2 – 405(c) State Traffic Safety Information System Improvements

2024 IPR Supporting Documentation

Disposition of Violations/Cases 4/1/23 to 3/31/24

Issuing Agency	0to5	5to10	10to30	30to60	Over60	Total
0016- Indiana	0	0	0	0	1	1
0101- Gillett-DC	0	0	21	9	1	31
0102- Stuttgart-DC	0	4	4	5	624	637
0103- Arkansas-CT - Stuttgart	6	1	3	7	0	17
0112- Dewitt-DC	62	159	31	1	4	257
0113- Arkansas-CT - Dewitt	5	3	0	1	1	10
0121- St. Charles-DC	8	5	17	0	0	30
0202- Crossett-DC	3	62	291	10	7	373
0203- Ashley-CT	2	14	34	11	2	63
0212- Hamburg-DC	23	132	370	57	49	631
0301- Cotter-DC	2	8	139	1	0	150
0302- Mountain Home-DC	116	270	1,142	54	41	1,623
0303- Baxter-CT	26	16	48	23	3	116
0311- Gassville-DC	3	0	99	34	3	139
0321- Lakeview-MA	0	1	3	0	0	4
0322- Lakeview-DC	1	10	59	16	28	114
0351- Norfork-DC	0	8	20	6	3	37
0401- Pea Ridge-DC	34	107	365	36	1	543
0402- Rogers-DC	1,254	1,268	688	116	60	3,386
0403- Benton-CT	165	85	77	32	32	391
0411- Sulphur Springs-DC	1	0	2	0	0	3
0412- Siloam Springs-DC	50	238	1,002	108	30	1,428
0421- Gravette-DC	0	0	2	0	2	4
0422- Bentonville-DC	209	323	1,296	387	114	2,329
0431- Cave Springs-DC	5	3	74	81	73	236
0432- Gentry-DC	294	289	314	448	352	1,697
0441- Lowell-DC	290	416	2,590	371	38	3,705
0451- Bethel Heights-DC	0	0	2	0	0	2
0461- Little Flock-DC	395	24	36	9	4	468
0472- Centerton-DC	225	2	43	4	7	281
0502- Harrison-DC	100	19	81	1,058	331	1,589
0503- Boone-CT	31	11	9	2	16	69
0602- Warren-DC	8	113	880	25	8	1,034
0603- Bradley-CT	0	1	3	0	1	5
0702- Hampton-DC	12	116	1,046	99	5	1,278
0703- Calhoun-CT	3	0	1	0	0	4
0802- Eureka Springs-DC	3	0	3	0	486	492
0803- Carroll-CT - Berryville	4	2	9	6	3	24
0811- Green Forest-DC	132	159	14	2	0	307
0812- Berryville-DC	999	120	198	85	74	1,476
0813- Carroll-CT - Eureka Spri	4	4	0	1	4	13
0821- Alpena-DC	0	0	5	17	5	27
0902- Dermott-DC	1	0	46	12	0	59
0903- Chicot-CT	4	5	2	0	0	11
0912- Lake Village-DC	7	372	474	6	2	861

Section 3.2 – 405(c) State Traffic Safety Information System Improvements

0922- Eudora-DC	0	0	0	1	41	42
1002- Arkadelphia-DC	759	73	2	4	9	847
1003- Clark-CT	211	29	6	2	20	268
1021- Caddo Valley-DC	3	0	3	0	1	7
1102- Corning-DC	3	0	0	1	0	4
1103- Clay-CT - Piggott	2	3	5	0	1	11
1112- Piggott-DC	6	1	0	0	0	7
1113- Clay-CT - Corning	4	0	0	1	0	5
1202- Heber Springs-DC	66	134	527	52	4	783
1203- Cleburne-CT	44	1	2	1	1	49
1204- Greers Ferry-DC	3	7	24	0	0	34
1212- Quitman-DC	9	114	336	2	1	462
1223- Concord-DC	0	2	49	7	1	59
1302- Rison-DC	1	70	304	44	10	429
1303- Cleveland-CT	0	7	10	0	1	18
1401- Waldo-DC	2	2	0	0	0	4
1402- Magnolia-DC	89	157	605	42	10	903
1403- Columbia-CT	3	6	6	1	7	23
1502- Morrilton-DC	57	415	1,561	73	36	2,142
1503- Conway-CT	12	8	1	1	3	25
1511- Menifee-DC	0	0	0	2	0	2
1521- Oppelo-DC	1	0	3	0	0	4
1531- Plumerville-DC	1	0	0	0	0	1
1602- Jonesboro-DC	8,063	206	71	14	127	8,481
1603- Craighead W-CT - Jonesbo	68	3	5	3	3	82
1612- Lake City-DC	697	33	6	3	4	743
1613- Craighead E-CT - Lake Ci	4	0	0	0	0	4
1701- Mulberry-DC	219	11	2	0	1	233
1702- Van Buren-DC	3,499	217	82	15	27	3,840
1703- Crawford-CT	17	9	23	14	12	75
1711- Alma-DC	652	67	13	0	0	732
1802- West Memphis-DC	2,290	136	221	111	102	2,860
1803- Crittenden-CT	9	24	38	4	9	84
1821- Earle-DC	0	19	101	53	37	210
1831- Marion-DC	1,925	86	42	5	30	2,088
1861- Jericho-DC	0	3	76	98	20	197
1902- Wynne-DC	24	520	873	41	9	1,467
1903- Cross-CT	2	2	25	2	7	38
1912- Cherry Valley-DC	1	9	14	0	2	26
2002- Fordyce-DC	7	1	221	408	673	1,310
2003- Dallas-CT	3	3	1	0	0	7
2031- Sparkman-DC	0	15	79	83	0	177
2101- Arkansas City-DC	1	0	1	0	0	2
2102- McGehee-DC	0	1	0	0	0	1
2112- Dumas-DC	0	0	0	0	1	1
2202- Monticello-DC	46	184	2,365	63	33	2,711
2203- Drew-CT	5	2	0	1	0	8

Section 3.2 – 405(c) State Traffic Safety Information System Improvements

2301- Greenbrier-DC	456	12	5	0	3	476
2302- Conway-DC	3,593	113	38	7	11	3,762
2303- Faulkner-CT	48	3	5	0	3	59
2311- Mayflower-DC	237	263	55	0	4	559
2321- Guy-DC	196	11	3	0	2	212
2331- Damascus-DC	68	1	3	0	0	72
2351- Vilonia-DC	668	17	16	0	14	715
2402- Ozark-DC	1,163	42	26	2	8	1,241
2403- Franklin-CT - Ozark	43	3	4	1	1	52
2411- Altus-DC	8	6	0	1	0	15
2412- Altus-MC	63	4	0	0	0	67
2422- Charleston-DC	191	25	5	1	4	226
2502- Salem-DC	9	97	163	0	1	270
2503- Fulton-CT	12	1	1	0	0	14
2601- Mountain Pine-DC	0	2	0	0	0	2
2602- Hot Springs-DC	8,486	827	444	12	69	9,838
2603- Garland-CT	21	3	2	0	2	28
2702- Sheridan-DC	212	270	223	31	2	738
2703- Grant-CT	1	0	2	0	1	4
2801- Marmaduke-DC	0	5	31	10	8	54
2802- Paragould-DC	43	29	20	3	2	97
2803- Greene-CT	36	4	1	1	2	44
2902- Hope-DC	97	1,111	1,034	18	36	2,296
2903- Hempstead-CT	4	19	1	1	0	25
3001- Friendship-DC	0	0	0	0	1	1
3002- Malvern-DC	1,369	133	164	183	287	2,136
3003- Hot Springs-CT	2	4	2	0	0	8
3011- Rockport-DC	0	0	0	14	13	27
3102- Nashville-DC	29	15	1,069	40	6	1,159
3103- Howard-CT	7	3	4	0	2	16
3202- Batesville-DC	3,316	133	27	2	41	3,519
3203- Independence-CT	17	9	0	0	0	26
3302- Melbourne-DC	113	133	72	39	11	368
3303- Izard-CT	17	4	0	0	0	21
3401- Diaz-DC	0	0	1	0	0	1
3403- Jackson-CT	5	5	5	0	2	17
3412- Newport-DC	60	1,249	612	10	5	1,936
3421- Swifton-DC	0	1	0	0	0	1
3501- Altheimer-DC	0	0	0	0	1	1
3502- Pine Bluff-DC	18	83	1,209	332	737	2,379
3503- Jefferson-CT	8	3	39	0	6	56
3511- Humphrey-DC	1	7	11	4	0	23
3512- White Hall-DC	9	3	198	69	24	303
3521- Redfield-DC	0	0	7	4	3	14
3531- Wabbaseka-DC	0	0	12	0	1	13
3601- Coal Hill-DC	33	5	3	0	1	42
3602- Clarksville-DC	1,222	300	99	4	58	1,683

Section 3.2 – 405(c) State Traffic Safety Information System Improvements

3603- Johnson-CT	5	4	11	0	1	21
3612- Lamar-DC	158	32	0	1	4	195
3701- Stamps-DC	0	13	64	0	1	78
3702- Lewisville-DC	5	2	303	282	342	934
3703- Lafayette-CT	0	5	15	6	5	31
3711- Bradley-DC	0	1	44	58	0	103
3802- Walnut Ridge-DC	23	9	1,335	27	13	1,407
3803- Lawrence-CT	1	1	3	0	0	5
3811- Hoxie-DC	0	0	1	0	0	1
3821- Black Rock-DC	0	0	1	0	0	1
3902- Marianna-DC	2	84	213	48	5	352
4001- Star City-DC	8	47	78	6	1	140
4002- Star City County Div DC	0	16	21	2	0	39
4003- Lincoln-CT	2	0	0	0	0	2
4012- Gould-DC	0	37	140	3	3	183
4022- Grady-DC	5	373	287	9	8	682
4101- Foreman-DC	0	4	0	0	0	4
4102- Ashdown-DC	46	735	840	53	5	1,679
4103- Little River-CT	0	1	10	4	10	25
4201- Magazine-DC	0	0	12	14	3	29
4202- Booneville-DC	21	2	295	86	27	431
4203- Logan-CT - Paris	6	1	22	0	2	31
4212- Paris-DC	14	170	357	17	21	579
4213- Logan CT - Booneville	2	0	1	3	0	6
4301- Austin-DC	283	1	2	0	7	293
4302- Lonoke-DC	487	65	52	5	29	638
4303- Lonoke-CT	7	19	9	1	4	40
4311- Ward-DC	242	0	0	0	2	244
4312- Cabot-DC	1,218	438	20	13	48	1,737
4322- Carlisle-DC	73	2	0	0	6	81
4332- England-DC	122	96	28	2	4	252
4402- Huntsville-DC	577	221	82	30	5	915
4403- Madison-CT	20	1	1	0	0	22
4501- Bull Shoals-DC	3	0	10	3	0	16
4502- Yellville-DC	402	125	78	10	29	644
4503- Marion-CT	0	1	6	11	1	19
4511- Flippin-DC	1	6	38	39	25	109
4602- Texarkana-DC (City)	36	158	616	86	18	914
4603- Miller-CT	6	27	41	5	13	92
4612- Texarkana-DC (County)	9	113	441	18	5	586
4701- Gosnell-DC	5	53	124	2	2	186
4702- Blytheville-DC	52	322	1,459	372	269	2,474
4703- Mississippi-CT - Blythev	5	38	64	11	9	127
4711- Manila-DC	0	0	16	11	1	28
4712- Osceola-DC	1,559	63	41	21	11	1,695
4713- Mississippi-CT - Osceola	20	9	8	1	1	39
4721- Leachville-DC	4	63	85	0	0	152

Section 3.2 – 405(c) State Traffic Safety Information System Improvements

4741- Dell-DC	1	2	6	0	0	9
4801- Holly Grove-DC	1	8	3	2	0	14
4802- Brinkley-DC	13	198	747	59	5	1,022
4803- Monroe-CT	1	0	7	0	0	8
4812- Clarendon-DC	10	107	321	12	3	453
4902- Mount Ida-DC	767	40	4	0	1	812
4903- Montgomery-CT	0	1	7	0	2	10
5002- Prescott-DC	12	323	309	47	44	735
5003- Nevada-CT	0	0	3	0	10	13
5102- Jasper-DC	94	0	19	2	0	115
5103- Newton-CT	1	3	1	0	5	10
5202- Camden-DC	38	158	1,213	231	122	1,762
5203- Ouachita-CT	2	1	7	0	0	10
5221- Stephens-DC	0	12	14	0	7	33
5301- Perryville-DC	1	0	0	1	0	2
5302- Perryville-DC	616	33	6	1	7	663
5303- Perry-CT	1	0	1	0	0	2
5402- Helena-Phillips Cty-DC	11	20	66	0	1	98
5403- Phillips-CT	1	0	0	0	1	2
5412- WHelena-Phillips Cty-DC	6	101	293	14	0	414
5501- Glenwood-DC	0	1	115	25	14	155
5502- Murfreesboro-DC	672	113	122	74	83	1,064
5503- Pike-CT	6	1	5	1	2	15
5602- Trumann-DC	16	304	550	7	53	930
5603- Poinsett-CT	11	5	31	0	4	51
5612- Tyronza-DC	39	2	0	0	0	41
5622- Lepanto-DC	0	0	0	1	3	4
5632- Marked Tree-DC	2	5	90	0	57	154
5642- Harrisburg-DC	24	468	551	20	12	1,075
5702- Mena-DC	1,057	80	26	2	1	1,166
5703- Polk-CT	0	4	1	1	19	25
5801- Atkins-DC	21	39	26	0	0	86
5802- Russellville-DC	155	1,058	1,653	144	23	3,033
5803- Pope-CT	60	12	9	1	7	89
5811- Dover-DC	2	4	48	0	1	55
5821- Pottsville-DC	23	22	181	1	0	227
5831- London-DC	8	57	106	0	0	171
5901- Des Arc-DC	4	12	82	37	28	163
5903- Prairie-CT - Des Arc	3	0	1	2	0	6
5922- Hazen-DC	28	172	628	30	15	873
6002- Jacksonville-DC	328	56	216	203	77	880
6003- Pulaski-CT	37	14	56	38	58	203
6011- Alexander-DC	5	8	66	19	2	100
6022- Little Rock Civ/Crim	1	0	0	7	1	9
6032- Pulaski County DC	4,212	333	190	10	11	4,756
6042- Sherwood-DC	2,108	101	30	13	255	2,507
6052- North Little Traffic	3,684	99	63	3	280	4,129

Section 3.2 – 405(c) State Traffic Safety Information System Improvements

6062- Little Rock Traffic	8,183	227	65	28	110	8,613
6072- Maumelle-DC	318	187	123	89	48	765
6102- Pocahontas-DC	33	506	887	55	23	1,504
6103- Randolph-CT	2	1	2	7	1	13
6202- Forrest City-DC	5	18	2	1	1	27
6203- Saint Francis-CT	38	0	3	0	0	41
6231- Madison-DC	0	0	11	0	1	12
6302- Bryant-DC	127	122	641	251	63	1,204
6303- Saline-CT	64	13	6	0	5	88
6312- Benton-DC	173	653	287	9	12	1,134
6321- Shannon Hills-DC	15	26	29	39	65	174
6331- Bauxite-DC	12	27	124	59	25	247
6341- Haskell-DC	0	28	75	22	32	157
6402- Waldron-DC	985	54	9	2	14	1,064
6403- Scott-CT	2	0	1	0	0	3
6502- Marshall-DC	12	6	79	113	152	362
6503- Searcy-CT	19	1	3	2	5	30
6601- Barling-DC	10	10	232	6	4	262
6602- Fort Smith-DC	190	24	137	8,127	324	8,802
6603- Sebastian-CT - Fort Smit	23	14	13	116	3	169
6611- Central City-DC	0	10	7	2	0	19
6612- Greenwood-DC	94	92	640	18	7	851
6613- Sebastian-CT - Greenwood	7	2	33	0	1	43
6702- De Queen-DC	49	675	978	60	29	1,791
6703- Sevier-CT	10	3	21	0	6	40
6802- Ash Flat-DC	14	1	906	93	3	1,017
6803- Sharp-CT	5	2	2	0	2	11
6812- Cherokee Village-DC	8	6	94	0	0	108
6902- Mountain View-DC	34	267	238	15	15	569
6903- Stone-CT	4	11	10	1	0	26
7002- El Dorado-DC	2,595	393	117	1	4	3,110
7003- Union-CT	8	3	6	0	2	19
7102- Clinton-DC	1,284	69	37	2	45	1,437
7103- Van Buren-CT	1	7	4	3	1	16
7201- Greenland-DC	75	34	15	0	32	156
7202- West Fork-DC	40	201	361	1	2	605
7203- Washington-CT	94	34	30	8	99	265
7211- Johnson-DC	28	72	308	9	4	421
7212- Springdale-DC	245	522	2,626	104	20	3,517
7221- Farmington-DC	187	54	52	11	5	309
7222- Elkins-DC	95	34	58	63	34	284
7231- Lincoln-DC	0	25	2	0	0	27
7232- Fayetteville-DC	115	38	945	1,153	848	3,099
7242- Prairie Grove-DC	426	51	78	7	1	563
7251- Elm Springs-DC	28	127	124	119	625	1,023
7301- Rose Bud-DC	0	196	130	0	0	326
7302- Searcy-DC	1,809	1,791	241	69	132	4,042

Section 3.2 – 405(c) State Traffic Safety Information System Improvements

7303- White-CT	39	6	2	2	1	50
7311- Kensett-DC	0	3	0	1	1	5
7312- Beebe-DC	17	161	597	186	178	1,139
7321- Bald Knob-DC	13	7	232	57	5	314
7331- Pangburn-DC	1	4	31	0	0	36
7351- Judsonia-DC	0	8	23	54	109	194
7361- Bradford-DC	16	23	0	1	1	41
7371- McRae-DC	0	0	0	56	3	59
7401- Cotton Plant-DC	0	0	2	0	0	2
7402- Augusta-DC	3	10	311	9	0	333
7403- Woodruff-CT	4	0	0	0	0	4
7412- McCrory-DC	1	0	164	106	1	272
7502- Danville-DC	20	120	440	50	23	653
7503- Yell-CT - Danville	0	0	1	0	2	3
7512- Dardanelle-DC	40	548	1,398	80	45	2,111
7513- Yell-CT - Dardanelle	1	3	4	1	1	10
7732- Bella Vista-DC	62	58	5	0	1	126
9105- Arkansas Co SO	0	0	4	3	0	7
9111- Crossett PD	0	0	0	1	1	2
9114- Ashley Co SO	0	1	4	2	0	7
9121- Cotter PD	0	0	1	1	0	2
9122- Mountain Home PD	0	0	3	3	1	7
9123- Gassville PD	0	0	3	2	0	5
9127- Baxter Co SO	0	0	1	0	0	1
9131- ASP Troop L	1	19	244	179	36	479
9132- Pea Ridge PD	0	6	78	69	19	172
9133- Rogers PD	0	0	4	2	0	6
9134- Bentonville PD	0	1	2	1	0	4
9136- Siloam Springs PD	0	2	53	36	3	94
9137- Gravette PD	0	0	5	1	0	6
9139- Benton Co SO	0	4	152	135	11	302
9140- Lowell PD	0	8	194	179	32	413
9142- Little Rock PD	0	0	19	9	3	31
9143- Centerton PD	0	2	13	8	0	23
9151- ASP Troop I	1	0	47	37	5	90
9152- Harrison PD	0	4	97	55	11	167
9153- Boone Co SO	0	0	49	26	4	79
9161- ASP Troop F	0	2	45	15	6	68
9163- Bradley PD	0	0	1	0	0	1
9172- Calhoun Co SO	0	0	4	0	1	5
9182- Eureka Springs PD	0	1	7	2	1	11
9184- Green Forest PD	0	1	9	3	0	13
9185- Carroll Co SO	0	2	17	9	5	33
9203- Clark Co SO	0	0	1	1	0	2
9204- Arkadelphia PD	0	0	5	5	0	10
9205- Amity PD	0	0	1	0	0	1
9212- Clay Co SO	0	0	3	2	0	5

Section 3.2 – 405(c) State Traffic Safety Information System Improvements

9222- Concord PD	0	0	2	2	1	5
9223- Heber Springs PD	0	8	94	84	13	199
9224- Cleburne Co SO	0	0	10	9	0	19
9241- Waldo PD	0	0	1	0	0	1
9242- Magnolia PD	0	0	13	8	1	22
9251- Conway Co SO	0	0	10	6	2	18
9252- Morrilton PD	0	8	75	59	13	155
9261- ASP Troop C	0	8	101	62	11	182
9262- Jonesboro PD	0	17	173	146	36	372
9263- Craighead Co SO	0	0	36	19	1	56
9264- Lake City PD	0	0	3	1	0	4
9272- Van Buren PD	0	3	27	25	2	57
9273- Crawford Co SO	0	4	13	9	1	27
9274- Alma PD	0	1	12	6	0	19
9275- Mountainburg PD	0	0	2	0	0	2
9276- Dyer PD	0	0	1	0	0	1
9282- West Memphis PD	0	0	1	0	0	1
9283- Marion PD	0	1	6	2	0	9
9285- Marion PD	0	0	0	1	0	1
9293- Crittenden Co SO	0	0	0	1	0	1
9302- Wynne PD	0	3	13	18	0	34
9303- Cross Co SO	0	0	10	9	0	19
9304- Cherry Valley PD	0	0	0	1	0	1
9312- Dallas Co SO	0	0	4	3	0	7
9322- McGehee PD	0	0	3	4	0	7
9331- Monticello PD	0	0	6	5	0	11
9332- Drew Co SO	0	0	0	1	0	1
9342- Conway PD	0	13	237	191	28	469
9343- Faulkner Co SO	0	4	83	48	6	141
9344- Mayflower PD	0	3	39	39	4	85
9345- Guy PD	0	0	4	5	0	9
9348- Vilonia PD	0	0	0	3	0	3
9351- Ozark PD	0	0	11	13	0	24
9352- Franklin Co SO	0	0	2	0	0	2
9361- Salem PD	0	0	2	0	0	2
9371- ASP Troop K	0	2	96	50	5	153
9373- Hot Springs PD	0	5	25	26	1	57
9374- Garland Co SO	0	2	51	44	6	103
9381- Sheridan PD	0	1	38	31	2	72
9382- Grant Co SO	0	0	6	1	0	7
9391- Marmaduke PD	0	0	3	1	0	4
9392- Paragould PD	0	1	20	11	1	33
9393- Greene Co SO	0	1	7	2	0	10
9401- ASP Troop G	1	1	62	23	8	95
9402- Hope PD	0	0	4	0	1	5
9412- Malvern PD	0	0	6	14	0	20
9413- Hot Springs Co SO	0	0	8	4	1	13

Section 3.2 – 405(c) State Traffic Safety Information System Improvements

9414- Rockport PD	0	1	2	3	0	6
9432- Independence Co SO	0	0	16	3	1	20
9451- ASP Troop B	1	2	92	102	4	201
9453- Newport PD	0	1	18	4	0	23
9461- ASP Troop E	0	8	111	91	14	224
9463- Pine Bluff PD	0	0	9	2	0	11
9464- Jefferson Co SO	0	0	7	1	0	8
9466- White Hall PD	0	0	1	0	0	1
9471- ASP Troop J	0	10	116	85	9	220
9473- Clarksville PD	0	0	16	15	3	34
9483- Lafayette Co SO	0	1	24	15	5	45
9491- Walnut Ridge PD	0	0	4	3	1	8
9492- Lawrence Co SO	0	3	0	3	0	6
9493- Hoxie PD	0	0	1	1	0	2
9512- Lincoln Co SO	0	0	2	1	0	3
9522- Ashdown PD	0	0	2	2	0	4
9541- Austin PD	0	1	14	22	0	37
9542- Lonoke PD	0	0	1	0	0	1
9543- Lonoke Co SO	0	0	3	3	0	6
9544- Ward PD	0	0	7	4	4	15
9545- Cabot PD	0	2	75	64	18	159
9551- Huntsville PD	0	0	14	6	0	20
9552- Madison Co SO	0	0	29	20	1	50
9562- Marion Co SO	0	0	3	2	0	5
9564- Flippin PD	0	0	1	1	0	2
9571- Texarkana PD	0	1	19	4	3	27
9572- Miller Co SO	0	1	7	1	0	9
9582- Blytheville PD	0	0	33	23	2	58
9583- Mississippi Co SO	0	0	1	1	0	2
9584- Manila PD	0	0	1	2	1	4
9585- Osceola PD	0	0	4	1	1	6
9586- Leachville PD	0	0	2	1	1	4
9621- Prescott PD	0	0	1	1	0	2
9622- Nevada Co SO	0	0	1	2	1	4
9631- Jasper PD	0	1	2	2	1	6
9632- Newton Co SO	0	0	4	2	1	7
9641- Camden PD	0	0	1	3	0	4
9642- Ouachita Co SO	0	0	2	0	0	2
9671- Glenwood PD	0	0	0	1	0	1
9672- Murfreesboro PD	0	0	6	2	0	8
9673- Pike Co SO	0	0	4	2	1	7
9681- Trumann PD	0	1	4	3	0	8
9682- Harrisburg PD	0	2	9	5	3	19
9683- Weiner PD	0	0	1	1	0	2
9685- Lepanto PD	0	0	1	1	0	2
9689- Poinsett Co SO	0	1	1	6	0	8
9701- Atkins PD	0	0	2	2	0	4

Section 3.2 – 405(c) State Traffic Safety Information System Improvements

9702- Russellville PD	0	0	0	3	0	3
9703- Pope Co SO	0	0	3	0	0	3
9711- Des Arc PD	0	0	0	1	0	1
9712- Prairie Co SO	0	0	0	2	0	2
9715- Hazen PD	0	0	3	0	0	3
9721- ASP Troop A	3	6	210	168	22	409
9722- Little Rock PD	0	5	29	12	3	49
9723- Cammack Village PD	0	0	0	1	0	1
9724- Jacksonville PD	0	2	17	15	1	35
9725- North Little Rock PD	0	0	4	1	0	5
9727- Pulaski Co SO	0	0	15	10	0	25
9728- Sherwood PD	0	2	4	5	0	11
9729- Maumelle PD	0	3	56	52	8	119
9730- Alexander PD	0	0	0	1	0	1
9741- Pocahontas PD	0	1	37	48	12	98
9742- Randolph Co SO	0	3	23	23	3	52
9751- ASP Troop D	1	2	48	19	6	76
9753- Forrest City PD	0	1	1	0	0	2
9754- St Francis Co SO	0	0	8	4	0	12
9761- Bryant PD	0	21	214	167	28	430
9762- Benton PD	0	8	78	48	4	138
9763- Saline Co SO	0	4	38	19	0	61
9765- Bauxite PD	0	0	6	6	0	12
9771- Waldron PD	0	2	8	4	1	15
9772- Scott Co SO	0	0	1	0	0	1
9781- Marshall PD	0	0	1	2	1	4
9782- Searcy Co SO	0	0	1	2	0	3
9791- ASP Troop H	1	6	101	51	10	169
9792- Barling PD	0	1	6	9	4	20
9794- Sebastian Co SO	0	6	88	70	16	178
9795- Central City PD	0	2	2	0	0	4
9796- Greenwood PD	0	0	14	13	2	29
9811- Ash Flat PD	0	0	1	0	0	1
9812- Sharp Co SO	0	0	4	3	0	7
9815- Cherokee Village PD	0	1	1	2	0	4
9822- Stone Co SO	0	1	1	0	0	2
9832- Union Co SO	0	0	0	2	0	2
9842- Van Buren Co SO	0	0	2	1	0	3
9851- Greenland PD	0	0	3	4	0	7
9852- West Fork PD	0	5	52	28	4	89
9853- Fayetteville PD	0	0	6	6	0	12
9854- Johnson PD	0	1	0	1	1	3
9855- Springdale PD	0	0	9	2	0	11
9856- Farmington PD	0	0	5	2	0	7
9857- Elkins PD	0	0	7	5	0	12
9858- Lincoln PD	0	1	14	13	1	29
9859- Washington Co SO	0	5	185	124	8	322

Section 3.2 – 405(c) State Traffic Safety Information System Improvements

9860- Prairie Grove PD	0	0	19	14	6	39
9861- Elm Springs PD	0	0	3	1	1	5
9872- Searcy PD	0	1	22	15	1	39
9873- White Co SO	0	0	18	17	0	35
9875- Beebe PD	0	0	17	15	0	32
9876- Bald Knob PD	0	0	14	19	0	33
9878- Judsonia PD	0	0	2	1	0	3
9892- Augusta PD	0	0	1	2	0	3
9901- Danville PD	0	0	1	1	0	2
9902- Dardanelle PD	0	1	3	5	0	9
9903- Yell Co SO	0	0	0	0	1	1
Total	**82,379**	**27,097**	**58,495**	**21,948**	**10,862**	**200,781**

Section 3.2 – 405(c) State Traffic Safety Information System Improvements

2025 IPR Supporting Documentation

Disposition of Violations/Cases 4/1/24 to 3/31/25

Issuing Agency	0to5	5to10	10to30	30to60	Over60	Total
0101- Gillett-DC	0	6	31	0	0	37
0102- Stuttgart-DC	4	3	0	0	0	7
0103- Arkansas-CT - Stuttgart	22	3	8	3	0	36
0112- Dewitt-DC	4	223	88	15	3	333
0113- Arkansas-CT - Dewitt	17	2	2	1	0	22
0121- St. Charles-DC	21	21	11	0	0	53
0202- Crossett-DC	11	102	296	5	14	428
0203- Ashley-CT	2	14	20	2	6	44
0212- Hamburg-DC	11	115	393	79	45	643
0301- Cotter-DC	1	5	54	0	0	60
0302- Mountain Home-DC	114	668	992	51	54	1,879
0303- Baxter-CT	61	21	10	0	0	92
0311- Gassville-DC	8	12	226	5	8	259
0321- Lakeview-MA	0	3	0	0	0	3
0322- Lakeview-DC	0	11	67	3	7	88
0351- Norfork-DC	1	10	30	0	0	41
0401- Pea Ridge-DC	31	231	174	0	1	437
0402- Rogers-DC	2,917	1,025	222	1	114	4,279
0403- Benton-CT	235	122	46	4	33	440
0411- Sulphur Springs-DC	1	2	0	0	0	3
0412- Siloam Springs-DC	51	346	930	54	38	1,419
0421- Gravette-DC	2	0	0	0	0	2
0422- Bentonville-DC	267	881	1,291	214	210	2,863
0431- Cave Springs-DC	0	0	50	45	3	98
0432- Gentry-DC	39	200	95	273	133	740
0441- Lowell-DC	422	100	1,683	147	317	2,669
0461- Little Flock-DC	190	55	69	13	2	329
0472- Centerton-DC	229	198	176	34	2	639
0502- Harrison-DC	117	61	89	1,791	267	2,325
0503- Boone-CT	29	1	3	0	0	33
0602- Warren-DC	29	541	919	67	5	1,561
0603- Bradley-CT	1	0	0	1	1	3
0702- Hampton-DC	9	243	302	5	3	562
0703- Calhoun-CT	1	0	0	0	0	1
0802- Eureka Springs-DC	29	0	1	2	208	240
0803- Carroll-CT - Berryville	11	12	8	3	6	40
0811- Green Forest-DC	268	62	17	3	0	350
0812- Berryville-DC	706	41	162	83	21	1,013
0813- Carroll-CT - Eureka Spri	10	4	1	0	1	16
0821- Alpena-DC	0	0	44	5	27	76
0902- Dermott-DC	0	0	26	23	0	49
0903- Chicot-CT	1	2	1	0	0	4
0912- Lake Village-DC	8	692	521	0	0	1,221
0922- Eudora-DC	25	0	67	8	0	100
1002- Arkadelphia-DC	1,335	114	7	3	39	1,498

Section 3.2 – 405(c) State Traffic Safety Information System Improvements

Disposition of Violations/Cases 4/1/24 to 3/31/25

1003- Clark-CT	586	16	3	0	5	610
1021- Caddo Valley-DC	1	2	3	0	0	6
1102- Corning-DC	3	0	1	0	1	5
1103- Clay-CT - Piggott	8	4	1	0	0	13
1112- Piggott-DC	5	0	1	0	0	6
1113- Clay-CT - Corning	10	1	4	0	0	15
1202- Heber Springs-DC	73	191	713	5	6	988
1203- Cleburne-CT	26	1	1	0	1	29
1204- Greers Ferry-DC	0	9	21	18	10	58
1212- Quitman-DC	14	26	260	2	0	302
1223- Concord-DC	0	0	51	0	0	51
1302- Rison-DC	4	277	302	5	4	592
1303- Cleveland-CT	1	0	0	0	0	1
1401- Waldo-DC	1	0	0	0	0	1
1402- Magnolia-DC	59	209	377	131	110	886
1403- Columbia-CT	2	3	4	1	2	12
1502- Morrilton-DC	181	1,175	856	16	34	2,262
1503- Conway-CT	13	7	2	1	1	24
1521- Oppelo-DC	0	0	0	0	1	1
1602- Jonesboro-DC	9,188	176	41	10	31	9,446
1603- Craighead W-CT - Jonesbo	87	3	2	0	4	96
1612- Lake City-DC	695	23	4	2	2	726
1613- Craighead E-CT - Lake Ci	3	0	0	0	0	3
1701- Mulberry-DC	365	88	6	0	0	459
1702- Van Buren-DC	3,715	149	116	10	18	4,008
1703- Crawford-CT	31	23	17	5	7	83
1711- Alma-DC	532	41	1	1	5	580
1802- West Memphis-DC	4,516	223	355	198	175	5,467
1803- Crittenden-CT	8	18	12	1	1	40
1821- Earle-DC	1	17	28	52	89	187
1831- Marion-DC	2,097	66	29	9	38	2,239
1851- Turrell-DC	0	0	5	6	47	58
1881- Jericho-DC	2	7	64	74	18	165
1901- Parkin-DC	0	0	1	0	0	1
1902- Wynne-DC	13	1,314	1,015	25	5	2,372
1903- Cross-CT	2	1	16	8	1	28
1912- Cherry Valley-DC	0	6	17	5	0	28
2002- Fordyce-DC	16	1	42	160	1,569	1,788
2003- Dallas-CT	5	7	1	0	5	18
2031- Sparkman-DC	2	0	161	9	0	172
2102- McGehee-DC	0	0	0	0	1	1
2103- Desha-CT	5	3	1	0	2	11
2112- Dumas-DC	0	0	0	0	1	1
2202- Monticello-DC	51	313	1,933	311	204	2,812
2203- Drew-CT	7	0	1	1	1	10
2301- Greenbrier-DC	412	23	11	1	0	447

Section 3.2 – 405(c) State Traffic Safety Information System Improvements

Disposition of Violations/Cases 4/1/24 to 3/31/25

2302- Conway-DC	4,482	107	83	9	24	4,705
2303- Faulkner-CT	52	1	1	0	0	54
2311- Mayflower-DC	294	283	176	2	6	761
2321- Guy-DC	231	29	8	3	1	272
2331- Damascus-DC	58	3	3	1	3	68
2351- Vilonia-DC	709	24	11	3	15	762
2402- Ozark-DC	1,473	38	16	2	5	1,534
2403- Franklin-CT - Ozark	38	3	2	0	0	43
2411- Altus-DC	9	0	0	0	0	9
2412- Altus-MC	95	5	0	0	1	101
2413- Franklin-CT - Charleston	3	1	1	0	0	5
2422- Charleston-DC	244	44	4	5	3	300
2502- Salem-DC	16	186	130	0	0	334
2503- Fulton-CT	13	2	2	0	0	17
2601- Mountain Pine-DC	0	0	2	0	0	2
2602- Hot Springs-DC	10,726	851	628	42	122	12,369
2603- Garland-CT	36	6	1	0	0	43
2702- Sheridan-DC	265	235	365	48	0	913
2703- Grant-CT	2	4	0	1	0	7
2801- Marmaduke-DC	1	24	31	32	0	88
2802- Paragould-DC	58	21	8	0	0	87
2803- Greene-CT	39	2	1	0	1	43
2902- Hope-DC	851	1,353	898	14	16	3,132
2903- Hempstead-CT	12	1	4	0	0	17
3002- Malvern-DC	1,900	74	36	10	46	2,066
3003- Hot Springs-CT	9	3	4	0	0	16
3011- Rockport-DC	0	0	0	0	5	5
3102- Nashville-DC	50	134	1,649	5	2	1,840
3103- Howard-CT	5	3	1	0	1	10
3202- Batesville-DC	3,440	112	11	3	61	3,627
3203- Independence-CT	35	3	0	0	0	38
3302- Melbourne-DC	55	151	61	6	0	273
3303- Izard-CT	21	4	0	0	0	25
3403- Jackson-CT	2	6	4	0	3	15
3412- Newport-DC	327	937	765	0	2	2,031
3502- Pine Bluff-DC	62	358	1,731	355	436	2,942
3503- Jefferson-CT	4	2	3	3	1	13
3511- Humphrey-DC	0	20	14	1	5	40
3512- White Hall-DC	9	5	293	15	29	351
3521- Redfield-DC	0	1	4	0	1	6
3531- Wabbaseka-DC	0	0	3	2	0	5
3601- Coal Hill-DC	35	14	2	0	0	51
3602- Clarksville-DC	1,579	118	10	0	30	1,737
3603- Johnson-CT	17	4	3	0	3	27
3612- Lamar-DC	128	21	7	0	1	157
3701- Stamps-DC	1	19	25	1	3	49

Section 3.2 – 405(c) State Traffic Safety Information System Improvements

Disposition of Violations/Cases 4/1/24 to 3/31/25

3702- Lewisville-DC	5	274	643	71	113	1,106
3703- Lafayette-CT	4	3	14	6	1	28
3711- Bradley-DC	0	0	60	149	5	214
3802- Walnut Ridge-DC	44	19	1,961	56	5	2,085
3803- Lawrence-CT	7	2	0	0	0	9
3821- Black Rock-DC	0	0	2	0	0	2
3902- Marianna-DC	34	179	376	20	4	613
4001- Star City-DC	9	192	114	2	8	325
4002- Star City County Div DC	0	83	3	0	1	87
4003- Lincoln-CT	0	1	1	0	0	2
4012- Gould-DC	0	90	265	7	0	362
4022- Grady-DC	13	872	455	26	6	1,372
4101- Foreman-DC	0	4	0	0	0	4
4102- Ashdown-DC	40	1,086	763	9	8	1,906
4103- Little River-CT	0	2	12	1	3	18
4201- Magazine-DC	0	6	3	5	1	15
4202- Booneville-DC	24	5	397	283	23	732
4203- Logan-CT - Paris	3	4	1	0	1	9
4212- Paris-DC	18	317	292	22	15	664
4213- Logan CT - Booneville	1	0	0	0	1	2
4301- Austin-DC	411	2	3	0	4	420
4302- Lonoke-DC	790	77	113	11	39	1,030
4303- Lonoke-CT	9	24	20	0	2	55
4311- Ward-DC	170	3	0	0	7	180
4312- Cabot-DC	1,349	352	421	109	24	2,255
4322- Carlisle-DC	65	2	2	0	1	70
4332- England-DC	154	106	14	3	6	283
4402- Huntsville-DC	679	237	279	17	25	1,237
4403- Madison-CT	13	3	2	0	2	20
4501- Bull Shoals-DC	6	11	101	22	2	142
4502- Yellville-DC	408	179	236	33	18	874
4503- Marion-CT	0	5	11	12	10	38
4511- Flippin-DC	2	0	88	25	0	115
4602- Texarkana-DC (City)	25	256	485	124	126	1,016
4603- Miller-CT	27	37	21	0	5	90
4612- Texarkana-DC (County)	10	268	516	9	19	822
4701- Gosnell-DC	12	108	467	2	1	590
4702- Blytheville-DC	86	660	1,955	355	286	3,342
4703- Mississippi-CT - Blythev	20	11	1	1	1	34
4711- Manila-DC	0	0	1	48	3	52
4712- Osceola-DC	1,793	159	73	18	12	2,055
4713- Mississippi-CT - Osceola	9	10	2	1	0	22
4721- Leachville-DC	2	85	70	0	0	157
4741- Dell-DC	1	0	3	0	1	5
4801- Holly Grove-DC	0	6	4	3	7	20
4802- Brinkley-DC	53	324	462	4	6	849

Section 3.2 – 405(c) State Traffic Safety Information System Improvements

Disposition of Violations/Cases 4/1/24 to 3/31/25

4803- Monroe-CT	0	4	2	1	0	7
4812- Clarendon-DC	7	191	185	1	4	388
4902- Mount Ida-DC	774	12	5	0	0	791
4903- Montgomery-CT	2	0	4	2	5	13
5002- Prescott-DC	14	629	140	43	22	848
5003- Nevada-CT	0	1	12	1	1	15
5102- Jasper-DC	46	28	45	13	1	133
5103- Newton-CT	7	3	0	1	7	18
5202- Camden-DC	62	593	1,104	74	45	1,878
5203- Ouachita-CT	8	10	1	0	0	19
5212- East Camden-DC	1	0	0	0	1	2
5221- Stephens-DC	0	4	13	4	4	25
5301- Perryville-DC	4	1	0	0	0	5
5302- Perryville-DC	534	48	2	0	4	588
5303- Perry-CT	3	1	0	0	0	4
5402- Helena-Phillips Cty-DC	1	3	10	0	0	14
5403- Phillips-CT	1	0	2	2	0	5
5412- WHelena-Phillips Cty-DC	4	139	178	2	3	326
5501- Glenwood-DC	1	0	114	122	10	247
5502- Murfreesboro-DC	595	112	88	15	6	816
5503- Pike-CT	14	2	0	0	6	22
5602- Trumann-DC	727	733	310	7	6	1,783
5603- Poinsett-CT	22	4	5	0	1	32
5611- Weiner-DC	0	3	0	0	0	3
5612- Tyronza-DC	30	1	1	0	1	33
5632- Marked Tree-DC	2	60	159	4	34	259
5642- Harrisburg-DC	25	844	535	11	23	1,438
5702- Mena-DC	891	48	23	0	2	964
5703- Polk-CT	6	7	6	3	0	22
5801- Atkins-DC	88	4	0	0	1	93
5802- Russellville-DC	138	2,416	747	49	65	3,415
5803- Pope-CT	67	8	1	2	1	79
5811- Dover-DC	1	17	22	0	1	41
5821- Pottsville-DC	9	200	98	0	0	307
5831- London-DC	4	42	53	0	2	101
5901- Des Arc-DC	3	2	201	4	19	229
5903- Prairie-CT - Des Arc	1	6	1	0	1	9
5912- Biscoe-DC	0	0	1	0	0	1
5913- Prairie-CT - Devalls Blu	1	0	0	0	0	1
5922- Hazen-DC	43	610	636	5	12	1,306
6002- Jacksonville-DC	413	114	210	168	75	980
6003- Pulaski-CT	31	24	56	30	25	166
6011- Alexander-DC	2	16	38	3	0	59
6012- N Little Rock Civ/Crim	0	2	0	0	0	2
6022- Little Rock Civ/Crim	1	0	0	12	1	14
6032- Pulaski County DC	5,103	432	86	7	8	5,636

Section 3.2 – 405(c) State Traffic Safety Information System Improvements

Disposition of Violations/Cases 4/1/24 to 3/31/25

6042- Sherwood-DC	1,857	66	15	2	96	2,036
6052- North Little Traffic	7,469	154	54	11	261	7,949
6062- Little Rock Traffic	8,611	219	25	13	72	8,940
6072- Maumelle-DC	454	86	169	119	182	1,010
6102- Pocahontas-DC	27	413	1,387	25	5	1,857
6103- Randolph-CT	3	14	10	0	5	32
6202- Forrest City-DC	0	0	0	31	3	34
6203- Saint Francis-CT	9	7	10	6	2	34
6231- Madison-DC	3	0	0	1	0	4
6302- Bryant-DC	116	500	660	686	164	2,126
6303- Saline-CT	66	20	8	0	1	95
6312- Benton-DC	742	449	683	50	46	1,970
6321- Shannon Hills-DC	7	25	87	27	14	160
6341- Haskell-DC	0	19	128	25	11	183
6402- Waldron-DC	969	55	10	7	17	1,058
6403- Scott-CT	5	0	1	0	3	9
6502- Marshall-DC	4	1	63	153	147	368
6503- Searcy-CT	19	1	3	0	18	41
6601- Barling-DC	18	51	140	2	1	212
6602- Fort Smith-DC	305	70	162	9,535	249	10,321
6603- Sebastian-CT - Fort Smit	29	6	1	4	6	46
6611- Central City-DC	0	2	1	0	0	3
6612- Greenwood-DC	78	123	729	13	23	966
6613- Sebastian-CT - Greenwood	10	2	1	2	1	16
6702- De Queen-DC	51	712	1,011	49	13	1,836
6703- Sevier-CT	17	1	2	0	0	20
6802- Ash Flat-DC	31	12	852	2	2	899
6803- Sharp-CT	2	5	5	0	0	12
6812- Cherokee Village-DC	11	12	48	0	0	71
6902- Mountain View-DC	26	335	110	12	11	494
6903- Stone-CT	8	7	0	3	1	19
7002- El Dorado-DC	3,946	430	486	3	0	4,865
7003- Union-CT	5	2	2	3	11	23
7102- Clinton-DC	1,489	166	64	6	7	1,732
7103- Van Buren-CT	5	6	9	5	3	28
7201- Greenland-DC	10	31	152	1	0	194
7202- West Fork-DC	68	218	196	2	1	485
7203- Washington-CT	144	96	36	3	26	305
7211- Johnson-DC	3	204	365	9	5	586
7212- Springdale-DC	318	1,640	2,234	7	7	4,206
7221- Farmington-DC	218	26	7	1	0	252
7222- Elkins-DC	664	37	4	0	0	705
7231- Lincoln-DC	0	2	1	1	0	4
7232- Fayetteville-DC	236	225	1,236	1,194	955	3,846
7242- Prairie Grove-DC	271	43	72	8	3	397
7251- Elm Springs-DC	31	641	522	23	3	1,220

Section 3.2 – 405(c) State Traffic Safety Information System Improvements

Disposition of Violations/Cases 4/1/24 to 3/31/25

7301- Rose Bud-DC	27	236	126	1	0	390
7302- Searcy-DC	1,913	2,314	1,191	68	133	5,619
7303- White-CT	45	4	9	4	1	63
7311- Kensett-DC	0	0	2	22	6	30
7312- Beebe-DC	69	309	386	199	329	1,292
7321- Bald Knob-DC	225	282	39	1	1	548
7351- Judsonia-DC	20	34	11	83	64	212
7361- Bradford-DC	4	26	22	0	0	52
7371- McRae-DC	1	0	0	73	6	80
7402- Augusta-DC	8	1	402	117	3	531
7403- Woodruff-CT	5	1	0	0	0	6
7412- McCrory-DC	0	0	103	109	12	224
7502- Danville-DC	33	161	255	13	22	484
7503- Yell-CT - Danville	0	1	1	0	0	2
7512- Dardanelle-DC	48	1,594	940	88	63	2,733
7513- Yell-CT - Dardanelle	0	1	0	0	2	3
7732- Bella Vista-DC	380	70	24	5	1	480
9102- Stuttgart PD	0	2	3	5	0	10
9105- Arkansas Co SO	0	1	11	4	0	16
9114- Ashley Co SO	0	0	7	3	1	11
9122- Mountain Home PD	0	0	4	3	0	7
9123- Gassville PD	0	0	0	1	0	1
9127- Baxter Co SO	0	0	1	2	0	3
9131- ASP Troop L	0	13	191	132	9	345
9132- Pea Ridge PD	0	2	50	31	0	83
9133- Rogers PD	0	5	43	27	0	75
9134- Bentonville PD	0	0	2	0	0	2
9136- Siloam Springs PD	0	3	145	94	5	247
9137- Gravette PD	0	0	9	0	0	9
9138- Cave Springs PD	0	0	3	0	0	3
9139- Benton Co SO	0	13	157	119	6	295
9140- Lowell PD	0	18	223	112	3	356
9142- Little Rock PD	0	4	14	7	0	25
9143- Centerton PD	0	3	15	9	0	27
9151- ASP Troop I	0	4	45	27	0	76
9152- Harrison PD	0	7	107	46	0	160
9153- Boone Co SO	0	2	59	24	1	86
9161- ASP Troop F	0	8	122	94	2	226
9163- Bradley PD	0	0	1	0	0	1
9171- Hampton PD	0	0	1	4	0	5
9172- Calhoun Co SO	0	1	1	2	0	4
9181- Alpena PD	0	0	0	1	0	1
9182- Eureka Springs PD	0	1	11	1	0	13
9184- Green Forest PD	0	1	11	11	0	23
9185- Carroll Co SO	0	0	2	0	0	2
9201- Caddo Valley PD	0	0	1	0	0	1

Section 3.2 – 405(c) State Traffic Safety Information System Improvements

Disposition of Violations/Cases 4/1/24 to 3/31/25

9202- Gurdon PD	0	0	1	0	0	1
9203- Clark Co SO	0	0	8	0	0	8
9211- Corning PD	0	1	0	0	0	1
9212- Clay Co SO	0	0	7	4	0	11
9222- Concord PD	0	0	1	0	0	1
9223- Heber Springs PD	0	8	110	58	4	180
9224- Cleburne Co SO	0	0	4	6	0	10
9242- Magnolia PD	0	8	81	54	1	144
9251- Conway Co SO	0	7	27	15	0	49
9252- Morrilton PD	0	5	58	38	2	103
9261- ASP Troop C	0	13	184	102	4	303
9262- Jonesboro PD	0	18	255	158	5	436
9263- Craighead Co SO	0	4	52	32	1	89
9264- Lake City PD	0	1	2	2	0	5
9272- Van Buren PD	0	3	33	20	0	56
9273- Crawford Co SO	0	2	14	12	1	29
9274- Alma PD	0	0	18	5	0	23
9283- Marion PD	0	6	14	5	0	25
9293- Crittenden Co SO	0	0	7	1	0	8
9301- Parkin PD	0	0	2	1	0	3
9302- Wynne PD	0	2	48	23	0	73
9303- Cross Co SO	0	0	22	13	1	36
9304- Cherry Valley PD	0	0	1	0	0	1
9311- Fordyce PD	0	0	2	5	0	7
9312- Dallas Co SO	0	0	7	3	0	10
9322- McGehee PD	0	0	14	1	0	15
9331- Monticello PD	0	1	16	5	0	22
9341- Greenbrier PD	0	0	1	0	0	1
9342- Conway PD	1	19	335	200	2	557
9343- Faulkner Co SO	0	4	52	44	2	102
9344- Mayflower PD	0	0	25	21	1	47
9345- Guy PD	0	1	2	5	0	8
9348- Vilonia PD	0	1	5	2	0	8
9351- Ozark PD	0	1	11	4	0	16
9352- Franklin Co SO	0	0	2	0	0	2
9361- Salem PD	0	0	0	0	1	1
9371- ASP Troop K	0	12	162	84	6	264
9373- Hot Springs PD	0	6	56	38	4	104
9374- Garland Co SO	0	21	207	127	5	360
9381- Sheridan PD	0	4	41	19	0	64
9382- Grant Co SO	0	1	20	13	0	34
9391- Marmaduke PD	0	0	5	2	0	7
9392- Paragould PD	0	0	19	13	0	32
9393- Greene Co SO	0	0	3	10	0	13
9401- ASP Troop G	0	6	69	53	2	130
9402- Hope PD	0	0	5	0	0	5

Section 3.2 – 405(c) State Traffic Safety Information System Improvements

Disposition of Violations/Cases 4/1/24 to 3/31/25

9403- Hempstead Co SO	0	0	1	0	0	1
9412- Malvern PD	0	2	17	5	0	24
9413- Hot Springs Co SO	0	1	5	4	1	11
9414- Rockport PD	0	0	3	1	0	4
9431- Batesville PD	0	4	10	11	0	25
9432- Independence Co SO	0	0	17	10	0	27
9451- ASP Troop B	0	9	172	79	2	262
9453- Newport PD	0	0	50	19	1	70
9455- Tuckerman PD	0	0	2	0	0	2
9456- Jackson Co SO	0	3	12	9	1	25
9461- ASP Troop E	0	20	186	158	1	365
9463- Pine Bluff PD	0	0	21	3	1	25
9464- Jefferson Co SO	0	0	2	1	0	3
9471- ASP Troop J	0	10	170	83	0	263
9473- Clarksville PD	0	1	10	10	0	21
9483- Lafayette Co SO	0	1	17	5	0	23
9491- Walnut Ridge PD	0	0	11	15	0	26
9492- Lawrence Co SO	0	0	5	1	0	6
9493- Hoxie PD	0	0	1	0	0	1
9512- Lincoln Co SO	0	0	3	0	0	3
9522- Ashdown PD	0	0	1	0	0	1
9534- Logan Co SO	0	1	4	4	0	9
9541- Austin PD	0	0	53	23	1	77
9542- Lonoke PD	0	0	0	5	0	5
9543- Lonoke Co SO	0	1	3	4	0	8
9544- Ward PD	0	0	11	6	0	17
9545- Cabot PD	0	5	44	30	0	79
9548- Humnoke PD	0	1	0	0	0	1
9551- Huntsville PD	0	5	50	34	1	90
9552- Madison Co SO	0	1	52	22	1	76
9562- Marion Co SO	0	0	6	2	0	8
9564- Flippin PD	0	0	7	6	2	15
9571- Texarkana PD	0	0	14	5	0	19
9572- Miller Co SO	0	0	3	4	0	7
9581- Gosnell PD	0	0	8	2	0	10
9582- Blytheville PD	0	0	60	43	4	107
9584- Manila PD	0	0	1	1	0	2
9585- Osceola PD	0	1	16	5	0	22
9586- Leachville PD	0	0	3	2	0	5
9602- Brinkley PD	0	0	1	1	0	2
9621- Prescott PD	0	0	4	4	0	8
9622- Nevada Co SO	0	0	1	1	0	2
9631- Jasper PD	0	0	4	0	0	4
9632- Newton Co SO	0	1	10	4	0	15
9641- Camden PD	0	0	10	9	0	19
9671- Glenwood PD	0	0	3	4	0	7

Section 3.2 – 405(c) State Traffic Safety Information System Improvements

Disposition of Violations/Cases 4/1/24 to 3/31/25

9672- Murfreesboro PD	0	0	3	3	0	6
9673- Pike Co SO	0	1	10	2	0	13
9681- Trumann PD	0	2	19	9	1	31
9682- Harrisburg PD	0	1	10	2	0	13
9683- Weiner PD	0	0	2	1	0	3
9684- Tyronza PD	0	0	1	0	0	1
9685- Lepanto PD	0	0	1	1	0	2
9689- Poinsett Co SO	0	0	7	3	1	11
9702- Russellville PD	0	5	33	5	0	43
9711- Des Arc PD	0	0	6	4	0	10
9714- Devalls Bluff PD	0	0	0	2	0	2
9721- ASP Troop A	0	18	206	159	6	389
9722- Little Rock PD	0	3	84	53	0	140
9723- Cammack Village PD	0	1	1	1	0	3
9724- Jacksonville PD	0	1	21	12	1	35
9725- North Little Rock PD	0	2	54	31	1	88
9727- Pulaski Co SO	0	0	3	0	0	3
9728- Sherwood PD	0	0	13	7	0	20
9729- Maumelle PD	0	6	80	43	3	132
9730- Alexander PD	0	0	2	2	0	4
9741- Pocahontas PD	0	8	127	89	4	228
9742- Randolph Co SO	0	0	17	9	0	26
9751- ASP Troop D	0	3	60	32	2	97
9753- Forrest City PD	0	1	9	5	0	15
9754- St Francis Co SO	0	2	15	13	1	31
9756- Madison PD	0	0	2	0	0	2
9761- Bryant PD	0	6	186	132	4	328
9762- Benton PD	0	9	160	99	3	271
9763- Saline Co SO	0	15	70	41	2	128
9764- Shannon Hills PD	0	0	2	1	0	3
9765- Bauxite PD	0	0	2	3	0	5
9766- Haskell PD	0	0	2	0	0	2
9771- Waldron PD	0	0	16	5	0	21
9772- Scott Co SO	0	0	4	1	0	5
9781- Marshall PD	0	0	2	1	0	3
9782- Searcy Co SO	0	0	0	2	0	2
9791- ASP Troop H	0	15	130	92	5	242
9792- Barling PD	0	1	10	8	0	19
9793- Fort Smith PD	0	1	11	3	0	15
9794- Sebastian Co SO	0	6	103	57	0	166
9795- Central City PD	0	0	1	0	0	1
9796- Greenwood PD	0	0	13	6	0	19
9801- De Queen PD	0	0	0	1	0	1
9811- Ash Flat PD	0	0	2	0	0	2
9812- Sharp Co SO	0	0	8	9	0	17
9815- Cherokee Village PD	0	0	0	2	0	2

Section 3.2 – 405(c) State Traffic Safety Information System Improvements

Disposition of Violations/Cases 4/1/24 to 3/31/25

9821- Mountain View PD	0	2	6	0	0	8
9822- Stone Co SO	0	0	5	4	1	11
9831- El Dorado PD	0	3	15	5	0	23
9832- Union Co SO	0	0	1	0	0	1
9833- Smackover PD	0	1	3	2	0	6
9842- Van Buren Co SO	0	1	11	4	1	17
9851- Greenland PD	0	0	1	1	0	2
9852- West Fork PD	0	1	28	14	0	43
9853- Fayetteville PD	0	1	6	5	0	12
9855- Springdale PD	0	6	36	14	0	56
9856- Farmington PD	0	0	9	8	1	18
9857- Elkins PD	0	2	10	5	0	17
9858- Lincoln PD	0	3	22	18	0	43
9859- Washington Co SO	0	22	178	123	3	326
9860- Prairie Grove PD	0	0	17	10	0	27
9861- Elm Springs PD	0	1	3	2	1	7
9871- Rose Bud PD	0	0	0	1	0	1
9872- Searcy PD	0	4	69	55	0	128
9873- White Co SO	0	3	44	34	0	81
9875- Beebe PD	0	6	30	15	0	51
9876- Bald Knob PD	0	0	9	3	0	12
9878- Judsonia PD	0	0	3	1	0	4
9880- McRae PD	0	0	2	1	0	3
9892- Augusta PD	0	0	1	1	0	2
9901- Danville PD	0	0	1	1	0	2
9902- Dardanelle PD	0	4	17	15	0	36
9903- Yell Co SO	0	2	6	5	0	13
Total	**104,482**	**41,874**	**60,063**	**23,330**	**9,136**	**238,885**

Arkansas Impaired Driving Prevention Task Force

Impaired Driving Prevention Plan
(Updated and Approved June 11, 2024)

Section 3.3 – 405(d) Impaired Driving Plan

(Previously Submitted)

Contents

Executive Summary	Page 1
Authority and Basis for Operation	Page 1
Members	Page 2 - 3
Guiding Principles	Page 4
Foci	Page 4
Strategic Plan, Policy Concerns, Priorities	Page 5 – 6
HSO Programming Updates	Page 6
Charter and Establishing Documents	Page 7 - 9
Task Force Meeting Dates and Program	Page 10
Bipartisan Infrastructure Law (BIL)	Page 11
BIL vs FAST	Page 12

Section 3.3 – 405(d) Impaired Driving Plan

(Previously Submitted)

Executive Summary

The Arkansas Impaired Driving Prevention Task Force (AIDPTF) was established in 2013 and now presents updates effective July 2024 in the form of two cornerstone documents: 1) The Charter containing the strategy for statewide collaboration to maximize resources to eliminate impaired driving and; 2) The Arkansas Impaired Driving Prevention Plan (AIDPP) and relevant supporting information.

The mission of the AIDPT is to work collaboratively to maximize resources to eliminate impaired driving. The Overall Goal of the AIDPT is to prevent impaired driving, serious injury and fatal crashes. The Arkansas Impaired Driving Prevention Plan is designed to either review or help identify short- and long-term impaired driving activities to be developed, implemented and evaluated over time based on available data, careful problem identification, and evidence-based prevention interventions or strategies to achieve progress towards the mission and goal of zero preventable deaths and injuries.

The AIDPTF includes an engaged membership base that satisfies the mandatory representatives put forth in the National Highway Traffic Safety Administration guidelines along with other groups and individuals whose participation is invaluable towards reducing impaired driving crashes.

Meetings are typically held every other month and there is an opportunity for program announcements, information about community engagement events, updates, special presentations and trainings, guest speakers, problem-solving exercises, resource coordination and data review during the meetings. Members are provided the latest available statistics, legislative updates, national publications and ASP HSO programmatic achievement information. Because the meetings are supported and well attended by ASP HSO leadership, they are an effective vehicle to facilitate feedback, communication, engagement and collaboration between all participants. This Task Force is a working group and its meetings are working meetings.

Authority and Basis for Operation

The AIDPTF operates under the leadership and sanction of the Arkansas State Police Highway Safety Office. Chartered since 2013, guidance for conducting matters of business is detailed in the Charter (See Pages 7 - 9).

The Task Force Members have been in a process of reviewing and informing priority concerns and policy recommendations beginning in October of 2023. Methods used to secure input and recommendations included a broad review of publications, statistics and subject-matter speakers during the December of 2023, and the February of 2024 meetings. Approval of recommended changes and updates was affirmed during the April 2024 meeting. Additional changes to include BIL guidance were reviewed and approval affirmed during the June 2024 meeting.

Section 3.3 – 405(d) Impaired Driving Plan

(Previously Submitted)

List of Members (including Name, Title and Organization) – Page 1

Arkansas Impaired Driving Prevention Task Force

Name	Title/Role	Agency	Group Represented
Alberson, Dana	Area Six Manager	Division of Community Correction	Probation
Allgaier, Gina	AIDPTF Administrator and Court Monitor	Speakup About Drugs	Alcohol and Other Drug Misuse
Bagby, Gordon	Director - Youth Accident Prevention	Pulaski County District Court	Prevention
Belew, Teresa	AIDPTF Chairman and Court Monitor	Speakup About Drugs	Alcohol and Other Drug Misuse
Boles, Ashley	B.A.T. Coordinator	Black River Technical College	Law Enforcement Training Academy
Burks, Matt	Program Coordinator, Director's Office	Office of Drug Director	Alcohol and Other Drug Misuse
Catanach, Michael	Program Manager, E-Grants, STEPS	Arkansas State Police	Highway Safety Office
Edmonson, Harold	Traffic Safety Program Manager	University of Arkansas	Criminal Justice Institute - DRE
Fisher, Thomas	State Drug Director	Arkansas State Police	Prevention, Treatment, Rehabilitation
Green, Kristie	DWI SFST Instructor	University of Arkansas	Criminal Justice Institute - SFST
Grigg, Gary	State Program Specialist	U.S. Department of Transportation	Federal Motor Carriers Safety
Hale, Judge Milas "Butch"	DWI Court Judge	Sherwood District Court	Adjudication and DWI Court
Heffington, Mary Lynn	Forensic Toxicologist, Technical Leader	Arkansas State Crime Laboratory	Public Health Laboratory
Hollis, Debra	Highway Safety Office Manager	Arkansas State Police	Highway Safety Office
Kumpuris, Lori	Deputy Prosecutor Coordinator	Office of the Prosecutor Coordinator	Prosecution
Landosky, John	Educator - Friendly Driver Program	City of Little Rock	Prevention
Leigh, Kenton	Public Health Administrator	Arkansas Department of Health	Public Health Laboratory
Little, Colby	Program Manager	Arkansas State Police	Highway Safety Office
Madison, Chris	Law Enforcement Auxiliary Officer	Saline County Sheriffs Office	Local Law Enforcement
Mauldin, Kristen	Chief Forensic Toxicologist	Arkansas State Crime Laboratory	Public Health Laboratory
McMahan, Bob	Director	Office of the Prosecutor Coordinator	Prosecution
Mims, Sharron	Coordinator - Coalitions and Training	Office of Drug Director	Prevention and Community Coalitions
Mundy, Julie	FARS Analyst	Arkansas State Police	Highway Safety Office
Pace, Nichole	Traffic Safety Resource Prosecutor	Office of the Prosecutor Coordinator	Prosecution
Payne, Chip	Program Manager, Impaired Driving, STEPS	Arkansas State Police	Highway Safety Office
Reed, Brittany	Forensic Toxicologist	Arkansas State Crime Laboratory	Public Health Laboratory
Reeves, Peyton	Program Manager, Public Information	Arkansas State Police	Highway Safety Office
Schenk, Aaron	B.A.T. Instructor	Black River Technical College	Law Enforcement Training Academy
Taylor, Judge Chaney	DWI Court Judge	Independence County District Court	Adjudication and DWI Courts
Thompson, Brock	Owner Thompsons Driving School	A 1 Thompson's Driving School	Drivers Education and Training
Tillman, Juan	Coordinator - DASEP	DHS, DAABHS	Screening and Assessment
Todd, Scott	First Lieutenant	Arkansas Highway Police	State Law Enforcement
Traylor, Tristan	Ped, Bike, Motorcycle Safety Manager	Arkansas State Police	Highway Safety Office

Section 3.3 – 405(d) Impaired Driving Plan

(Previously Submitted)

List of Members (including Name, Title and Organization) - Page 2

Arkansas Impaired Driving Prevention Task Force

Name	Title/Role	Agency	Group Represented
Turner, Melony	Division Manager	Arkansas DFA - Driver Services	Driver Control
Vernon, Gwen	FARS Analyst	Arkansas State Police	Highway Safety Office
White, Bridget	Highway Safety Office Administrator	Arkansas State Police	Highway Safety Office

Section 3.3 – 405(d) Impaired Driving Plan

(Previously Submitted)

Guiding Principles

NHTSA Highway Safety Program Guideline No. 8 - Impaired Driving

1) An effective impaired driving plan should be based on strong leadership, sound policy development, program management and strategic planning, and an effective communication program.
2) Program efforts should be data-driven, focusing on populations and geographic areas that are most at risk, and science- based, determined through independent evaluation as likely to succeed.
3) Programs and activities should be guided by problem identification and carefully managed and monitored for effectiveness.
4) Adequate resources should be devoted to the problem and costs should be borne, to the extent possible, by impaired drivers.

Foci

To develop, recommend, implement and sustain a plan that focuses on the problem areas with the greatest opportunity for improvement it is essential to have representation from agencies and organizations with a working knowledge and deep understanding of the various parts of Arkansas's impaired driving system and how the parts interrelate.

A strong chairman is in place; mandated members under FAST guidance have been well engaged since the initial Charter of the Task Force. Attention is being given to ensure that the new requirements set forth in BIL relative to members and community engagement are in place. The BIL guidance has been explained to members resulting in enthusiastic discussion and productive recommendations regarding engagement and opportunities throughout relevant groups and coalitions. This will certainly inform and expand the strong support that has historically been demonstrated by the membership. The Task Force will support the execution of the Bipartisan Infrastructure Law (BIL).

Experienced program management and focused strategic planning will continue to guide the Task Force in the areas of prevention (including community engagement and coalitions), criminal justice systems (laws and enforcement), communications programs, (high visibility efforts), prosecution, adjudication, administrative sanctions, communication programs, alcohol and other drug misuse, screening, treatment, assessment and rehabilitation, program evaluation and data will have been successfully conducted throughout the implementation of the plan through the collaboration of the task force membership, highway safety office staff and NHTSA guidance. In addition, subject matter expert speakers and field observation opportunities will continue to be provided to ensure members are provided first-hand information about key strategies and emerging issues.

Section 3.3 – 405(d) Impaired Driving Plan

(Previously Submitted)

AIDPTF Strategic Plan, Policy Concerns and Priorities

Challenges to Meeting Desired Outcomes/Target

1. Lack of valid testing for drug results.
2. Judicial resistance to DRE testimony.
3. New Medical Marijuana Law in Arkansas.
4. Issues related to combination effect of Marijuana, Drugs AND Alcohol.
5. Attrition of DRE certified officers in Arkansas.
6. Growing number of "Entertainment Districts" throughout Arkansas.

Prevention (including community engagement and coalitions)

1. Host 3 listening sessions with Prevention Coalitions and Professionals.
2. Promote media participation at prevention events.

Criminal Justice System (including prosecution, adjudication and probation)

1. Research and share model legislation to update and strengthen Arkansas laws.
2. Encourage expansion of Specialty Courts.

Communications Programs

1. Gain earned media to support mobilizations and prevention messaging.
2. Distribute AIDPTF resources and publications to the general public.

Alcohol and Other Drug Misuse (screening, treatment, assessment, rehabilitation)

1. Collaborate with the Arkansas Drug Director's Office to share provider information.
2. Obtain and distribute treatment and rehabilitation provider info to stakeholders.

Program Evaluation and Data

1. Distribute and review progress towards goals and objectives set by the HSO.
2. Provide engagement survey and listening session findings to Task Force for response.

Policy Concerns and Priorities

1. Foster Care, Special Population Children and Drivers Testing
2. Sealing of Records and Administrative Recall of Tickets
3. BAC Testing Refusals, Warrants and Hospital Cooperation
4. Address Administrative/Driver Control Issues (see separate page)
5. Ignition Interlock Compliance and Program Funding
6. Victim Impact Panel Access
7. Officer Traumatic Event Wellness Assistance
8. Bicycle, eBike, Scooter and Pedestrian Injury
9. Entertainment District Proliferation
10. Autonomous Vehicle Impact on DWI Statutes
11. Participation of Law Enforcement Agencies in Projects

Page 5

Policy Concerns and Priorities (continued from Page 5)

12. More regional access to DWI education for smaller agencies
13. More DWI, Drug and Mental Health Courts
14. Support a MADD presence in Arkansas
15. Clean up of Arkansas Code related to 5-year look back and 10-year look back

HSO Programming Updates

1. Collaboration with ARDOT to implement a "Ride Share" Program.

2. Explore options to hire State Judicial Liaison.
   a. Increase communication between Administrative Office of the Courts (AOC) and DWI Courts
   b. Share information on court locations, participants, programs, graduates, etc.

3. Work with Crime Lab, Drug Czar and LE to identify potential drug tests that can be used.

Task Force Role: Set up work group specific to this programmatic addition.

4. Utilize LEL to promote the DRE program and solicit officers to become DRE certified.

5. Add additional DWI courts in areas with most DWI crashes, fatalities and injuries.
   a. Utilize DWI Court Judges to increase awareness and educate Judges in these areas on how to set up DWI courts and the benefits.

6. Work with Task Force and Drug Director's Office to explore.
   a. Providing education and materials through Marijuana Dispensaries.
   b. Developing educational packets for Judges and Legislators.

Task Force Role: Current Task Force Chairman is appointed by the Governor to the Arkansas Impaired Driving Prevention Task Force that is under the authority of the Drug Director

7. Implement PPE efforts to solicit community feedback on Impaired Driving

Task Force Role: Set up work group specific to this programmatic addition.

Charter and Establishing Documents

The Arkansas Impaired Driving Prevention Task Force

Background.
In July of 2013, the Arkansas Highway Safety Office (HSO) convened a meeting for the purpose of recruiting leadership for a statewide impaired driving prevention task force whose purpose would be to foster planning, commitment, and coordination among stakeholders interested in impaired driving issues, including both traditional and non-traditional parties and to develop and implement an overall plan for short- and long-term impaired driving prevention activities based on careful and data-driven problem identification.

Preamble.
The State of Arkansas will work collaboratively to maximize its resources to eliminate impaired driving.

Overall Goal.
Prevent impaired driving serious injury and fatal crashes.

Official Name.
The name of the task force will be the Arkansas Impaired Driving Prevention Task Force (AIDPTF).

Impaired Driving.

The term *impaired driving* means operating a motor-vehicle while affected by alcohol and/or other drugs, including prescription drugs, over-the-counter medicines, or illicit substances.

Officers.
There will be two officer/organizers of the task force. Their responsibilities are as follows:

- Chair
  - Ensures the effective action of the task force leadership and task force as a whole.
  - Develops agendas for meetings (based on member input) and facilitates meetings.
  - Is primary contact with Highway Safety Office staff

- Administrator
  - Acts as the Chair in their absence; assists Chair with responsibilities or other specified duties.
  - Maintains Membership Lists, distributes meeting notices and other information and documents as necessary for task force support.

- Appointment and Terms of Office
  - Officers will be appointed based on input from Arkansas Highway Safety Office recommendations and the consent of the whole. Terms of Office will be subject to availability to serve.

Leadership.
The leadership of the Task Force is the Arkansas Highway Safety Office staff in collaboration with mandatory members as directed by NHTSA.

Members.
Key stakeholders will be recruited to ensure a comprehensive membership roster of parties interested in impaired driving issues, including both traditional and non-traditional parties, such as highway safety enforcement, criminal justice, driver licensing, treatment, liquor law enforcement, business, medical, health care, public health, advocacy and multicultural groups, the media, institutions of higher education, and the military.

Mandatory Member Representatives:

Arkansas Highway Safety Office
Law Enforcement (State and Local)
Criminal Justice System
    Prosecution
    Adjudication
    Probation
Public Health
Drug-impaired Driving Countermeasures
Communications
Community Engagement
NHTSA (Ex Officio)

Committees.
At the direction of the whole, the Chair may appoint committees. Committees will exist for a stated purpose and time period. Each committee will have a chairperson to ensure that the committee convenes in order to

serve its stated purpose and that committee recommendations are presented to the full task force in a timely manner. Generally, these committees will establish procedures to ensure that program activities are implemented as intended.

Meeting Schedule.
The task force will meet on the second Tuesday of even months.

Acceptable Meetings.
It is acceptable to conduct interim meetings at the call of the Chair, via email, or telephone as necessity dictates.

Quorum.
A quorum for voting is fifty percent (50%) of the number of NHTSA mandated members. In the event of a tie, the Chair will determine outcome.

Proxy.
A mandated member agency representative may designate a proxy to attend a meeting.

Rules of Order.
Decisions will be made by consensus. At the vote of the whole, Robert's Rules of Order may be invoked for the purpose of formal, binding business decisions.

Amendments.
The Charter may be amended (via electronic or posted correspondence) notice to members and a seventy-five percent (75%) of the number of NHTSA mandated members vote to amend.

Section 3.3 – 405(d) Impaired Driving Plan

(Previously Submitted)

Dates and Purpose of AIDPTF Meetings

Meeting Date	Location	Purpose/Emphasis of Meeting
Tuesday, December 10, 2024	ASP Headquarters	Upcoming
Tuesday, October 8, 2024	ASP Headquarters	Upcoming
Tuesday, August 13, 2024	ASP Headquarters	Upcoming
Tuesday, June 11, 2024	ASP Headquarters	Lunch and Learn - Approve Additional Updates to State Plan
Tuesday, April 9, 2024	ASP Headquarters	Drug Director and State Plan Update Approved
Tuesday, February 13, 2024	ASP Headquarters	Lunch and Learn - Introduce
Tuesday, December 12, 2023	ASP Headquarters	Review of Past Speaker Content and Publications
Tuesday, October 10, 2023	ASP Headquarters	Lunch and Learn - Priority Survey
Tuesday, August 15, 2023	ASP Headquarters	Drugged Driving Facts
Tuesday, June 13, 2023	ASP Headquarters	Lunch and Learn - Review
Tuesday, April 11, 2023	ASP Headquarters	National Roadway Safety Strategy
Tuesday, February 14, 2023	ASP Headquarters	Lunch and Learn - Guide for Local Impaired Driving Task Forces
Tuesday, December 13, 2022	ASP Headquarters	Review Website Resources for Programs
Tuesday, October 11, 2022	ASP Headquarters	Medical Marijuana Issues and Impaired Driving Data
Tuesday, August 9, 2022	ASP Headquarters	Driver Control Guidance Manual and Guidance Document
Tuesday, June 14, 2022	ASP Headquarters	Pedestrial and Friendly Driver Programs
Tuesday, April 12, 2022	ASP Headquarters	Lunch and Learn - Crime Lab Liaison
Tuesday, February 8, 2022	ASP Headquarters	Driver Training Report and BAT Mobile
Tuesday, December 14, 2021	ASP Headquarters	NHTSA Dean Scott
Tuesday, October 12, 2021	ASP Headquarters	Coiuntermeasures That Work Review
Tuesday, August 10, 2021	ASP Headquarters	Drug Task Force Report
Tuesday, June 8, 2021	ASP Headquarters	Mobilization Updates
Tuesday, April 13, 2021	ASP Headquarters	Traffic Records Report
Tuesday, February 9, 2021	ASP Headquarters	Specialty Courts

Bipartisan Infrastructure Law (BIL)

Below is an overview of provisions of the law that relate to NHTSA.

Advanced Drunk Driving Prevention Technology

Work to issue a final rule within three years prescribing a Federal Motor Vehicle Safety Standard (FMVSS) that requires passenger motor vehicles, manufactured after the effective date of that standard, to be equipped with advanced drunk- and impaired-driving prevention technology. If necessary, NHTSA can extend the time period for three years, but must provide an annual report to Congress. If a standard is not finalized within 10 years, NHTSA must provide a report to Congress.

Alcohol-Impaired Driving

Fund the Driver Alcohol Detection System for Safety program through 2025, up to $45 million.

Drug-Impaired Driving

Require states that have legalized marijuana to consider programs to educate people and reduce injuries and deaths resulting from marijuana-impaired driving. Allow states to use open container and repeat offender transfer funds for drug-impaired driving countermeasures.

Submit a report on:

- methods and recommendations improving access to samples and strains of marijuana and products containing marijuana for impaired-driving research; and establishing a national clearinghouse to collect and distribute samples and strains of marijuana for scientific research.
- Identification of and recommendations for addressing federal statutory and regulatory barriers to conducting scientific research, and establishment of a national clearinghouse for purposes of facilitating research on marijuana-impaired driving. And, create a report and recommendations on improving access to set up a national clearinghouse.

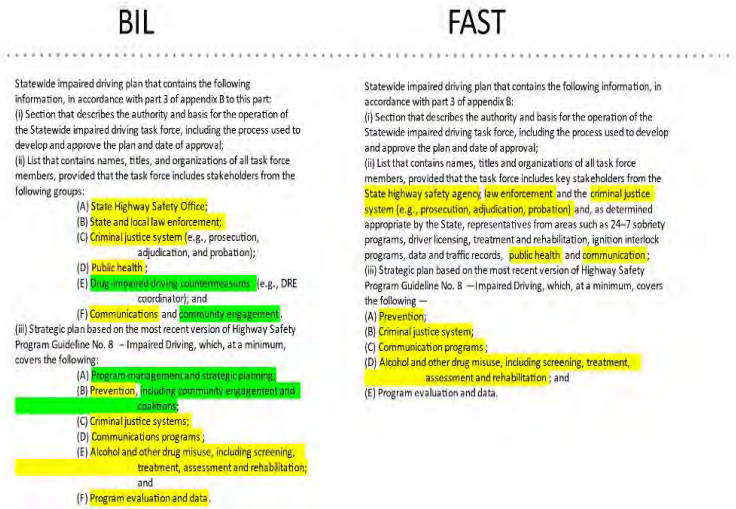
General

Submit report on barriers to states submitting alcohol and drug toxicology results to the Fatality Analysis Reporting System, recommend how to address those barriers, and identify steps to assist states in improving toxicology testing and the reporting of those results.

Page 11

Section 3.3 – 405(d) Impaired Driving Plan

(Previously Submitted)



BIL

Statewide impaired driving plan that contains the following information, in accordance with part 3 of appendix B to this part:
(i) Section that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval;
(ii) List that contains names, titles, and organizations of all task force members, provided that the task force includes stakeholders from the following groups:
- (A) State Highway Safety Office;
- (B) State and local law enforcement;
- (C) Criminal justice system (e.g., prosecution, adjudication, and probation);
- (D) Public health ;
- (E) Drug-impaired driving countermeasures (e.g., DRE coordinator); and
- (F) Communications and community engagement.

(iii) Strategic plan based on the most recent version of Highway Safety Program Guideline No. 8 – Impaired Driving, which, at a minimum, covers the following:
- (A) Program management and strategic planning;
- (B) Prevention, including community engagement and coalitions;
- (C) Criminal justice systems;
- (D) Communications programs ;
- (E) Alcohol and other drug misuse, including screening, treatment, assessment and rehabilitation; and
- (F) Program evaluation and data.

FAST

Statewide impaired driving plan that contains the following information, in accordance with part 3 of appendix B:
(i) Section that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval;
(ii) List that contains names, titles and organizations of all task force members, provided that the task force includes key stakeholders from the State highway safety agency, law enforcement and the criminal justice system (e.g., prosecution, adjudication, probation) and, as determined appropriate by the State, representatives from areas such as 24–7 sobriety programs, driver licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication ;
(iii) Strategic plan based on the most recent version of Highway Safety Program Guideline No. 8 —Impaired Driving, which, at a minimum, covers the following —
- (A) Prevention;
- (B) Criminal justice system;
- (C) Communication programs ;
- (D) Alcohol and other drug misuse, including screening, treatment, assessment and rehabilitation ; and
- (E) Program evaluation and data.

Section 3.4 – 405(e) Distracted Driving Sample Questions

405(e) Distracted Driving Grant

Sample Questions

You are less likely to be involved in a traffic crash, when using your electronic device while behind the wheel as long as you lessen your speed?

a) Yes
b) No

What is the most dangerous distraction for a driver?

a) Taking or Texting
b) Singing
c) Listening to the radio

Texting and talking on a cell phone involve three different types of distractions that can occur at the same time:
Singing, Laughing and Talking

a) Visual, Manual and Cognitive
b) Talking
c) Listening to the Radio and Visual

The leading cause of car crashes is:

a) Driving at Night
b) Driving too fast for conditions
c) Inattention

In Arkansas, the Fewer Distractions Means Safe Driving Act:

a) Allows cell phone use
b) Restricts cell phone use (only in an Emergency)
c) Allows a cell phone and texting (without an emergency)

The U.S. Department of Transportation is leading the fight to end distracted driving through a combination of:

a) Tough laws, strong enforcement, and public awareness
b) Tickets, Fines, and a Suspended License

Seminars

Section 3.5 – 405(f) Motorcycle Safety Grant

Excerpts from the FY 2024–2026 Triennial Highway Safety Plan Supporting the 405(f) Motorcycle Safety Grant Application

Section 3.1 - FY24-26 Performance Measures/Targets

Speeding Fatalities

5-Year Moving Average							
Year	2013-2017	2014-2018	2015-2019	2016-2020	2017-2021	Average	Trend
5-Year Moving Average	92.6	104.4	119.6	134.0	140.0	118.1	
Percent Change		12.74%	14.56%	12.04%	4.48%	10.96%	

Yearly Values							
Year	2017	2018	2019	2020	2021		
Fatality	124	132	132	164	148	140.0	
Percent Change		6.45%	0.00%	24.24%	-9.76%	5.23%	

Analysis of Average Percent Change in 3 Most Recent Years vs. 5-Year Average Baseline					
Baseline		Recent Year		%Change	Change
2012-2016 avg	83.0	2019	132	59.04%	59.30%
2013-2017 avg	92.6	2020	164	77.11%	
2014-2018 avg	104.4	2021	148	41.76%	

2026 Target			
	Current Level 2017-2021	Adjusted Target	Percent Change
2026 TARGET=	140.0	140.0	0.00%

All available information indicates rising Fatalities trend, however due to regulations we are setting the adjustment % to zero

5-Year Average Speed Related Fatalities Linear Trend

Benchmarks to Achieve 2022-2026 Average Goal				
Preliminary State Data	Maximum amount to still make target.			
2022	2023	2024	2025	2026
135	141	141	141	141

MotorCylce Fatalities

5-Year Moving Average							
Year	2013-2017	2014-2018	2015-2019	2016-2020	2017-2021	Average	Trend
5 Year Moving Average	71.0	71.6	72.6	72.6	75.4	72.6	
Percent Change		0.85%	1.40%	0.00%	3.86%	1.52%	

Yearly Values							
Year	2017	2018	2019	2020	2021		
Fatality	69	66	66	80	96	75.4	
Percent Change		-4.35%	0.00%	21.21%	20.00%	9.22%	

Analysis of Average Percent Change in 3 Most Recent Years vs. 5-Year Average Baseline					
Baseline		Recent Year		%Change	Change
2012-2016 avg	71.6	2019	66	-7.82%	12.98%
2013-2017 avg	71.0	2020	80	12.68%	
2014-2018 avg	71.6	2021	96	34.08%	

2026 Target			
	Current Level 2017-2021	Adjusted Target	Percent Change
2026 TARGET=	75.4	75.4	0.00%

All available information indicates rising fatalities trend, however due to regulations we are setting the adjustment % to zero

5-Year Average Motorcycle Fatalities Linear Trend

Benchmarks to Achieve 2022-2026 Average Goal				
Preliminary State Data	Maximum amount to still make target.			
2022	2023	2024	2025	2026
84	73	73	73	73

Section 3.5 – 405(f) Motorcycle Safety Grant

Section 3.1 - FY24-26 Performance Measures/Targets

MotorCycle Fatalities Unhelmeted

5-Year Moving Average							
Year	2013-2017	2014-2018	2015-2019	2016-2020	2017-2021	Average	Trend
5-Year Moving Average	43.8	44.8	44.4	42.6	41.4	43.4	
Percent Change		2.28%	-0.89%	-4.05%	-2.82%	-1.37%	

Yearly Values							
Year	2017	2018	2019	2020	2021		
Fatality	36	45	34	39	53	41.4	
Percent Change		25.00%	-24.44%	14.71%	35.90%	12.79%	

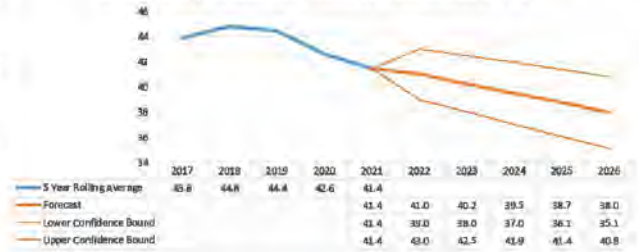
Analysis of Average Percent Change in 3 Most Recent Years vs. 5-Year Average Baseline					
Baseline		Recent Year		%Change	Change
2012-2016 avg	45.0	2019	34	-24.44%	-5.70%
2013-2017 avg	43.8	2020	39	-10.96%	
2014-2018 avg	44.8	2021	53	18.30%	

2026 Target			
	Current Level 2017-2021	Adjusted Target	Percent Change
2026 TARGET=	41.4	40.2	-3.00%

Reduce Motorcycle Unhelmeted fatalities to 40.2 (2022-2026) from the current safety level of 41.4 (2017-2021) by 3% by 2026. Based on preliminary state data this will require lowering fatalities for 2023-26 to an average of 37 per year.

Benchmarks to Achieve 2022-2026 Average Goal				
Preliminary State Data	Maximum amount to still make target.			
2022	2023	2024	2025	2026
51	37	37	37	37

5-Year Average Unhelmeted Motorcycle Fatalities Linear Trend



Fatalities Under 21

5-Year Moving Average							
Year	2013-2017	2014-2018	2015-2019	2016-2020	2017-2021	Average	Trend
5-Year Moving Average	61.4	60.8	61.8	64.4	64.0	62.5	
Percent Change		-0.98%	1.64%	4.21%	-0.62%	1.06%	

Yearly Values							
Year	2017	2018	2019	2020	2021		
Fatality	48	60	62	78	72	64.0	
Percent Change		25.00%	3.33%	25.81%	-7.69%	11.61%	

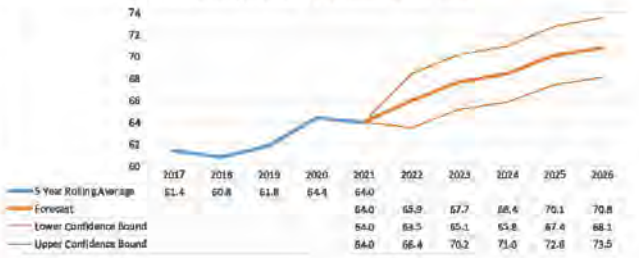
Analysis of Average Percent Change in 3 Most Recent Years vs. 5-Year Average Baseline					
Baseline		Recent Year		%Change	Change
2012-2016 avg	65.6	2019	62	-5.49%	13.32%
2013-2017 avg	61.4	2020	78	27.04%	
2014-2018 avg	60.8	2021	72	18.42%	

2026 Target			
	Current Level 2017-2021	Adjusted Target	Percent Change
2026 TARGET=	64.0	64.0	0.00%

All available information indicates rising fatalities trend, however due to regulations we are setting the adjustment % to zero.

Benchmarks to Achieve 2022-2026 Average Goal				
Preliminary State Data	Maximum amount to still make target.			
2022	2023	2024	2025	2026
78	61	61	61	61

5-Year Average Under 21 Fatalities Linear Trend



Section 3.5 – 405(f) Motorcycle Safety Grant

Section 4.5 – Motorcycle

Problem Identification

Arkansas reported 66 motorcycle related fatalities in 2018 rising to 84 in 2022 and account for approximately 13 percent of Arkansas' total traffic fatalities. Arkansas repealed the helmet law in 1999, and only requires helmets for motorcyclists aged 21 or younger. In 2022, 51 of the 84 motorcycle fatalities or 61 percent, were not helmeted. Motorcycle data is provided in the chart below. The chart shows the number of motorcycle crashes for 2022 and the crashes involving an impaired driver.

County or Political Subdivision	Number of registered motorcycles	Number of motorcycle crashes	# of MCC involving another motor vehicle	# of MCC involving an impaired operator	County or Political Subdivision	Number of registered motorcycles	Number of motorcycle crashes	# of MCC involving another motor vehicle	# of MCC involving an impaired operator
Arkansas	1,483	5	3	0	Lee	206	1	1	0
Ashley	786	3	2	0	Lincoln	409	3	1	0
Baxter	4,126	31	9	1	Little River	606	5	1	0
Benton	18,424	98	54	3	Logan	2,063	10	4	0
Boone	3,038	15	6	0	Lonoke	5,126	34	20	2
Bradley	396	2	2	0	Madison	1,112	28	7	2
Calhoun	200	2	0	0	Marion	1,575	10	0	0
Carroll	2,317	26	11	1	Miller	2,034	25	14	1
Chicot	281	0	0	0	Mississippi	1,375	13	6	0
Clark	744	6	3	0	Monroe	246	0	0	0
Clay	670	1	1	0	Montgomery	624	7	3	0
Cleburne	2,101	23	8	0	Nevada	353	3	2	0
Cleveland	326	2	1	0	Newton	587	23	3	0
Columbia	973	6	3	0	Ouachita	1,088	2	2	0
Conway	1,260	11	7	0	Perry	611	7	2	0
Craighead	4,172	43	28	1	Phillips	475	2	2	0
Crawford	4,331	35	17	1	Pike	557	3	2	1
Crittenden	1,650	12	9	0	Poinsett	1,013	5	3	1
Cross	630	2	1	0	Polk	1,566	11	4	0
Dallas	250	2	0	0	Pope	3,471	30	14	1
Desha	307	1	1	0	Prairie	303	1	1	0
Drew	580	4	0	0	Pulaski	13,285	183	128	2
Faulkner	6,360	53	29	0	Randolph	938	8	3	0
Franklin	1,137	20	2	0	St. Francis	607	46	29	0
Fulton	858	6	2	0	Saline	6,957	2	1	1
Garland	6,761	52	37	0	Scott	611	4	0	0
Grant	1,088	3	1	0	Searcy	474	77	46	0
Greene	2,235	16	12	1	Sebastian	7,801	2	1	4
Hempstead	758	8	4	0	Sevier	609	4	0	0
Hot Spring	2,012	15	5	0	Sharp	1,172	7	2	0
Howard	457	0	0	0	Stone	1,078	10	1	0
Independence	1,819	18	10	2	Union	1,755	7	4	0
Izard	1,039	5	2	1	Van Buren	1,202	7	3	2
Jackson	601	2	0	0	Washington	12,378	98	54	2
Jefferson	2,312	20	16	1	White	4,445	39	16	1
Johnson	1,598	10	3	0	Woodruff	241	0	0	0
Lafayette	321	1	1	0	Yell	1,206	13	3	0
Lawrence	861	8	3	1	Total	159,421	1,297	676	33

The Arkansas Highway Safety Office (AHSO) will conduct a statewide motorcycle safety program to increase motorist's awareness, support rider education and outreach, and utilize enforcement and PI&E efforts to reduce the number of motorcycle fatalities and injuries. The AHSO will purchase advertising for the "Look Twice for

Section 3.5 – 405(f) Motorcycle Safety Grant

Motorcycles" and "Take 2 for Arkansas" campaigns to include broadcast, cable, radio, and online advertising in most counties with a focus on counties that have the majorities of crashes and fatalities.

Arkansas will utilize statewide television and radio spots to promote awareness of motorcycle safety and the dangers associated with the impaired operation of motorcycles. Efforts to deter impaired motorcyclists will be made during the National Winter DWI Mobilization (DSOGPO); the National Labor Day DWI Mobilization (DSOGPO); and the July 4th holiday DSOGPO campaign. The AHSO will purchase advertising to include broadcast, cable, radio, and online advertising directed at a majority of counties with the highest number of crashes and fatalities with an emphasis on the top five counties to provide information and create awareness of motorcycle safety and dangers of impaired riding.

Planned activities: Motorist Awareness Campaign and Motorcycle Outreach Program
Provides funding to promote motorcycle safety activities. Items that may be produced and purchased are educational pamphlets, posters, costs associated with producing and airing radio and television ads and other items as appropriate. A motorcyclist outreach program has been subcontracted to Alliance Sport Marketing through CJRW. This project will involve a coordinated presence at motorcycle rallies AND EVENTS throughout the state. The project was initiated in May FY21 and has already drawn positive attention and response from various motorcycle groups. In FY24, the project has been expanded Alliance will attend a minimum of 20 days of motorcycle rallies, or 10 different rally events. Alliance will also distribute an updated public opinion survey at motorcycle rallies to determine the most critical traffic safety issues, from the perspective of the community, that the AHSO needs to address. Other planned efforts for FY 24 include working with the Arkansas Department of Finance & Administration to distribute motorcycle endorsement envelope stuffers, a project which began in FY 23, to provide information on registration, licensing, and training opportunities. The AHSO will continue to work with ABATE and motorcycle dealerships to identify an MSF trainer for Arkansas as well as to conduct additional education and outreach.

2024 Priorities

- Pulaski, Benton, Washington, Searcy, and Garland have highest number of MC crashes involving another motor vehicle.
- Central and Northwest AR are primary areas to target.

Activities Conducted:

- 20 Motorcycle rallies/events across AR

Attendees:

- Attendees living within AR
- Attendees from outside of AR
- Attendance average at each event between 250-500 MC riders

Issues Covered:

- Honda Safe Motorcyclist Awareness & Recognition Trainer, MC
- MC Driver/Rider Simulator, Fatal Vison Goggles, Photo Station
- Educational Information distributed/collected on MC Safety issues.
- Participants engaged in discussions about experiences and MC safety.
- Brief Surveys collected on MC Safety utilizing tablets.

How participants' comments and views will be incorporated into the development of the THSP.

Section 3.5 – 405(f) Motorcycle Safety Grant

Section 4.5 – Motorcycle

- Utilize feedback from Surveys to adjust current program and develop new ones.
- New or expanded partnerships (ongoing engagement efforts)
- Pilot new projects

Alliance Motorcycle Education/Outreach

The AHSO has a contract with Alliance Sports Marketing to provide community outreach for education/ awareness at motorcycle rallies across the state. Alliance personnel set up informational booths to discuss motorcycle safety and participants test their riding/driving skills on a simulator provided by AHSO. Alliance staff engage attendees in discussions about motorcycle safety and ask them to complete a survey. The conversations and surveys provide information about why Motorcyclists do or do not use helmets, AR road safety issues, and what they believe would make AR roads safer for motorcyclists. Using this information, the AHSO will continue to work to develop new partnerships and targeted campaigns/projects that can effectively reduce the fatalities and injuries associated with motorcycle crashes in Arkansas.

Countermeasures

Countermeasure Strategy – Table 15				
Countermeasure Strategy	**Communication Campaign (MC)**			
Problem (link to strategy)	Arkansas reported 69 motorcycle related fatalities in 2017 rising to 96 in 2021 and account for approximately 14 percent of Arkansas' total traffic fatalities. Arkansas repealed the helmet law in 1999, and only requires helmets for motorcyclists aged 21 or younger. In 2021, 53 of the 96 fatalities or 55 percent, were not helmeted.			
Countermeasure Justification	• Motorcycle Safety CTW – 1.2 MC Helmet Use Promotion Program * • Motorcycle Safety CTW – 2.2 Alcohol-Impaired MC: Communication and Outreach * • Motorcycle Safety CTW – 4.2 Communication and Outreach: Motorist Awareness of MC *			
Target (link to strategy	The objective of Arkansas' Communication Campaign for Motorcycle awareness is to provide information concerning the safe operation of motorcycles and persuade riders and drivers of the benefits associated with drivers and motorcycle operators taking the time to be more aware of their surroundings, be safe and courteous and not drink while operating or riding a vehicle or motorcycle. The projected impact would be increased awareness and safer behaviors on the part of drivers and motorcycle operators resulting in fewer fatalities and injuries.			
Estimated 3-year funding allocation	FY24	FY25	FY26	Total
	$300,000	$315,000	$330,750	$945,750
Strategy to project considerations	Effective, high visibility communications and outreach are important in changing attitudes and behavior of both riders and drivers. The objective of Arkansas' Communication Campaign for Motorcycle awareness is to provide information concerning the safe operation of motorcycles and persuade riders and drivers of the benefits associated with drivers and motorcycle operators taking the time to be more aware of their surroundings, be safe and courteous and not drink while operating or riding a vehicle or motorcycle.			
Planned Activities	**Unique Identifier:**	**Planned Activity Names:**		
	MC-2024-01	Motorist Awareness Campaign		
	MC-2024-02	Motorcyclist Awareness/Outreach Program		

Section 3.6 – 405(h) Preventing Roadside Deaths Grant

Excerpts from the FY 2024–2026 Triennial Highway Safety Plan Supporting the 405(h) Preventing Roadside Deaths Grant

Section 4.9 Roadway Safety

Problem Identification

The AHSO works in partnership with the ARDOT to identify and implement innovative infrastructure improvements and hazard elimination strategies to aid in reduction of motor vehicle fatalities and serious injuries on Arkansas Roadways. Funding for this area assures that ARDOT personnel are properly trained and have access to current information and innovations.

ARDOT promotes educational opportunities by sending personnel to conferences. Due to limited funds and travel restrictions, adequate funds are not always available to send personnel to critical conferences. To continue to identify strategies and facilitate collaboration and coordination between the Arkansas Department of Transportation, Arkansas Highway Safety Office and stakeholders, funds will be provided to accomplish the following:

- Reduce the number of fatal and serious injury crashes in Arkansas.
- Keep traffic safety advocates abreast of ongoing changes.
- Provide educational opportunities offered at traffic safety conferences, workshops, and forums to include training on crash data, railroad crossing safety, and current traffic safety programs.

The use of 402 funds will provide ARDOT with funding for travel and training to appropriate conferences.

The AHSO also works to promote roadside safety to prevent fatalities and injuries in vehicles that are stopped on the side of the road by law enforcement, involved in a crash, medical emergency, mechanical issues or any other problem that would cause a vehicle to be stopped roadside. Arkansas code 27-51-310 requires that vehicles move over when able or if it is unsafe to pull over to reduce speed appropriate to the street, road or highway and the conditions through the area.

Roadside Crash Data by Year					
	2017	2018	2019	2020	2021
Fatalities	2	2	4	4	4
Serious Injuries	7	7	5	14	5

According to Arkansas eCrash data the 5-year rolling average for roadside crash fatalities for 2017-2021 is 3.2 and the 5-year rolling average for serious injuries is 7.6. AHSO will maintain current safety levels by December 31, 2026.

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

- Reduce the number of fatal and serious injury in roadside crashes.
- Raise awareness of Move Over Laws and the understanding of their importance

The use of 405(h) funds will be used to develop paid media with television, radio and digital advertising, brochures, posters and other educational materials. The ASHO will also work with law enforcement partners to develop materials and projects that will increase awareness of the Move Over Law.

Countermeasures

Countermeasure Strategy – Table 23	
Countermeasure Strategy	**Training for Traffic Safety Advocates**
Problem (link to strategy)	Innovative infrastructure improvements and hazard elimination strategies aid in the reduction of motor vehicle fatalities and serious injuries on Arkansas roadways. This countermeasure assists in this area by assuring that ARDOT personnel are properly trained and have access

Section 3.6 – 405(h) Preventing Roadside Deaths Grant

Section 4.9 Roadway Safety

	to current information and innovations. The following Goals were established by ARDOT in the SHSP which will impact the AHSO performance targets for reduction of total fatalities, injuries, and fatalities per VMT.			
Countermeasure Justification	Safe System – Builds upon the 4 Es: Enforcement, Education, Engineering and Emergency Response / EMS. A Safe System approach adds the additional Es of Equity and Evaluation. As recommended by The National Roadway Safety Strategy (NRSS) to reverse the rise in traffic fatalities and serious injuries on the nation's highways.			
Target (link to strategy	The AHSO works in partnership with the ARDOT to identify and implement innovative infrastructure improvements and hazard elimination strategies to aid in the reduction of motor vehicle fatalities and serious injuries on Arkansas Roadways. This countermeasure assists in this area by assuring that ARDOT personnel are properly trained and have access to current information and innovations. The impact of training for highway safety professionals on railway and highway hazard elimination strategies will be to enable them to develop and implement projects that will reduce the severity of traffic crashes on sections of Arkansas highways with high crash rates and the number of fatalities and injuries associated with them.			
Estimated 3-year funding allocation	FY24	FY25	FY26	Total
	$20,000	$21,000	$22,050	$63,050
Strategy to project considerations	The AHSO works in partnership with the ARDOT to identify and implement innovative infrastructure improvements and hazard elimination strategies to aid in the reduction of motor vehicle fatalities and serious injuries on Arkansas roadways. The countermeasure and planned activity will provide ARDOT personnel with critical training on new information and innovations.			
Planned Activities	**Unique Identifier:**	**Planned Activity Names:**		
	RS-2024-01	Professional Development ARDOT		

Countermeasure Strategy – Table 26	
Countermeasure Strategy	**Preventing Roadside Deaths & Injuries - Move Over Law (PI&E)**
Problem (link to strategy)	Statewide public information and education campaign to educate the public regarding the safety of vehicles and individuals stopped at the roadside in the State. The campaign will promote roadside safety and particularly focus on the Move Over law, Arkansas code 27-51-310. This task will provide for statewide public information and education to promote Move Over Law education through paid media. Components of this task may include, but are not limited to, educational materials such as brochures, posters, paid television, radio and digital ads and public service announcements (PSAs). This task will provide funds to secure the services of a qualified full-service advertising agency to create and develop a traffic roadside safety public information campaign. The advertising agency will develop the methodology to document and report audience reach. This task will also aid with PI&E efforts in specific community projects such as selective traffic enforcement projects (STEPs), and with diversity outreach and press events. Federal funding may provide for paid ad and PSA creation and production, PI&E materials creation and production, educational items, and meeting and press event expenses. This task will also provide for the placement of traffic safety messages relating to Move Over Law public information campaigns in the media. 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 be conducted to track driver attitudes and awareness of enforcement and communication activities and driving behavior. Federal funds will be allocated for the paid media and associated costs
Target (link to strategy	*Raising Awareness*: Many drivers are unaware of the Move Over Laws or do not fully understand their importance. Public education initiatives will help raise awareness about these laws, ensuring that more people are knowledgeable about their existence and purpose.

Section 3.6 – 405(h) Preventing Roadside Deaths Grant

Section 4.9 Roadway Safety

	Enhancing Road Safety: Move Over Laws are designed to protect first responders, roadside workers, and stranded motorists. By educating the public about these laws, drivers can become more vigilant and cautious when encountering first responder vehicles or workers on the side of the road, reducing the risk of crashes, fatalities and injuries. *Behavior Modification:* Education and information campaigns have been effective to change driver behavior positively. By emphasizing the importance of moving over or slowing down when approaching first responder vehicles and stranded motorist, these initiatives can encourage drivers to adopt safer practices and promote a culture of road safety. *Advocacy for Law Enforcement and Emergency Responders:* Public education initiatives can also serve as a platform for advocating on behalf of law enforcement officers, paramedics, and other emergency responders who put their lives at risk to help others. By raising awareness about Move Over Laws, these campaigns can garner public support and understanding for the importance of protecting those who serve the community.			
Estimated 3-year funding allocation	FY24	FY25	FY26	Total
	$400,000	$420,000	$441,000	$1,261,000
Strategy to project considerations	These funds will be used for public education and information campaigns for Move Over Laws that will promote road safety, protect emergency responders, and encourage responsible driver behavior. These initiatives help create a culture of awareness, compliance, and support, ultimately reducing the number of crashes, fatalities and injuries on the road.			
Planned Activities	**Unique Identifier:**	**Planned Activity Names:**		
	RS-2024-02	Preventing Roadside Deaths and Injuries (PI&E)		

Section 4.1 – STEP Agencies

FY2026 STEP Agencies		
Local STEP Agencies (Cities/Counties)		
Cities/Counties PD/SO TBD		
Alexander PD	Forrest City PD	Newport PD
Ashdown PD	Fort Smith PD	North Little Rock PD
Baxter Co SO	Garland Co SO	Paragould PD
Bella Vista PD	Gentry PD	Pea Ridge PD
Benton Co SO	Grant Co SO	Pine Bluff PD
Benton PD	Hampton PD	Prairie Co SO
Bryant PD	Harrison PD	Rogers PD
Cabot PD	Hazen PD	Saline Co SO
Calhoun Co SO	Hope PD	Searcy PD
Centerton PD	Hot Springs PD	Sheridan PD
Cross Co SO	Independence Co SO	Sherwood PD
Dallas Co SO	Jackson Co SO	Springdale PD
Dardanelle PD	Jonesboro PD	St. Francis County SO
Decatur PD	Lafayette Co SO	Texarkana PD
Des Arc PD	Lowell PD	Trumann PD
Desha Co SO	Madison Co SO	Washington Co SO
El Dorado PD	Marion PD	Wynne PD
Fayetteville PD	Monticello PD	
Fordyce PD	Mountain Home PD	
Statewide STEP Agency		
Arkansas State Police		
STEP agencies expected to have FY25 agreements. All STEP agencies are expected to attempt to work DWI, Speed, Seat Belt and Distracted Driving during their sustained traffic enforcement as well as work all Mobilizations.		
Note: For Project Agreement Numbers see NHTSA Grants Tracking System (GTS)		

Current as of 7/10/25

- Public Information and Education (PI&E) activities will be conducted to support the objectives of this project. These activities will include, but are not limited to, issuing a news release at the beginning of the project period to notify the community of the project activities, conducting a minimum of two media exposures for each mobilization e.g., news conferences, news releases, social media posts, interviews, reporter ride-alongs and participating in a minimum of two (2) other community activities e.g., community events, health fairs, booths, civic/school/employer presentations during the year. Grantees may utilize www.trafficsafetymarketing.gov for materials to assist you in conducting these activities.

Section 4.2 – Mini-STEP Agencies

FY2026 Mini-STEP Agencies		
Local STEP Agencies (Cities/Counties)		
Cities/Counties PD/SO TBD		
Arkansas Co SO	Eureka Springs PD	Mayflower PD
Ash Flat PD	Fairfield Bay PD	McGehee PD
Bald Knob PD	Faulkner Co SO	Miller Co SO
Barling PD	Flippin PD	Monroe Co SO
Batesville PD	Fulton Co SO	Montgomery Co SO
Beebe PD	Goshen PD	Mountain Pine PD
Boone Co SO	Gosnell PD	Mountain View PD
Bradford PD	Grannis PD	Newton Co SO
Bradley Co SO	Haskell PD	Osceola PD
Bradley PD	Helena-West Helena PD	Parkin PD
Brookland PD	Hempstead Co SO	Pleasant Plains PD
Bull Shoals PD	Highfill PD	Prairie Grove PD
Caddo Valley PD	Hot Spring Co SO	Pulaski Co SO
Cash PD	Hoxie PD	Searcy Co SO
Clarksville PD	Jacksonville PD	Siloam Springs PD
Conway PD	Kensett PD	Stone Co SO
Cotter PD	Lake Village PD	Stuttgart PD
Crittenden Co SO	Lawrence Co SO	Tontitown PD
Crossett PD	Lewisville PD	Van Buren Co SO
De Queen PD	Lincoln PD	Van Buren PD
Dermott PD	Little Flock PD	Walnut Ridge PD
Drew Co SO	Lonoke Co SO	West Fork PD
Dumas PD	Lonoke PD	West Memphis PD
Elkins PD	Marianna PD	White Hall PD
England PD	Marion Co SO	Yell Co SO
Mini-STEP agencies expected to have FY26 agreements. All Mini-STEP agencies are expected to attempt to work all DWI, Speed, Seat Belt and Distracted Mobilizations.		
Note: For Project Agreement Numbers see NHTSA Grants Tracking System (GTS)		

Current as of 7/10/25

- Public Information and Education (PI&E) activities will be conducted to support the objectives of this project. These activities will include, but are not limited to, issuing a news release at the beginning of the project period to notify the community of the project activities, conducting a minimum of two media exposures for each mobilization e.g., news conferences, news releases, social media posts, interviews, reporter ride-alongs and participating in a minimum of two (2) other community activities e.g., community events, health fairs, booths, civic/school/employer presentations during the year. Grantees may utilize www.trafficsafetymarketing.gov for materials to assist you in conducting these activities.

Section 4.3 – Equipment over $10,000

Equipment Items Over $10,000		
Agency/Project Number	***Equipment Item***	***Cost***
Arkansas State Police (Crash Reconstruction) / TR-2026-06-06-02	Trimble 3D Laser Scanner	$79,000

Appendix A to Part 1300—Certifications and Assurances for Highway Safety Grants

[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]

State: ARKANSAS Fiscal Year: 2026

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

GENERAL REQUIREMENTS

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended;
- Sec. 1906, Public Law 109-59, as amended by Sec. 25024, Public Law 117-58;
- 23 CFR part 1300—Uniform Procedures for State Highway Safety Grant Programs;
- 2 CFR part 200—Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards;
- 2 CFR part 1201—Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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).

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, *OMB Guidance on FFATA Subaward and Executive Compensation Reporting*, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.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;
    - Unique entity identifier (generated by **SAM.gov**);
- The names and total compensation of the five most highly compensated officers of the entity if:
  (i) the entity in the preceding fiscal year received—
    (I) 80 percent or more of its annual gross revenues in Federal awards;
    (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.

NONDISCRIMINATION
(applies to subrecipients as well as States)

The State highway safety agency [and its subrecipients] will comply with all Federal statutes and implementing regulations relating to nondiscrimination ("Federal Nondiscrimination Authorities"). These include but are not limited to:

- *Title VI of the Civil Rights Act of 1964* (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- *49 CFR part 21* (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- *28 CFR 50.3* (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970,* (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- *Federal-Aid Highway Act of 1973, (23 U.S.C. 324 et seq.), and Title IX of the Education Amendments of 1972,* as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- *Section 504 of the Rehabilitation Act of 1973,* (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- *The Age Discrimination Act of 1975,* as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- *The Civil Rights Restoration Act of 1987*, (Pub. L. 100-209), (broadens scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the

Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);

- *Titles II and III of the Americans with Disabilities Act* (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38.

The preceding statutory and regulatory cites hereinafter are referred to as the "Acts" and "Regulations," respectively.

GENERAL ASSURANCES

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

"No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including NHTSA."

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI of the Civil Rights Act of 1964 and other non-discrimination requirements (the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

SPECIFIC ASSURANCES

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted Highway Safety Grant Program:

1. The Recipient agrees that each "activity," "facility," or "program," as defined in § 21.23(b) and (e) of 49 CFR part 21 will be (with regard to an "activity") facilitated, or will be (with regard to a "facility") operated, or will be (with regard to a "program") conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:
   "The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award."
3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT Order 1050.2A) [1] in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
   a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
   b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or

structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:
    a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
    b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the State highway safety agency also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing NHTSA's access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by NHTSA. You must keep records, reports, and submit the material for review upon request to NHTSA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The State highway safety agency gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Highway Safety Grant Program. This ASSURANCE is binding on the State highway safety agency, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Highway Safety Grant Program. The person(s) signing below is/are authorized to sign this ASSURANCE on behalf of the Recipient.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)

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;
5. 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);

c. 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;
d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;
e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(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;
f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)

(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to subrecipients as well as States)

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-awards 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

(applies to subrecipients as well as States)

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

(applies to subrecipients as well as States)

INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
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 primary tier 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 tier 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 tier 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 or may pursue suspension or debarment.

4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded,** as used in this clause, are defined in 2 CFR parts 180 and 1200. 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 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 entering into this transaction.
7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "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 and will require lower tier participants to comply with 2 CFR parts 180 and 1200.
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 is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (*https://www.sam.gov/*).
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 the transaction for cause or default.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS—PRIMARY TIER COVERED TRANSACTIONS

1. The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:
    a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions 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 records, 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 tier 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 PARTICIPANT CERTIFICATION

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
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 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, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded,** as used in this clause, are defined in 2 CFR parts 180 and 1200. 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 "Instructions for Lower Tier Participant Certification" including the "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 and will require lower tier participants to comply with 2 CFR parts 180 and 1200.
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 is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (*https://www.sam.gov/*).
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 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 participating in covered transactions 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.

BUY AMERICA
(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items 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. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

CERTIFICATION ON CONFLICT OF INTEREST
(applies to subrecipients as well as States)

GENERAL REQUIREMENTS

No employee, officer, or agent of a State or its subrecipient who is authorized in an official capacity to negotiate, make, accept, or approve, or to take part in negotiating, making, accepting, or approving any subaward, including contracts or subcontracts, in connection with this grant shall have, directly or indirectly, any financial or personal interest in any such subaward. Such a financial or personal interest would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or personal interest in or a tangible personal benefit from an entity considered for a subaward. Based on this policy:

1. The recipient shall maintain a written code or standards of conduct that provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents.
    a. The code or standards shall provide that the recipient's officers, employees, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from present or potential subawardees, including contractors or parties to subcontracts.
    b. The code or standards shall establish penalties, sanctions, or other disciplinary actions for violations, as permitted by State or local law or regulations.
2. The recipient shall maintain responsibility to enforce the requirements of the written code or standards of conduct.

DISCLOSURE REQUIREMENTS

No State or its subrecipient, including its officers, employees, or agents, shall perform or continue to perform under a grant or cooperative agreement, whose objectivity may be impaired because of any related past, present, or currently planned interest, financial or otherwise, in

organizations regulated by NHTSA or in organizations whose interests may be substantially affected by NHTSA activities. Based on this policy:

1. The recipient shall disclose any conflict of interest identified as soon as reasonably possible, making an immediate and full disclosure in writing to NHTSA. The disclosure shall include a description of the action which the recipient has taken or proposes to take to avoid or mitigate such conflict.
2. NHTSA will review the disclosure and may require additional relevant information from the recipient. If a conflict of interest is found to exist, NHTSA may (a) terminate the award, or (b) determine that it is otherwise in the best interest of NHTSA to continue the award and include appropriate provisions to mitigate or avoid such conflict.
3. Conflicts of interest that require disclosure include all past, present, or currently planned organizational, financial, contractual, or other interest(s) with an organization regulated by NHTSA or with an organization whose interests may be substantially affected by NHTSA activities, and which are related to this award. The interest(s) that require disclosure include those of any recipient, affiliate, proposed consultant, proposed subcontractor, and key personnel of any of the above. Past interest shall be limited to within one year of the date of award. Key personnel shall include any person owning more than a 20 percent interest in a recipient, and the officers, employees or agents of a recipient who are responsible for making a decision or taking an action under an award where the decision or action can have an economic or other impact on the interests of a regulated or affected organization.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE
(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at *www.trafficsafety.org*. The NHTSA website (*www.nhtsa.gov*) also provides information on statistics, campaigns, and program evaluations and references.

POLICY ON BANNING 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 adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the annual grant application in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that 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 U.S.C. 402(b)(1)(A))
3. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or on behalf of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and on behalf of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
4. The 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 U.S.C. 402(b)(1)(D))
5. As part of a comprehensive program, the State will support a data-based traffic safety enforcement program that fosters effective community collaboration to increase public safety, and data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities. (23 U.S.C. 402(b)(1)(E))
6. 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:

- Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to—
    - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
    - Increase use of seat belts by occupants of motor vehicles;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of triennial Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a); and
- Participation in the Fatality Analysis Reporting System (FARS), except for American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, or the United States Virgin Islands

7. The State will 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 U.S.C. 402(j))
8. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system, except in a work zone or school zone. (23 U.S.C. 402(c)(4))

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.

Click here to validate form fields and permit signature

Col. Mike A. Hagar #225 — 7/31/25

Signature Governor's Representative for Highway Safety — Date

Mike A. Hagar

Printed name of Governor's Representative for Highway Safety

Appendix B to Part 1300—Application Requirements for Section 405 and Section 1906 Grants

*[Each fiscal year, to apply for a grant under **23 U.S.C. 405** or Section 1906, **Public Law 109-59**, as amended by Section 25024, **Public Law 117-58**, the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]*

State: ARKANSAS Fiscal Year: 2026

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the Highway Safety Plan. Attachments may be submitted electronically.

☑ **PART 1: OCCUPANT PROTECTION GRANTS (23 CFR 1300.21)**

*[Check the box above **only** if applying for this grant.]*

ALL STATES

[Fill in all blanks below.]

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at pg 13-18 and pg 56-61 (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the annual grant application at pg 13-18 and pg 56-61 (location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at pg 13-18 and pg 56-61 (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at pg 13-18 and pg 56-61 (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

LOWER SEAT BELT USE STATES ONLY

[Check at least 3 boxes below and fill in all blanks under those checked boxes.]

☑ The State's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on 3/4/19 (date) and last amended on 4/20/21 (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):* A.C.A. 27-37-701 thru 27-37-706

☐ The State's occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of $25, was enacted on _____ (date) and last amended on _____ (date) and is in effect and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*
  - Requirement for all occupants to be secured in seat belt or age-appropriate child restraint; _____
  - Coverage of all passenger motor vehicles; _____
  - Minimum fine of at least $25; _____
  - Exemptions from restraint requirements. _____

☑ Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at pg 13-18 and pg 56-61 (location).

☑ The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at pg 17-18; pg 36-40 and pg 56-61 (location).

☐ The State's comprehensive occupant protection program is provided as follows:

- Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: _____ (date);
- Multi-year strategic plan: annual grant application or triennial HSP at _____(location);
- The name and title of the State's designated occupant protection coordinator is _____.
- The list that contains the names, titles, and organizations of the statewide occupant protection task force membership: annual grant application at _____ (location).

☐ The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted on _____ (date) (within 5 years of the application due date);

☑ PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)

[Check the box above only if applying for this grant.]

ALL STATES

☑ The State has a functioning traffic records coordinating committee that meets at least 3 times each year.

☑ The State has designated a TRCC coordinator.

☑ The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.

☑ [*Fill in the blank below.*] Written description of the performance measure(s), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the annual grant application at

pg 62-84 (location).

☑ PART 3: IMPAIRED DRIVING COUNTERMEASURES (23 CFR 1300.23(D)-(F))

[Check the box above only if applying for this grant.]

ALL STATES

☑ The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1300.23(j).

MID-RANGE STATES ONLY

[*Check one box below and fill in all blanks under that checked box.*]

☐ The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date). Specifically:

- o Annual grant application at _____ (location) describes the authority and basis for operation of the statewide impaired driving task force;
- o Annual grant application at _____ (location) contains the list of names, titles, and organizations of all task force members;
- o Annual grant application at _____ (location) contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving.

☑ The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on 6/11/24 (date) and continues to use this plan.

HIGH-RANGE STATE ONLY

[*Check one box below and fill in all blanks under that checked box.*]

☐ The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on _____ (date). Specifically:

- o Annual grant application at _____ (location) describes the authority and basis for operation of the statewide impaired driving task force;
- o Annual grant application at _____ (location) contains the list of names, titles, and organizations of all task force members;
- o Annual grant application at _____ (location) contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving;
- o Annual grant application at _____ (location) addresses any related recommendations from the assessment of the State's impaired driving program;
- o Annual grant application at _____ (location) contains the projects, in detail, for spending grant funds;

- Annual grant application at _____ (location) describes how the spending supports the State's impaired driving program and achievement of its performance targets.

☐ The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) and updates its assessment review and spending plan provided in the annual grant application at _____ (location).

☑ PART 4: ALCOHOL-IGNITION INTERLOCK LAWS (23 CFR 1300.23(G))

[Check the box above only if applying for this grant.]

[Check one box below and fill in all blanks under that checked box.]

☑ The State's alcohol-ignition interlock law, requiring all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of not less than 180 days, was enacted on 4/7/17 (date) and last amended on 7/4/17 (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Requirement for alcohol-ignition interlocks for all DUI offenders for not less than 180 days; ACA 5-65-118(a)(1)(A)(i)
  - Identify all alcohol-ignition interlock use exceptions. ACA 5-65-118(a)(1)(A)(g)

☐ The State's alcohol-ignition interlock law, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, and does not permit the individual to receive any driving privilege or driver's license unless the individual installs on each motor vehicle registered, owned, or leased by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

    _____

  - Identify all alcohol-ignition interlock use exceptions.

    _____

☐ The State's alcohol-ignition interlock law, requiring an individual convicted of, or the driving privilege of whom is revoked or denied, for refusing to submit to a chemical or other appropriate test for the purpose of determining the presence or concentration of any intoxicating substance, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

The State's compliance-based removal program, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

State's compliance-based removal program, requiring completion of a minimum consecutive period of not less than 40 percent of the required period of alcohol-ignition interlock installation immediately prior to the end of the individual's installation requirement, without a confirmed violation of the State's alcohol-ignition interlock program use requirements, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Requirement for installation of alcohol-ignition interlocks for refusal to submit to a test for 180 days;

    _____

  - Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

    _____

  - Requirement for completion of minimum consecutive period of not less than 40 percent of the required period of alcohol-interlock use;

    _____

- Identify list of alcohol-ignition interlock program use violations;

_____

- Identify all alcohol-ignition interlock use exceptions.

_____

☐ **PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))**

[Check the box above only if applying for this grant.]

[Fill in all blanks.]

☐ The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*

_____

[Check at least one of the boxes below and fill in all blanks under that checked box.]

☐ *Law citation.* The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*

_____

☐ *Program information.* The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided in the annual grant application at _____ (location).

☑ **PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)**

[Check the box above only if applying for this grant and check the box(es) below for each grant for which you wish to apply.]

☐ The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (*i.e.*, the State's most

recent crash report with distracted driving data element(s)) within 30 days after notification of award.

DISTRACTED DRIVING AWARENESS GRANT

☑ The State provides sample distracted driving questions from the State's driver's license examination in the annual grant application at pg 99 (location).

DISTRACTED DRIVING LAW GRANTS

☑ **Prohibition on Texting While Driving**

State's texting ban statute, prohibiting texting while driving and requiring a fine, was enacted on 2/18/09 (date) and last amended on 4/8/19 (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Prohibition on texting while driving; 27-51-1501
  - Definition of covered wireless communication devices; 25-51-1503
  - Fine for an offense; 27-51-1506
  - Exemptions from texting ban. 27-51-1504

☑ **Prohibition on Handheld Phone Use While Driving**

The State's handheld phone use ban statute, prohibiting a driver from holding a personal wireless communications device while driving and requiring a fine for violation of the law, was enacted on 2/18/09 (date) and last amended on 4/8/19 (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Prohibition on handheld phone use; 27-51-1501
  - Definition of covered wireless communication devices; 27-51-1503
  - Fine for an offense; 27-51-1506
  - Exemptions from handheld phone use ban. 27-51-1504

☑ **Prohibition on Youth Cell Phone Use While Driving**

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, and requiring a fine, was enacted on 2/20/09 (date) and last amended on 4/8/19 (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Prohibition on youth cell phone use while driving;
    27-51-1603
  - Definition of covered wireless communication devices;
    27-51-1602
  - Fine for an offense;
    27-23-130
  - Exemptions from youth cell phone use ban
    27-51-1603 & 27-51-1604

☑ **Prohibition on Viewing Devices While Driving**

The State's viewing devices ban statute, prohibiting drivers from viewing a device while driving, was enacted on 2/18/19 (date) and last amended on 4/8/19 (date), is in effect, and will be enforced during the fiscal year of the grant

- *Legal citations:*
  - Prohibition on viewing devices while driving;
    27-51-1501
  - Definition of covered wireless communication devices;
    27-51-1503

☑ **PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)**

[Check the box above only if applying for this grant.]

[Check at least 2 boxes below and fill in all blanks under those checked boxes only.]

☐ **Motorcycle Rider Training Course**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is _____
- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:
  [*Check at least one of the following boxes below and fill in any blanks.*]
  - ☐ Motorcycle Safety Foundation Basic Rider Course;
  - ☐ TEAM OREGON Basic Rider Training;
  - ☐ Idaho STAR Basic I;
  - ☐ California Motorcyclist Safety Program Motorcyclist Training Course;
  - ☐ Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.
- In the annual grant application at _____ (location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the

grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

☑ **Motorcyclist Awareness Program**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Colonel Mike Hagar, Arkansas State Police.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the annual grant application at pg 34-35 and 100-104 (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the annual grant application at pg 34-35 and 100-104 (location), the projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

☑ **Helmet Law**

- The State's motorcycle helmet law, requiring the use of a helmet for each motorcycle rider under the age of 18, was enacted on 3/13/97 (date) and last amended on 3/9/11 (date), is in effect, and will be enforced during the fiscal year of the grant.
  - *Legal citation(s):* 27-20-104

☐ **Reduction of Fatalities and Crashes Involving Motorcycles**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the annual grant application at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at _____ (location).

☑ **Impaired Motorcycle Driving Program**

- In the annual grant application or triennial HSP at pg 34-35 and 100-104 (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the annual grant application at pg 34-35 and 100-104 (location), countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (*i.e.*, the majority of counties or political

subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

☐ **Reduction of Fatalities and Crashes Involving Impaired Motorcyclists**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators are provided in the annual grant application at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at _____ (location).

☐ **Use of Fees Collected From Motorcyclists for Motorcycle Programs**

[*Check one box only below and fill in all blanks under the checked box only.*]

☐ Applying as a Law State—

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.
  Legal citation(s):
  _____.

  AND

  The State's law appropriating funds for FY __ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.
  Legal citation(s):
  _____.

☐ Applying as a Data State—

- Data and/or documentation from official State records from the previous fiscal year showing that *all* fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the annual grant application at _____ (location).

☐ **PART 8: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.26)**

[Check the box above only if applying for this grant and only if NHTSA has identified the State as eligible because the State annual combined nonmotorized road user fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data, then fill in the blank below.]

The list of project(s) and subrecipient(s) information that the State plans to conduct under this program is provided in the annual grant application at _____ (location(s)).

☑ **PART 9: PREVENTING ROADSIDE DEATHS GRANTS (23 CFR 1300.27)**

[Check the box above only if applying for this grant, then fill in the blank below.]

The State's plan describing the method by which the State will use grant funds is provided in the annual grant application at pg 53-54 and 105-108 (location(s)).

☐ **PART 10: DRIVER AND OFFICER SAFETY EDUCATION GRANTS (23 CFR 1300.28)**

[Check the box above only if applying for this grant.]

[Check one box only below and fill in required blanks under the checked box only.]

☐ **Driver Education and Driving Safety Courses**

[Check one box only below and fill in all blanks under the checked box only.]

☐ Applying as a law State—

- The State law requiring that driver education and driver safety courses include instruction and testing related to law enforcement practices during traffic stops was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):* _____.

☐ Applying as a documentation State—

- The State has developed and is implementing a driver education and driving safety course throughout the State that require driver education and driver safety courses to include instruction and testing related to law enforcement practices during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at _____ (location).

☐ **Peace Officer Training Programs**

[Check one box only below and fill in all blanks under the checked box only.]

☐ Applying as a law State—

- The State law requiring that the State has developed and implemented a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops was

enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*

  _____.

☐ Applying as a documentation State—

- The State has developed and is implementing a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at _____ (location).

☐ Applying as a qualifying State—

- A proposed bill or planning or strategy documents that identify meaningful actions that the State has taken and plans to take to develop and implement a qualifying law or program is provided in the annual grant application at _____ (location).
- A timetable for implementation of a qualifying law or program within 5 years of initial application for a grant under this section is provided in the annual grant application at _____ (location).

☐ PART 11: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.29)

[Check the box above only if applying for this grant.]

[Check one box only below and fill in all blanks under the checked box only.]

☐ The official document(s) (*i.e.*, a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at _____ (location).

☐ The projects that the State will undertake during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at _____ (location).

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances —

- ☑ I have reviewed the above information in support of the State's application for 23 U.S.C. 405 and Section 1906 grants, and, based on my review, the information is accurate and complete to the best of my personal knowledge.
- ☑ As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- ☑ I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

Click here to validate form fields and permit signature

Col. Mike A. Hagar #275 — 7/31/25

Signature Governor's Representative for Highway Safety — Date

Mike A. Hagar

Printed name of Governor's Representative for Highway Safety