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Fiscal Year 2020 Annual Report Review Uniform Procedures 23 CFR Part 1300.35

State:	Arkansas
Date Received:	12/22/2020
Reviewer:	Dean Scott
Date Acceptance Letter sent to State:	Click or tap to enter a date.

Within 90 days (by December 29th) after the end of the fiscal year, each State shall submit electronically an Annual Report providing:

- (a) An assessment of the State's progress in achieving performance targets identified in the prior year HSP, and a description of how the State will adjust its upcoming HSP to better meet performance targets if a State has not met its performance targets;
- (b) A description of the projects and activities funded and implemented along with the amount of Federal funds obligated and expended under the prior year HSP;
- (c) A description of the State's evidence-based enforcement program activities;
- (d) Submission of information regarding mobilization participation (e.g., participating and reporting agencies, enforcement activity, citation information, paid and earned media information);
- (e) An explanation of reasons for planned activities that were not implemented; and
- (f) A description of how the projects funded under the prior year HSP contributed to meeting the State's highway safety performance targets.

Section Areas:

- I. Performance Measures
- II. Verification of the State's FY 2020 HSP Certifications and Assurances
- III. Program Area Analysis
 - Occupant Protection
 - i. Child Passenger Safety
 - Traffic Records
 - Impaired Driving
 - i. Offender Monitoring
 - Distracted Driving
 - Motorcyclist Safety
 - Young Driver (Teen and/or GDL)
 - Non-Motorized Safety
 - Police Traffic Services
 - Public Outreach & Education (Media)
 - Speed
 - Community Traffic Safety Program
 - Additional Program Area(s)
- IV. Evidence-Based Enforcement Program Activities
- V. Planned Activities Not Implemented
- VI. Financial (GTS Review)
- VII. Overall Assessment

Performance Measures

Review the State's progress on each of the NHTSA/GHSA core outcome and behavior performance measures. Refer to the performance targets contained in the State's approved 2019 and 2020 Highway Safety Plans to ensure that each target is included.

C-1 Traffic Fatalities

2020 Target Period:	5-Year (2016-2020)	2020 Target Value:	541	Is there a qualitative review?	Yes	Progress:	Likely to Not Meet
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2019 Target Period:	5-Year (2015-2019)	2019 Target Value:	543	2019 Target Performance:	532	Progress:	Met
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Enter annual fatality counts that match the target period entered above¹:

Year:	Fatality Count:	Data source:
2020		State data
2019	505	FARS
2018	520	FARS
2017	525	FARS
2016	561	FARS
2015	550	FARS
2015-2019 Moving Average:	532.2	
2016-2020 Moving Average:	527.75	

If it appears the total fatalities target will not be met, is there a description of adjustments to be made in the FY 2022 HSP?	Yes
Comments: It appears some mitigating factors will cause Arkansas to miss their fatality target for 2020	

If "Yes," insert planned adjustments and RPM follow-up in [Appendix A](#).

¹ Enter 2020 full-year projections, if available

C-2 Serious Injuries

2020 Target Period:	5-Year (2016-2020)	2020 Target Value:	3201.4	Is there a qualitative review?	Yes	Progress:	Likely to Meet
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2019 Target Period:	5-Year (2015-2019)	2019 Target Value:	3637	2019 Target Performance:	2650	Progress:	Met
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Enter annual serious injury counts that match the target period entered above²:

Year:	Fatality Count:	Data source:
2020		State data
2019	2235	State data
2018	2279	State data
2017	2816	State data
2016	3032	State data
2015	2888	State data
2015-2019 Moving Average:	2650	
2016-2020 Moving Average:	2590.5	

If it appears the serious injury target will not be met, is there a description of adjustments to be made in the FY 2022 HSP?	No
Comments: Arkansas has done a great job meeting this performance measure each year.	

If "Yes," insert planned adjustments and RPM follow-up in [Appendix A](#).

² Enter 2020 data if available

C-3 Fatalities per 100 Million VMT

2020 Target Period:	5-Year (2016-2020)	2020 Target Value:	1.59	Is there a qualitative review?	Yes	Progress:	In Progress
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2019 Target Period:	5-Year (2015-2019)	2019 Target Value:	1.615	2019 Target Performance:	1.47	Progress:	Met
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Enter annual fatality rates that match the target period:

Year:	Fatality Count:	Data source:
2020		State data
2019	1.36	FARS/HPMS
2018	1.42	FARS/HPMS
2017	1.44	FARS/HPMS
2016	1.57	FARS/HPMS
2015	1.58	FARS/HPMS
2015-2019 Moving Average:	1.474	
2016-2020 Moving Average:	1.4475	

If it appears the fatality rate target will not be met, is there a description of adjustments to be made in the FY 2022 HSP?	No
Comments: It appears the goal will be made	

If "Yes," insert planned adjustments and RPM follow-up in [Appendix A](#).

C-4 Unrestrained Passenger Vehicle Occupants

2020 Target Period:	5-Year (2016-2020)	2020 Target Value:	185	Is there a qualitative review?	Yes	Progress:	Likely to Meet
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2019 Target Period:	5-Year (2015-2019)	2019 Target Value:	212	2019 Target Performance:	183	Progress:	Met
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Enter annual unrestrained passenger vehicle occupant fatality counts that match the target period:

Year:	Fatality Count:	Data source:
2020		State data
2019	165	FARS
2018	177	FARS
2017	180	FARS
2016	196	FARS
2015	196	FARS
2015-2019 Moving Average:	182.8	
2016-2020 Moving Average:	179.5	

If it appears the unrestrained passenger vehicle occupant target will not be met, is there a description of adjustments to be made in the FY 2022 HSP?	No
Comments: The trend shows Arkansas moving downward in the last five years as it pertains to unrestrained fatalities.	

If "Yes," insert planned adjustments and RPM follow-up in [Appendix A](#).

C-5 Alcohol-Impaired (BAC=.08+)

2020 Target Period:	5-Year (2016-2020)	2020 Target Value:	144	Is there a qualitative review?	Yes	Progress:	Likely to Meet
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2019 Target Period:	5-Year (2015-2019)	2019 Target Value:	141	2019 Target Performance:	140	Progress:	Met
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Enter annual alcohol-impaired (BAC=.08+) fatality counts that match the target period entered above:

Year:	Fatality Count:	Data source:
2020		State data
2019	128	FARS
2018	135	FARS
2017	146	FARS
2016	130	FARS
2015	159	FARS
2015-2019 Moving Average:	139.6	
2016-2020 Moving Average:	134.75	

If it appears the alcohol-impaired (BAC=.08+) target will not be met, is there a description of adjustments to be made in the FY 2022 HSP?	No
Comments: Alcohol related fatalities have decreased significantly since 2015	

If "Yes," insert planned adjustments and RPM follow-up in [Appendix A](#).

C-6 Speed-related

2020 Target Period:	5-Year (2016-2020)	2020 Target Value:	94	Is there a qualitative review?	Yes	Progress:	Likely to Not Meet
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2019 Target Period:	5-Year (2015-2019)	2019 Target Value:	90	2019 Target Performance:	120	Progress:	Not Met
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Enter annual speed-related fatality counts that match the target period entered above:

Year:	Fatality Count:	Data source:
2020		State data
2019	132	FARS
2018	132	FARS
2017	124	FARS
2016	118	FARS
2015	92	FARS
2015-2019 Moving Average:	119.6	
2016-2020 Moving Average:	126.5	

If it appears the speed-related target will not be met, is there a description of adjustments to be made in the FY 2022 HSP?	Yes
Comments: page 4 outlines the adjustments that will be made in order to meet the goal next year.	

If "Yes," insert planned adjustments and RPM follow-up in [Appendix A](#).

C-7 Motorcyclist

2020 Target Period:	5-Year (2016-2020)	2020 Target Value:	72	Is there a qualitative review?	Yes	Progress:	Likely to Meet
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2019 Target Period:	5-Year (2015-2019)	2019 Target Value:	71	2019 Target Performance:	72	Progress:	Not Met
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Enter annual motorcyclist fatality counts that match the target period:

Year:	Fatality Count:	Data source:
2020		State data
2019	64	FARS
2018	66	FARS
2017	69	FARS
2016	82	FARS
2015	80	FARS
2015-2019 Moving Average:	72.2	
2016-2020 Moving Average:	70.25	

If it appears the motorcyclist target will not be met, is there a description of adjustments to be made in the FY 2022 HSP?	No
Comments: Arkansas does not have a motorcycle coordinator but have met their target.	

If "Yes," insert planned adjustments and RPM follow-up in [Appendix A](#).

C-8 Unhelmeted Motorcyclist

2020 Target Period:	5-Year (2016-2020)	2020 Target Value:	42	Is there a qualitative review?	Yes	Progress:	In Progress
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2019 Target Period:	5-Year (2015-2019)	2019 Target Value:	40	2019 Target Performance:	44	Progress:	Not Met
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Enter annual unhelmeted motorcyclist fatality counts that match the target period:

Year:	Fatality Count:	Data source:
2020		State data
2019	32	FARS
2018	45	FARS
2017	36	FARS
2016	59	FARS
2015	48	FARS
2015-2019 Moving Average:	44	
2016-2020 Moving Average:	43	

If it appears the unhelmeted motorcyclist target will not be met, is there a description of adjustments to be made in the FY 2022 HSP?	Yes
Comments: Unhelmeted fatalities have declined in FY 19 and there is still a possibility that the 2020 target can be met	

If "Yes," insert planned adjustments and RPM follow-up in [Appendix A](#).

C-9 Drivers Age 20 or Younger Involved in Fatal Crashes

2020 Target Period:	5-Year (2016-2020)	2020 Target Value:	64	Is there a qualitative review?	Yes	Progress:	Likely to Meet
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2019 Target Period:	5-Year (2015-2019)	2019 Target Value:	68	2019 Target Performance:	62	Progress:	Met
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Enter annual drivers age 20 or younger involved in fatal crash counts that match the target period:

Year:	Fatality Count:	Data source:
2020		State data
2019	62	FARS
2018	60	FARS
2017	48	FARS
2016	74	FARS
2015	65	FARS
2015-2019 Moving Average:	61.8	
2016-2020 Moving Average:	61	

If it appears the young driver target will not be met, is there a description of adjustments to be made in the FY 2022 HSP?	No
Comments: Young driver fatalities have maintained a pretty steady trendline averaging about 61 a year over the last 5	

If "Yes," insert planned adjustments and RPM follow-up in [Appendix A](#).

C-10 Pedestrian

2020 Target Period:	5-Year (2016-2020)	2020 Target Value:	44	Is there a qualitative review?	Yes	Progress:	Likely to Not Meet
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2019 Target Period:	Choose an item.	2019 Target Value:	43	2019 Target Performance:	53	Progress:	Not Met
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Enter annual pedestrian fatality counts that match the target period:

Year:	Fatality Count:	Data source:
2020		State data
2019	61	FARS
2018	62	FARS
2017	47	FARS
2016	49	FARS
2015	44	FARS
2015-2019 Moving Average:	52.6	
2016-2020 Moving Average:	54.75	

If it appears the pedestrian target will not be met, is there a description of adjustments to be made in the FY 2022 HSP?	Yes
Comments: Arkansas outlined how they will address not meeting their Pedestrian Fatality goal on page 4 and the pedestrian section of the report.	

If "Yes," insert planned adjustments and RPM follow-up in [Appendix A](#).

C-11 Bicyclist

2020 Target Period:	5-Year (2016-2020)	2020 Target Value:	5	Is there a qualitative review?	Yes	Progress:	Likely to Meet
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2019 Target Period:	5-Year (2015-2019)	2019 Target Value:	5	2019 Target Performance:	3	Progress:	Met
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Enter annual bicyclist fatality counts that match the target period:

Year:	Fatality Count:	Data source:
2020		State data
2019	3	FARS
2018	4	FARS
2017	4	FARS
2016	3	FARS
2015	3	FARS
2015-2019 Moving Average:	3.4	
2016-2020 Moving Average:	3.5	

If it appears the bicyclist target will not be met, is there a description of adjustments to be made in the FY 2022 HSP?	No
Comments: Arkansas has been consistently low as it pertains to bicycle fatalities.	

If "Yes," insert planned adjustments and RPM follow-up in [Appendix A](#).

B-1) Observed Seat Belt use

2020 Target Period:	Annual (2020)	2020 Target Value:	80	Is there a qualitative review?	Yes	Progress:	In Progress
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2019 Target Period:	Annual (2019)	2019 Target Value:	81	2019 Target Performance:	82	Progress:	Met
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If it appears the daytime observed seat belt use target will not be met, is there a description of adjustments to be made in the FY 2022 HSP?	No
Comments: Arkansas utilized a waiver for 2020 Seatbelt Survey	

If "Yes," insert planned adjustments and RPM follow-up in [Appendix A](#).

Please copy 2019 performance data for all measures [here](#).

Non-Core Targets

For non-core targets, copy and paste chart below as needed.

Increase the number of law enforcement agencies using eCRASH from 203 to 230 for FY20

2020 Target Period:	Annual (2020)	2020 Target Value:	220	Is there a qualitative review?	Yes	Progress:	In Progress
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2019 Target Period:	Choose an item.	2019 Target Value:	200	2019 Target Performance:	239	Progress:	Met
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If it appears the target will not be met, is there a description of adjustments to be made in the FY 2022 HSP?	No
Comments: Arkansas continues to add agencies to their mini STEP program	

If "Yes," insert planned adjustments and RPM follow-up in [Appendix A](#).

Activity Measures³

Seat belt citations issued during FY 2020 grant-funded enforcement activities:	2216
Impaired driving arrests made during FY 2020 grant-funded enforcement activities:	490
Speeding citations issued during FY 2020 grant-funded enforcement activities:	8738

Overall Performance Measure Assessment:

Is there a description of how projects contributed to meeting the performance targets?
Yes
Comments:
2020 COVID-19 made it difficult to meet targets but Arkansas made 7 out of 10 core targets

³ In FY 2020, States had the options to not participate in the National enforcement mobilizations and not conduct an annual seat belt survey pursuant to NHTSA's April 9, 2020 waiver notice as a result of the COVID-19 public health emergency.

Verification of the State's FY 2020 HSP Certifications and Assurances

Is there a description :

Support for the national seat belt and impaired driving mobilizations?	Yes	Comments: Executive Summary
Mobilization participation (agencies, enforcement activities, citations, paid, and earned media)?	Yes	Comments: pages 1-4 outlined this participation
Sustained enforcement of impaired driving, OP, and speed statutes?	Yes	Comments: page 1-4
Annual seat belt survey (in 2020)?	CARES Act Waiver	Comments: page 1-4
Development of statewide data systems?	Yes	Comments: pages 1-4
Coordination of data collection and information systems with the State's Strategic Highway Safety Plan (SHSP)?	Yes	Comments: page 2

Program Area Analysis

Occupant Protection (OP)

Is there a general description of projects/activities funded and implemented under the FY 2020 HSP?

Yes

Comments: Page 8-15

List funding sources: 402-405/405d Int

Describe the strengths of the OP program: Arkansas has continued adding STEP agencies even with COVID-19 restrictions. Arkansas was also able to participate in CIOT mobilizations and continues to see a decline in unrestrained fatalities which dropped 7% from 2018.

Describe the weaknesses of the OP program: Arkansas had a huge drop in seatbelt citations due to COVID-19 impact. The challenge will be getting law enforcement back to the mindset of the importance of seatbelt safety.

Child Passenger Safety (CPS)

Is there a general description of projects/activities funded and implemented under the FY 2020 HSP?

Yes

Comments: Page 13 provides completion of planned activities including over 367 seats being checked

List funding sources: 402/405

Describe the strengths of the CPS program: They added 52 new technicians across the State

Describe the weaknesses of the CPS program: The CPS program did not have many check events do to COVID-19

State Traffic Safety Information System Improvements (Traffic Records)

Is there a general description of projects/activities funded and implemented under the FY 2020 HSP?

Yes

Comments: Page 28-30

List funding sources: 405c/402/405d Int

Describe the strengths of the Traffic Records program: eCITE is currently in use for all ASP troops in Arkansas and 137 agencies were trained on eCITE. They have reported 124 of those agencies to be live.

Describe the weaknesses of the Traffic Records program: Training conferences and workshops were cancelled due to COVID-19. TRCC has not had an opportunity to meet to discuss a new performance measure for 2022.

Impaired Driving (alcohol and drug)

Is there a general description of projects/activities funded and implemented under the FY 2020 HSP?

Yes

Comments: Page 16-23 Arkansas had a 5% decrease in Impaired driving related fatalities going from 135 in 2018 to 128 in 2019.

List funding sources: 405d/402/405d Int

Describe the strengths of the impaired driving program: 502 officers completed SFST and TOPS Training. 80 officers received SFST refresher training The ASP worked 890 hours of DWI enforcement and 411 arrests were made by mini STEP agencies.

Describe the weaknesses of the impaired driving program: There was low activity due to COVID-19 and there was a 50% drop in DUI citations in 2019.

Offender Monitoring (ignition interlock/24-7)

Is there a general description of projects/activities funded and implemented under the FY 2020 HSP?

Yes

Comments:

List funding sources: 405d INT

Describe the strengths of the offender monitoring program(s): Arkansas uses Ignition interlock funds for their electronic grants system currently but as this project is complete and paid for they will use for other programs.

Describe the weaknesses of the offender monitoring program(s): Funds are currently limited in scope

Distracted Driving

Is there a general description of projects/activities funded and implemented under the FY 2020 HSP?

Yes

Comments: Page 39-40

List funding sources: 402/405e

Describe the strengths of the distracted driving program: Distracted driving citations went up 63% over 3year period going from 616 in 2017 to 1679 in 2019. The fine increased from \$50.00 to \$250.00 with subsequent fines not more than 500 dollars. Distracted driving enforcement is a part of all STEP agreements.

Describe weaknesses of the distracted driving: COVID-19 has slowed enforcement efforts in this area.

Motorcyclist Safety

Is there a general description of projects/activities funded and implemented under the FY 2020 HSP?

Yes

Comments: Page 32-33

List funding sources: 402/405f

Describe the strengths of the motorcyclist safety program: Arkansas has interviewed for a Motorcycle Program Coordinator. The unhelmeted fatality percentage decreased from 68% in 2018 to 50% in 2019.

Describe weaknesses of the motorcyclist safety: Arkansas has not met their Motorcycle Fatality target in 2 years. Motorcycle impairment was represented in 54% on motorcycle fatality crashes.

Teen Traffic Safety Program/Young Driver (GDL)

Is there a general description of projects/activities funded and implemented under the FY 2020 HSP?

Yes

Comments: 37-38

List funding sources: 402

Describe the strengths of the young driver program: Arkansas continued to build on their teen driving programs such as the Aransas Drive Smart Challenge and Battle of the Belts programs. They also created an Advisory Committee that focuses on educating legislators about basic traffic safety initiatives to include GDL.

Describe the weaknesses of the young driver safety: young driver fatalities have stayed flat for the last 3 years there may be a need for new innovative programs that focuses on the 18-21year old group.

Non-Motorized Safety (bicycle/pedestrian)

Is there a general description of projects/activities funded and implemented under the FY 2020 HSP?

Yes

Comments: Page 34-37 Arkansas is in the process of hiring a Pedestrian Coordinator that will help move the program along.

List funding sources: 402

Describe the strengths of the non-motorized safety program: Arkansas has developed a media plan in collaboration with ARDOT that will target Bicycle and Pedestrian education programs.

Describe weaknesses of the non-motorized safety program: Arkansas has had two consecutive years with high fatality numbers for pedestrians

Police Traffic Services (PTS)

Is there a general description of projects/activities funded and implemented under the FY 2020 HSP?

No

Comments: NA

List funding sources: NA

Describe the strengths of the PTS safety program: NA

Describe the weaknesses of the PTS program: NA

Public Outreach & Education (Media)

Is there a general description of projects/activities funded and implemented under the FY 2020 HSP?

Yes

Comments: Pages 41, 65,77, 82

List funding sources: 402

Describe the strengths of public outreach & education: Arkansas has done an excellent job utilizing paid and earned media to create great program messages through numerous sports venues, television and radio outlets.

Describe the weaknesses of public outreach & education: There has been some regression in media activity due to the loss of the Media Program Manager in the HSO.

Speed

Is there a general description of projects/activities funded and implemented under the FY 2020 HSP?

Yes

Comments: Page 24-27 Speed fatalities have remained flat for the last two years and in 2020 it is believed to increase even more.

List funding sources: 402

Describe the strengths of the speed program area: Arkansas had been increasing the written citations for speed over the past 3 years

Describe weaknesses of the speed program area: Arkansas has not met the Speed Target for the second consecutive year and are in jeopardy for missing it again in 2021. Arkansas had 55% drop in speed citations written in 2020 due to COVID-19

Is there a general description of projects/activities funded and implemented under the FY 2020 HSP?

No

Comments: NA

List funding sources: NA

Describe the strengths of the Safe Communities program area: NA

Describe weaknesses of the Safe Communities program area: NA

Additional Program Area(s): Roadway Safety

Insert Program Area Name:⁴

⁴ If their additional program areas, copy and insert the “Additional Program Areas” section, as needed.

Is there a general description of projects/activities funded and implemented under the FY 2020 HSP?

Yes

Comments: Page 31

List funding sources: 402/405b

Describe the strengths of the program area: This project provided resources for ARDOT personnel to attend Behavioral trainings across the State.

Describe the weaknesses of the program area: COVID19 cancelled many of the trainings that were scheduled for 2020.

Evidence-Based Enforcement Program Activities

Is there a description of the Evidence-Based Enforcement Program?	Yes
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Comments: Arkansas list program activity throughout that is evidence based what was listed in their HSP for 2021.

Planned Activities Not Implemented

Is there an explanation for planned activities not implemented?	Yes
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Comments (include information on activities that did not take place due to COVID-19):
Each program area outlines the completed planned activities

Did the State utilize any of the waivers and postponements in FY 2020 pursuant to CARES Act (Pub. L. 116-136) Notice of Waivers and Postponements Issued April 9, 2020, by Deputy Administrator James Owens?

Choose an item.

If yes, please ensure that information is documented in the [CARES Act Waiver – Status Update Tracker](#).

Financial/GTS Review

Review and attach the following GTS Reports: m. Voucher Match Review report (select Final Voucher) u. Obligations vs. Expenditures
Date of GTS Reports: 12/30/2020
Was the final voucher reviewed to determine amounts expended on projects?
Yes
Comments: Final voucher showed that all yearly expenditures were reconciled.
Did the State provide expended amounts on all projects in the HSP?
Yes
Comments: GTS provided the grant funded numbers of the projects that were listed in the HSP
Is the State compliant with the 40% share to local requirement for Section 402 and 154AL and 164AL?
Yes
Comments: GTS verified the 40% shared to local
Is the State compliant with matching requirements for applicable programs?
Yes
Comments: GTS has verified all match
Are there significant unexpended balances for any funding categories?
Yes
Comments: There is no significant unexpended balances for Arkansas
Sources: GTS Grant fund Balance Report
Overall Financial Review Comments: Arkansas has done a great job in FY 2020 considering that COVID-19 made it difficult for transactions to happen weekly and sometimes monthly.

Overall Assessment of Annual Report

Strengths:

- Arkansas continued to add new mini STEP Agencies while also seeing good reductions in Impaired driving fatalities and unrestrained Fatalities.
- Arkansas met 6 of 10 Performance Targets in FY 2019 during a COVID-19 environment.
- Arkansas made a huge jump in Distracted Driving Citations while also raising their fine to \$250.00
- Arkansas created an Approved Equipment Chart as a quick reference as well as a financial reporting chart that displays each agencies expenditure by project in one snapshot.
- Arkansas has adopted an electronic grants system that allows them to more easily process grants and provides agencies a simpler delivery outlet in submitting their documentation that is associated with the grant.

Weaknesses:

- Arkansas has not seen any reduction in speed related fatalities in 2yrs and will see an increase in fatalities when 2020 number are verified.
- Arkansas does not have a strong Pedestrian Program and they continue to see increases in Pedestrian fatalities.
- Arkansas has not met their 2019 Targets for motorcycle and unhelmeted fatalities in the last two years.
-

Other comments, recommendations, or best practices:

Click or tap here to enter text.

Acceptance

Reviewer signature:

1/25/2021

X Dean Scott

Signed by: DEAN P SCOTT

*Once the RPM signs, please convert to PDF and send to your DRA and RA for their approvals.

Deputy Regional Administrator signature:

X

Regional Administrator signature:

X

*Please post a copy of (1) the signed Annual Report Review form; (2) the accompanying GTS reports; and (3) the final Annual Report acceptance letter in [State document library](#) section of SharePoint.

Appendix A: Planned FY 2022 HSP Adjustment Tracker

Use this table to track all items requiring follow up. Items do not have to be limited to performance measures. Please refer to this action plan as the FY 2022 HSP is developed and before the HSP is approved.

ITEM (PERFORMANCE MEASURE)	ACTION PLAN:	TARGET DATE	STATUS:
Speed		5/11/2021	
Total Fatalities		4/14/2021	
Pedestrian		3/10/2021	
Unhelmeted Motorcyclist		3/16/2021	
Choose an item.		Click or tap to enter a date.	
Choose an item.		Click or tap to enter a date.	