

# Arkansas Highway Safety Office



**FY09 Performance Plan  
and  
Highway Safety Plan**

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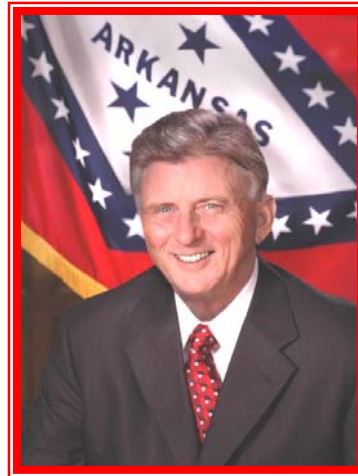
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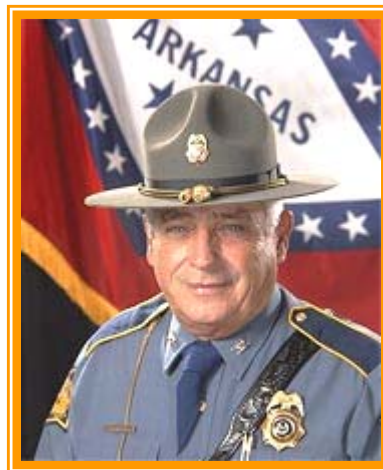


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## INTRODUCTION

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

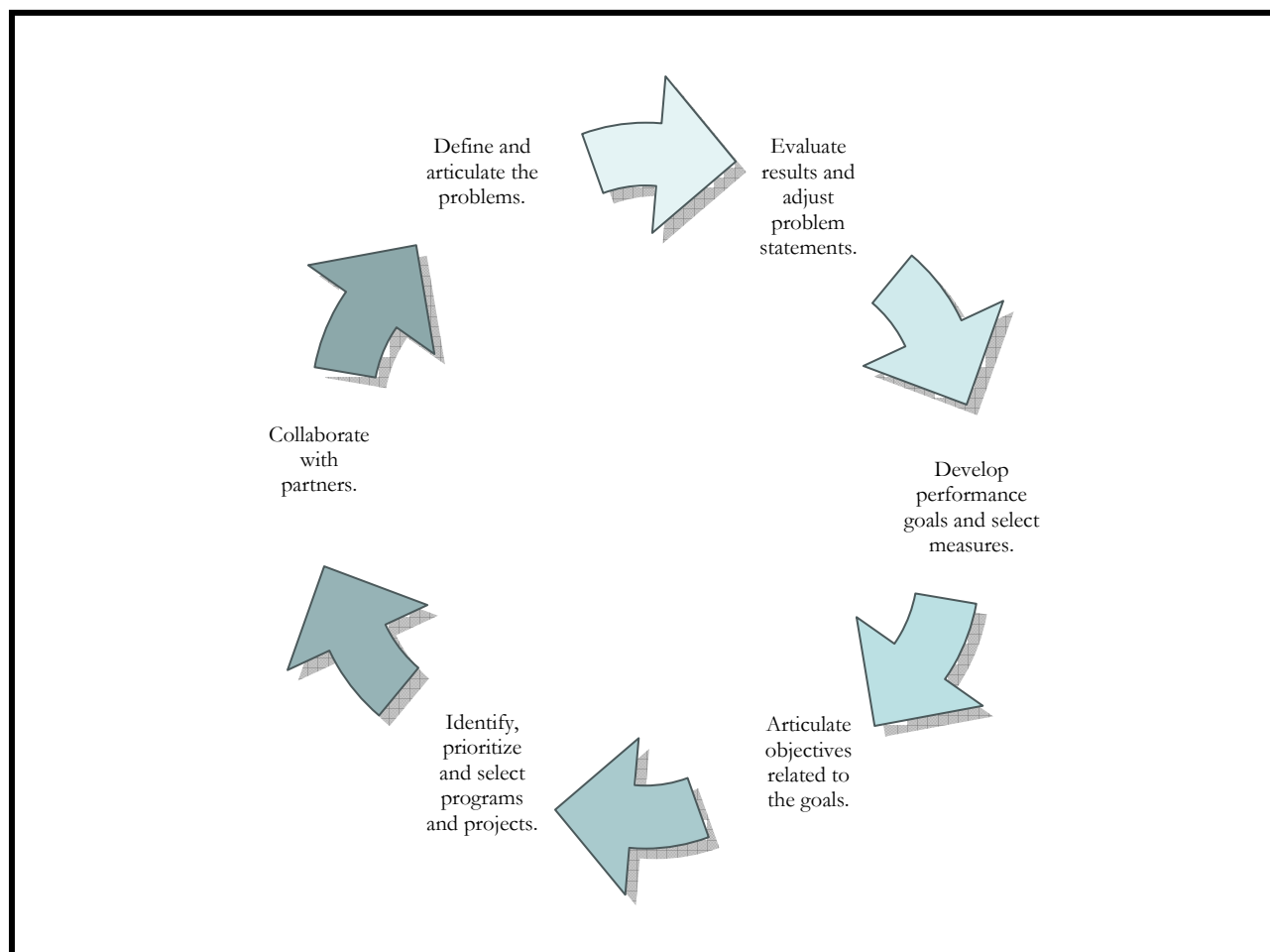
Nine highway safety program areas are designated as National Priority Program Areas. They are Alcohol and Other Drug Countermeasures, Occupant Protection, Police Traffic Services, Speed Control, Traffic Records, Emergency Medical Services, Motorcycle Safety, Pedestrian and Bicycle Safety, and Roadway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

The Highway Safety Office (HSO) of the Arkansas State Police (ASP) administers the Section 402 funds and oversees the highway safety program efforts supported by these funds for the State of Arkansas. The Highway Safety Plan developed by the HSO identifies the traffic related safety problems in Arkansas and recommends

programs that are most effective in reducing traffic fatalities, injuries and crashes. The Performance Plan portion of this report presents the process for identifying problems and developing programs to address those problem areas to which Section 402, as well as State highway safety funds, will be applied.

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

## **HIGHWAY SAFETY PLANNING PROCESS CALENDAR**



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

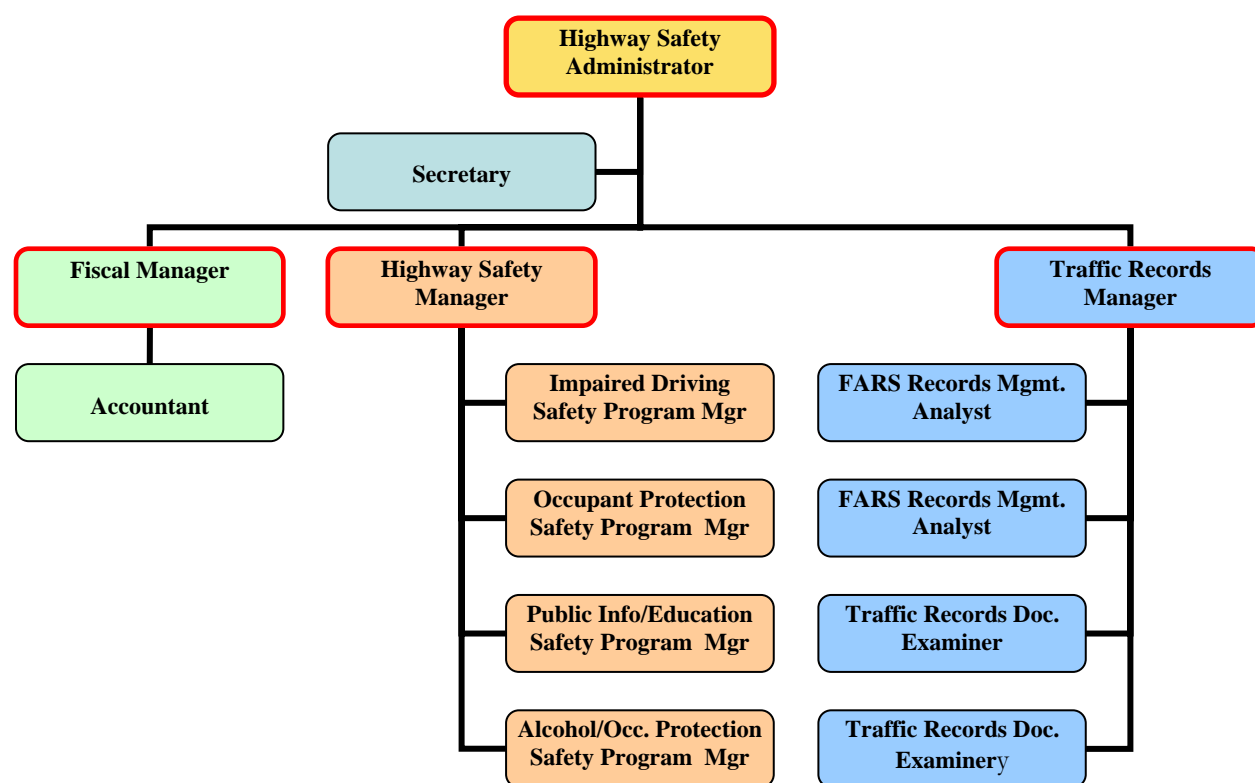
The following page outlines the sequence and timeline schedule that the AHSO has established for the development of the FY 2009 program.

## PERFORMANCE PLAN (PP) AND HIGHWAY SAFETY PLAN (HSP) DEVELOPMENT SCHEDULE FOR FY 2009 PROGRAM

<u>Task</u>	<u>Completed By</u>
Begin problem identification:	January 2
* Collect and analyze data	thru April 28
* Identify and rank problems	
* Establish goals and objectives	
Program Managers (PMs) submit charts and tables of crash data to Highway Safety Manager (HSM)	April 28
PMs meet with HSM and Administrator to review problem identification	May 2
PMs, HSM and Administrator conduct planning meetings with highway safety partners	May 5
PMs select and rank proposed countermeasures (projects) and review with HSM and Administrator	May 12
HSO request proposals from sub-grantees/contractors	May 16
PMs submit draft narrative of problem identification, proposed countermeasures and performance measures to HSM	May 23
Deadline for submission of proposals from sub-grantees/contractors	June 13
Fiscal Manager estimates funds available	June 13
PMs submit program area draft to HSM for review:	June 20
* problem identification (include charts, tables, etc.)	
* problem solution (with project description)	
* project costs (Program Area Cost Summary)	
Draft PP and HSP reviewed by Administrator	July 18
Submit final PP and HSP for Director's signature	August 18
Submit PP and HSP to NHTSA & FHWA	August 26
PMs prepare agreements/contracts & submit for review	July 14 thru Aug 29
Send agreements/contracts to sub-grantees/contractors for signature	September 3
Agreements/contracts returned for Director's signature	September 17
Submit agreements/contracts for Director's signature	September 19
Mail copy of signed agreements/contracts to sub-grantees/contractors	September 24
Program implementation	October 1

## **HIGHWAY SAFETY OFFICE ORGANIZATION**

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

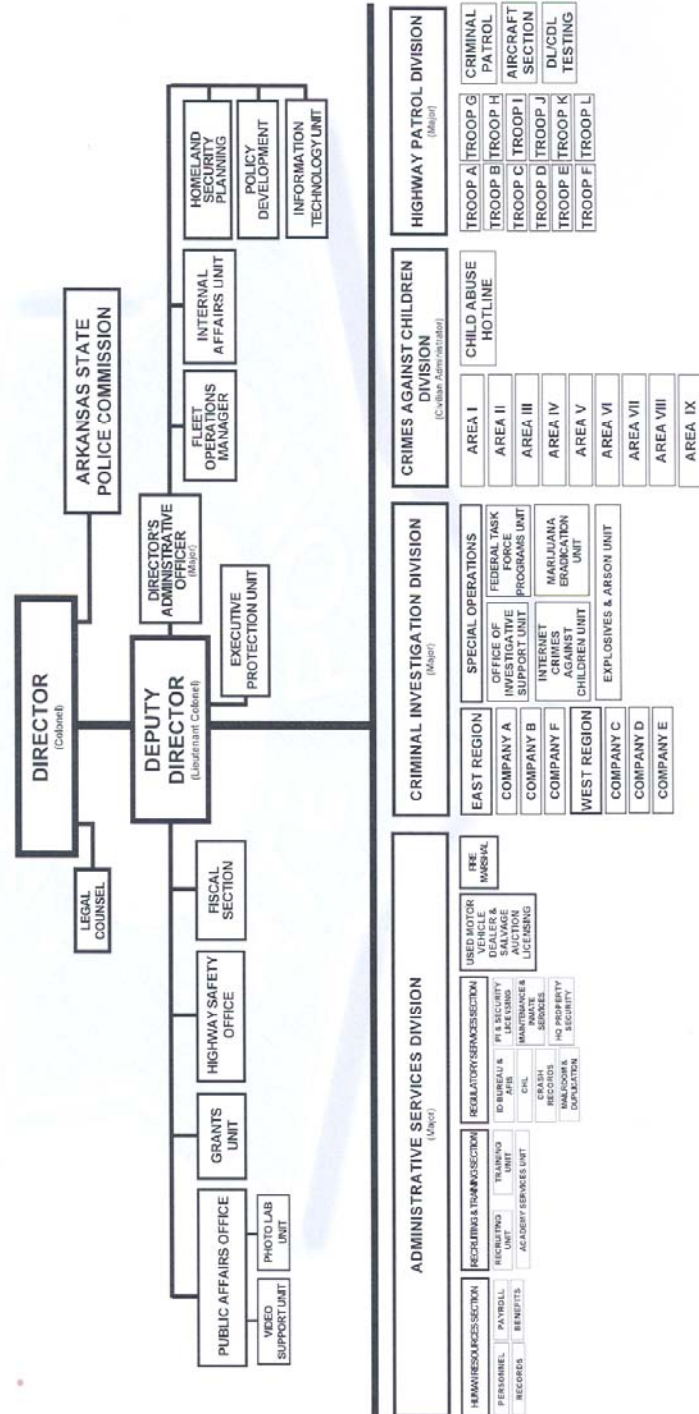


## **MISSION STATEMENT**

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



# Arkansas State Police Organizational Chart



ORGANIZATION CHART – JULY 14, 2008

## **EXECUTIVE SUMMARY**

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

Particular attention is being focused on the continued participation towards impaired driving and occupant protection issues through the Selective Traffic Enforcement Programs (STEP). This program is stressed and sponsors active participation by approximately 50 Arkansas law enforcement agencies around the state. Law Enforcement projects will include high visibility sustained enforcement of alcohol, occupant protection and speed laws. The national mobilizations of "Click it or Ticket" (CIOT) and "Drunk Driving. Over the Limit, Under Arrest", along with the regional campaign, "Buckle up in Your Truck" have benefited from the greater participation of local agencies and targeted media campaigns. The targeted media included paid television, radio and billboard advertisements.

In Arkansas, over the past decade (1998-2007), the statewide fatal crash rate (per 100 Million Vehicle Miles Traveled) has decreased from 2.0 to 1.8. The fatality rate, per 100 MVMT, over the same period has also decreased from 2.3 to 2.0. In 1998 the known (incapacitating and non-incapacitating 2's & 3's) injury rate per 100 MVMT was 67.4. In this same ten year period the known injury rate per 100 MVMT has decreased to 43.8 per 100 MVMT.

While these figures do indicate decreases in fatal and injury crashes, an average of 647 motorists, per year, lose their lives on Arkansas's highways and another 5,168 are seriously injured each year on Arkansas's roadways. In 2007, there were 650 total traffic fatalities compared to 665 the previous year. Over the past ten years, alcohol-related fatalities averaged 209 per year. In 2007, there were 218 alcohol-related fatalities reported. This is a decrease of 8 from the previous year. Arkansas's alcohol-related fatalities in 2007 stood at 34% of the total fatalities.

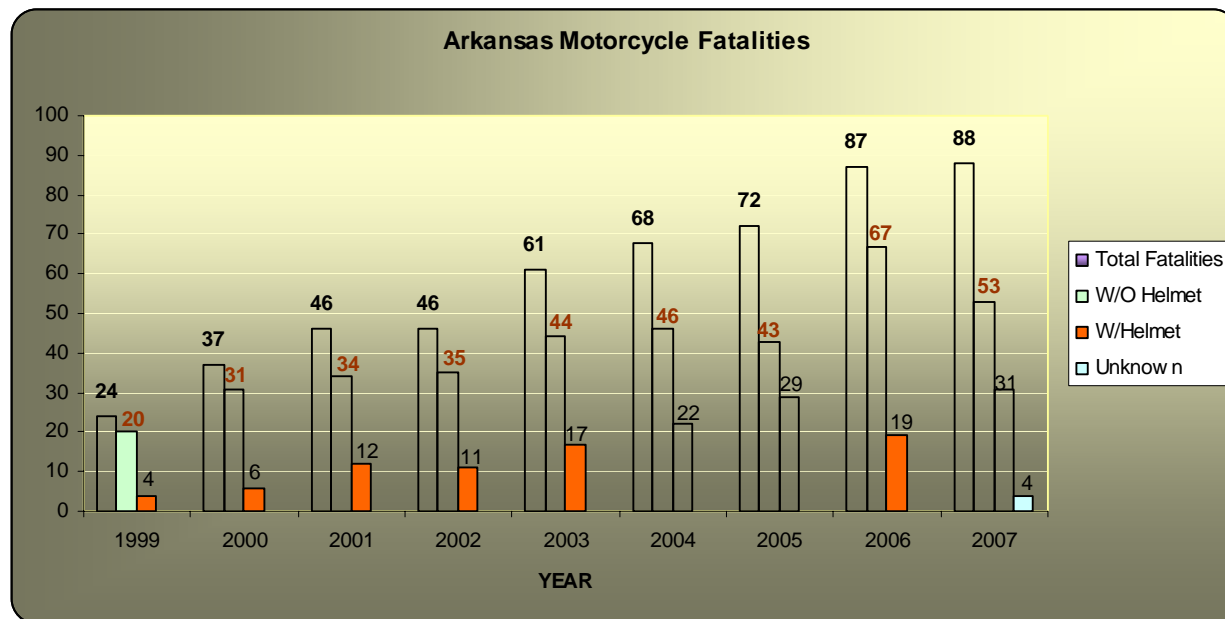
An additional area of concern is occupant protection where in 2007, 65 percent of the recorded vehicle occupant fatalities were unrestrained. In 2007, Arkansas's safety belt use rate was 69.9%, while the National use rate stood at 82%. Also in 2007, Arkansas's safety belt/child restraint use rate for children under 15 years old was 75.5%. However, Arkansas's safety belt use rate increased to 70.4% and the child restraint use increased to 78.7% in 2008.

The AHSO also recognizes the significance and impact that motorcycle related crashes are having on the overall fatality picture in this State. Arkansas reported 88 motorcycle related fatalities in 2007. This is a significant increase from the 24 motorcycle fatalities reported in 1999. Motorcycle fatalities now account for 14 percent of Arkansas's total traffic fatalities.

<b>The Statewide Problem</b>	<b>2006</b>	<b>2007***</b>	<b>% Change</b>
Statewide Crashes	67,837	66,393	-2.1
Fatal Crashes	597	584	-2.2
Fatalities	665	650	-2.3
Alcohol Related Fatalities	226	218	-3.5
Injuries (2 & 3 only**)	15,509	14,176	-8.6
Vehicle Miles Traveled (10 <sup>6</sup> )	32,010	32,391	+1.2
Fatality Rate*	2.1	2.0	-4.8
Fatal Crash Rate*	1.9	1.8	-5.3
Alcohol Fatality Rate*	.71	.67	-5.6
Injury Rate*	48.4	43.8	-9.5
* per 100 Million vehicle miles traveled			
** Injury code #2 is incapacitating injury, #3 is non-incapacitating			
*** 2007 numbers are preliminary			

There were 529 motorcycle involved traffic fatalities in Arkansas during the 9-year period from 1999-2007.

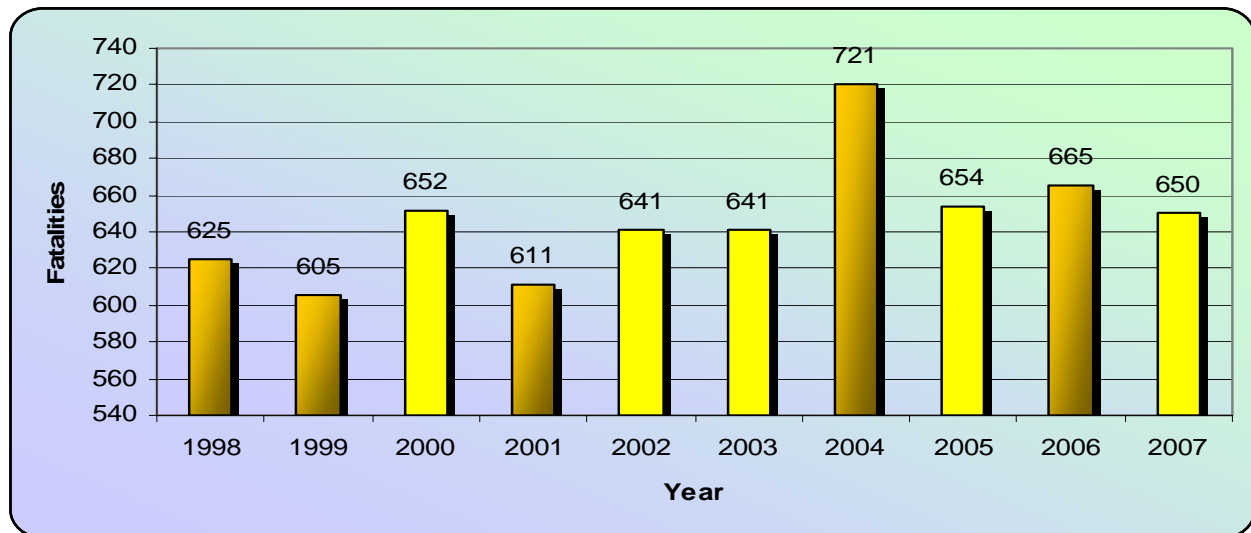
Targeted and identified projects are best undertaken on a statewide approach. This is the direction taken for selective traffic enforcement programs and training, occupant protection strategies, public information and education. The long-term goal for each geographical area is to



develop a comprehensive traffic safety program that is or becomes self-sufficient. It is possible that initiating a project in selective traffic enforcement will start building a local commitment to improving the traffic safety problems. Another possibility is that a community that has had a successful traffic safety project will now have an inherent willingness and desire to develop a comprehensive and ongoing project.

The Arkansas Highway Safety Office will issue sub-grants to approximately 60 different agencies statewide to target a myriad of Highway Safety issues. Those agencies will include state, county and municipal law enforcement agencies in both urban and rural locations. Other sub-grantees include, but are not limited to, Arkansas Highway & Transportation Department, Arkansas Administrative Office of the Courts, University of Arkansas System, Arkansas Department of Health, Black River Technical College Law Enforcement Training Academy and Mother's Against Drunk Driving.

Although the larger populated areas of Arkansas present the most exposure to problems involving crashes, the less populated areas exhibit a need for improving their problem locations. On average 75 percent of fatalities occur in rural areas of the state. The statewide projects listed above will utilize their resources in combating this problem. Over the past 10 years crash fatalities have averaged 647 per year. From 2001 to 2005 the fatality numbers increased, but from 2006 to 2007 the numbers decreased from 665 to 650 as depicted in the chart on page 8.



The planning and implementation of effective highway safety countermeasures often require travel throughout the fiscal year. The staff of the Arkansas Highway Safety Office will attend National and Regional meetings, conferences and training throughout the year to gain additional information and technologies that prove to be essential to program efforts in and for the state.

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

## **LEGISLATIVE ISSUES**

The 86<sup>th</sup> General Assembly of the State of Arkansas, Legislative Session began on January 8, 2007 and adjourned on May 2, 2007. The next regular session is scheduled to begin in January of 2009. Noteworthy legislative activity that took place during the 86<sup>th</sup> General Assembly was as follows:

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

#### **ACT CONCERNING THE SPEED LIMIT ON ARKANSAS HIGHWAYS**

Act 242 (HB1342) – To study raising the speed limits on the Arkansas primary highway network.

<http://www.arkleg.state.ar.us/ftproot/bills/2007/public/HB2469.pdf>

#### **ALCOHOL EDUCATION PROGRAM**

Act 251 (HB1414) – Concerning alcohol education programs for persons convicted of driving while intoxicated.

<http://www.arkleg.state.ar.us/ftproot/bills/2007/public/HB1414.pdf>

#### **SPEED LIMITS ON COUNTY ROADS**

Act 667 (HB1579) – Concerning speed limits and traffic control devices on county roads.

<http://www.arkleg.state.ar.us/ftproot/bills/2007/public/HB1579.pdf>

#### **ALCOHOL RELATED CONVICTIONS IN OTHER STATES**

Act 712 (SB781) – Clarifies the law regarding prior alcohol-related driving offenses to treat convictions in other states as if they were Arkansas convictions.

<http://www.arkleg.state.ar.us/ftproot/bills/2007/public/SB781.pdf>

#### **ENHANCE HIGHWAY SAFETY AT ACCIDENT SCENES**

Act 1412 (HB2469) – Requires motorists to move over at emergency scenes; to authorize emergency warning lights and the scene of an accident; to provide for a special tow vehicle license; and for other purposes.

<http://www.arkleg.state.ar.us/ftproot/bills/2007/public/HB2469.pdf>

**BILLS THAT WERE INTRODUCED BUT WERE NOT SIGNED IN TO LAW:**

**Senate Bill 6**, To require a driver of a motor vehicle to possess a hands-free cellular telephone device while driving.

<http://www.arkleg.state.ar.us/ftp/ftp/bills/2007/public/SB6.pdf>

**Senate Bill 7**, To require a driver of a motor vehicle to use a hands-free cellular telephone device while driving on a public highway.

<http://www.arkleg.state.ar.us/ftp/ftp/bills/2007/public/SB7.pdf>

**Senate Bill 19**, To prohibit a driver under eighteen years of age from operating a motor vehicle while using a cellular telephone device.

<http://www.arkleg.state.ar.us/ftp/ftp/bills/2007/public/SB19.pdf>

**Senate Bill 40**, To require all persons who operate or ride on a motorcycle to wear protective headgear.

<http://www.arkleg.state.ar.us/ftp/ftp/bills/2007/public/SB40.pdf>

**Senate Bill 196**, To improve the safety of roads and highways in the state by addressing issues related to the licensing of beginning or youthful drivers.

<http://www.arkleg.state.ar.us/ftp/ftp/bills/2007/public/SB196.pdf>

**Senate Bill 227**, To improve the safety of motorists on highways and roads in the State of Arkansas by making the mandatory seat belt law a primary law for enforcement purposes.

<http://www.arkleg.state.ar.us/ftp/ftp/bills/2007/public/SB227.pdf>

**House Bill 1501**, License plate sanctions under certain circumstances for a motor vehicle equipped with a functioning ignition interlock device.

<http://www.arkleg.state.ar.us/ftp/ftp/bills/2007/public/HB1501.pdf>

**House Bill 1722**, An act to allow law enforcement agencies or local correctional facilities to hold a person arrested for driving while intoxicated prior to release until the person is no longer intoxicated.

<http://www.arkleg.state.ar.us/ftp/ftp/bills/2007/public/HB1722.pdf>

**House Bill 2293**, To prescribe limitations for young children on motorcycles.

<http://www.arkleg.state.ar.us/ftp/ftp/bills/2007/public/HB2293.pdf>

# **PERFORMANCE PLAN**

## **PROBLEM IDENTIFICATION PROCESS**

The program management staff of the HSO analyzes crash data for preceding years to determine traffic fatality and injury trends and overall highway safety status. Basic crash data are obtained from the Arkansas Traffic Analysis Reporting System (TARS) which compiles data from crash reports filed by law enforcement agencies with the Arkansas State Police. Other supplemental data, such as statewide demographics, motor vehicle travel, information from the Fatality Analysis Reporting System (FARS) and statewide observational safety belt rates are evaluated as well.

The HSO coordinates with other State and local agencies to obtain data and other information used in the problem identification process. The agencies involved include, but are not limited to:

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

The HSO also collaborates with the following groups:

- Arkansas Traffic Records Coordinating Committee
- Strategic Highway Safety Steering Committee
- EMS/Emergency Medical Services for Children Advisory Committee
- Building Consensus for Safer Teen Driving Coalition
- Arkansas Alcohol and Drug Abuse Coordinating Council
- Arkansas Motorcycle Safety Advisory Committee

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

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

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

- Overall Traffic Crashes
- Overall Fatal Crashes
- Overall Injury Crashes (incapacitating and non-incapacitating)
- Alcohol/Drug Related Traffic Crashes
- Occupant Restraint Use
- Rail-Highway Traffic Crashes
- Motorcycle Crashes

Arkansas's Performance Plan and Highway Safety Plan will focus on these identified areas. Short-term goals were set in these areas for the end of 2009. Long-term goals were set through the year 2012.

## **PROGRAM/PROJECT DEVELOPMENT**

### **PROGRAM DEVELOPMENT**

Each year the HSO prepares a Performance Plan and Highway Safety Plan (HSP) that establishes the goals and objectives and describe the projects recommended for funding during the next Federal Fiscal Year (October 1 through September 30). For Fiscal Year 2009, the projects presented in the HSP are mostly continuation projects from the prior year.

The process of developing the Performance Plan and HSP begins early in the preceding federal fiscal year. A Performance Plan and HSP Development Schedule (shown on page 3) is issued to the HSO staff at the beginning of the development process. Problem identification is the beginning of the HSP development process and is the basis for all proposed projects. This process also involves planning meetings with select highway safety partners such as Mothers Against Drunk Driving, Strategic Highway Safety Steering Committee, The Criminal Justice Institute, Arkansas State Highway and Transportation Department, University of Arkansas for Medical Sciences, Arkansas Motorcycle Safety Advisory Committee and the Traffic Records Coordinating Committee to help identify emerging problems and to develop strategies and countermeasures to address these problems. Priority for project implementation is based on ranking given during problem identification and indicators developed from crash data.

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

After completing their analysis, the HSO program management staff develops funding recommendations for presentation to the HSO Manager and the Administrator. Following the determination of funding priorities, a draft plan is prepared and submitted to ASP management and the Governor's Highway Safety Representative (GR) for approval. A copy of the approved



plan is sent to the National Highway Traffic Safety Administration Central Region office for review by September 1. The plan is finalized by September 30.

### PROJECT DEVELOPMENT

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

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

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

### ESTABLISHING PERFORMANCE GOALS

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

### GOALS

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

- Absolute numbers
- Percentages
- Rates

The specific goals and target dates were identified based on past trends and the staff's experience. Historical trends were established through the use of graph and chart information. Data from a three to ten-year period were used in setting goals. This was supplemented by the judgment and expertise of the HSO staff and management.

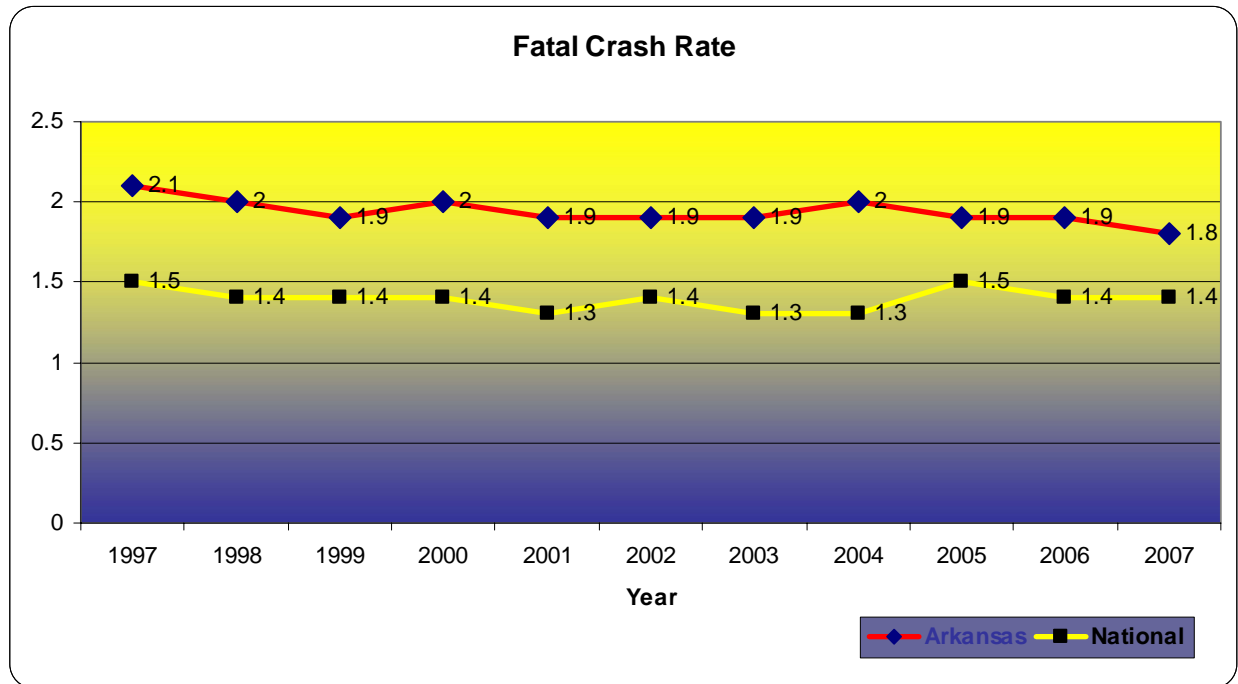
The HSO recognizes that achievement of quantified goals is dependent not only on the work of the HSO, but also on the collaborative and ongoing dedication and efforts of a multitude of governmental and private entities involved in improving highway safety. Advances in vehicle technology, coupled with traffic safety legislation, expanded participation by the public health

and private sectors, and aggressive traffic safety education, enforcement and engineering programs are the best method to make those goals achievable.

### OVERALL PROGRAM GOALS

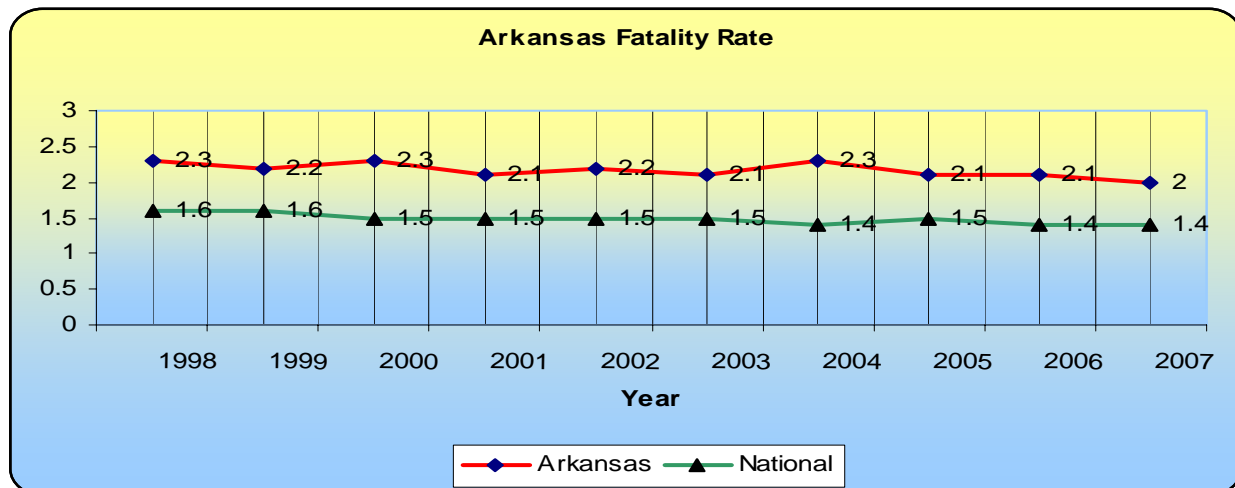
To implement projects and facilitate activities/programs which will contribute toward reducing the following:

- State fatal crash rate from 1.8 per 100 million vehicle miles (MVM) traveled as recorded in 2007 to 1.7 per 100 MVM traveled by 2009, and 1.6 per 100 MVM by the year 2012.

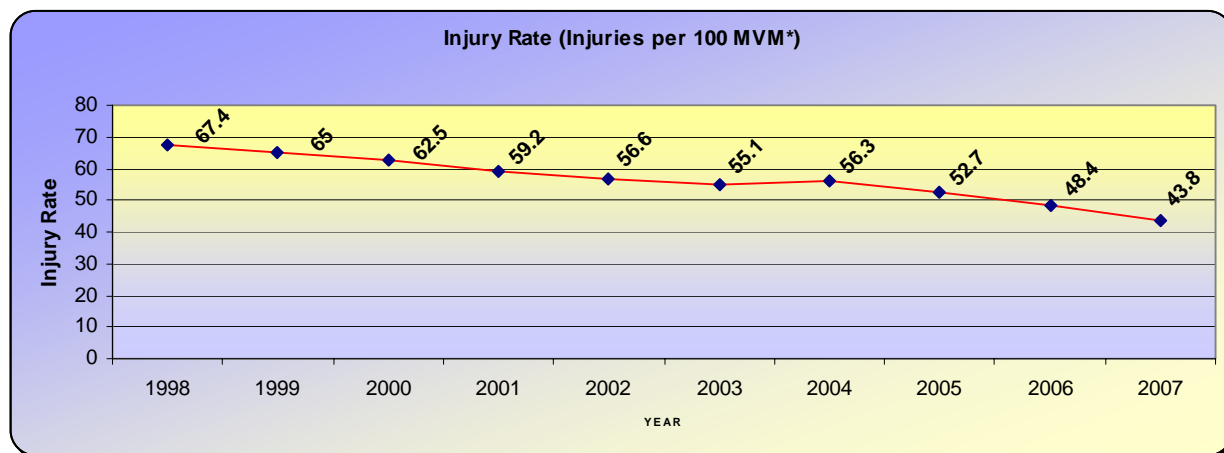


\*per million vehicle miles

- State fatality rate from 2.0 per 100 MVM traveled as recorded in 2007 to 1.9 per 100 MVM traveled by 2009, and 1.7 per 100 MVM by the year 2012.



- Maintain state non-fatal injury rate for incapacitating and non-incapacitating injuries below the ten-year average (1998-2007) of 56.7 per 100 MVM traveled in 2009 and through 2012.



\* Per 100 million vehicle miles

## PROGRAM AREA GOALS

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

- To reduce alcohol-related fatalities per 100 MVM traveled from .67 alcohol-related fatalities per 100 MVM as recorded in 2007 to .62 alcohol-related fatalities per 100 MVM traveled by 2009 and then reduce to .60 per 100 MVM traveled by 2012.

### **Occupant Protection**

- To increase the overall seat belt use rate of 70.4 percent as recorded in 2008 to 72 percent by 2009 and then increase by 3 percentage points to 75 percent by the year 2012.
- To increase the child restraint use rate for children from birth to 15 years from 78.7 percent as recorded in 2008 to 80 percent by 2009 and then increase by 2 percentage points to 82 percent by the year 2012.

### **Traffic Records**

- To reduce the backlog of crash reports to be entered into the Traffic Analysis Reporting System (TARS) from a three-month backlog as recorded in July 2008 to a two-month backlog by July 2009 and then decrease to a zero backlog by 2012.

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

- To maintain the number of rail-highway grade crossing crashes below 75 in 2009 and through the year 2012.

### **Motorcycle Safety**

- To reduce the total number of motorcycle fatalities in 2009 from the 88 fatalities as recorded in 2007 and continue to reduce motorcycle fatalities through 2012.

**Performance measures**

- Traffic fatal crash rate per 100M VMT
- Traffic fatality rate per 100M VMT
- Traffic injury rate per 100M VMT for incapacitating and non-incapacitating injuries
- Traffic alcohol-related fatality rate per 100M VMT
- State seat belt usage rate as determined through observational surveys
- State child restraint use rate as determined through observational survey
- Number of crash reports awaiting entry into the system
- Number of rail-highway grade crossing crashes
- Number of motorcycle fatalities

## **Highway Safety Plan**

### **PLANNING AND ADMINISTRATION**

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

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

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

The management and fiscal staff will build on and maintain their expertise in all aspects of the program by attending available training sessions. The staff will attend meetings and other sessions in the performance of their normally assigned functions. The percentage of funding distribution for positions by program area is provided on page 18. The costs associated with the overall management and operation of the Highway Safety Program under Planning and Administration are itemized as follows:

#### **Salaries and Benefits**

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

#### **Travel and Subsistence**

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

#### **Operating Expenses**

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

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

POSITION	AL	OP	TR	P&A	FARS	STATE
GOVERNOR'S REPRESENTATIVE						100
ADMINISTRATOR				50		50
HIGHWAY SAFETY MANAGER	40	40		10		10
FISCAL MANAGER				50		50
ACCOUNTANT				100		
SECRETARY				100		
SAFETY PROGRAM MANAGER	60	40				
SAFETY PROGRAM MANAGER	50	50				
SAFETY PROGRAM MANAGER	50	50				
SAFETY PROGRAM MANAGER	25	75				
TRAFFIC RECORDS MANAGER			90		10	
DOCUMENT EXAMINER II (2) (TARS)			100			
RECORDS MANAGEMENT ANALYST I (2) (FARS)					100	

### Arkansas State Police-HSO Estimated 402 P&A Costs - FY09

	Federal	State	Total
<b>Salaries</b>			
50% of 1 Full-time Position	\$ 36,100	\$ 36,100	\$ 72,200
10% of 1 Full-time Position	\$ 4,500	\$ 4,500	\$ 9,000
50% of 1 Full-time Position	\$ 18,200	\$ 18,200	\$ 36,400
100% of 1 Full-time Position	\$ 33,800		\$ 33,800
100% of 1 Full-time Position	\$ 23,100		\$ 23,100
P&A Salaries paid by ASP		\$ 19,300	\$ 19,300
<b>Sub-Total</b>	<b>\$ 115,700</b>	<b>\$ 78,100</b>	<b>\$ 193,800</b>
<b>Benefits</b>			
Payroll Additive (20.198%)	\$ 23,400	\$ 15,800	\$ 39,200
Insurance	\$ 13,100	\$ 4,700	\$ 17,800
<b>Sub-Total</b>	<b>\$ 36,500</b>	<b>\$ 20,500</b>	<b>\$ 57,000</b>
<b>Travel</b>			
Travel & Subsistence	\$ 10,000	\$ 10,000	\$ 20,000
<b>Sub-Total</b>	<b>\$ 10,000</b>	<b>\$ 10,000</b>	<b>\$ 20,000</b>
<b>Operating Expenses</b>			
Association Dues & Publications	\$ 7,000		\$ 7,000
Office Supplies	\$ 2,000	\$ 3,900	\$ 5,900
Printing Materials/Services/Fees	\$ 8,000	\$ 3,384	\$ 11,384
Supplies & Materials	\$ 2,100	\$ 4,159	\$ 6,259
Copier Lease		\$ 5,400	\$ 5,400
Vehicle Expense		\$ 5,000	\$ 5,000
Dept. of Info. Services Charges		\$ 9,669	\$ 9,669
Office Space Rental Charge		\$ 26,188	\$ 26,188
Office Equipment under \$2,500 ea		\$ 15,000	\$ 15,000
<b>Sub-Total</b>	<b>\$ 19,100</b>	<b>\$ 72,700</b>	<b>\$ 91,800</b>
<b>TOTALS</b>	<b>\$ 181,300</b>	<b>\$ 181,300</b>	<b>\$ 362,600</b>

Federal P&A costs are 10% or less of total estimated new 402 funds available (+\$2,773 ,530).

10% of 402 funds = \$277,353

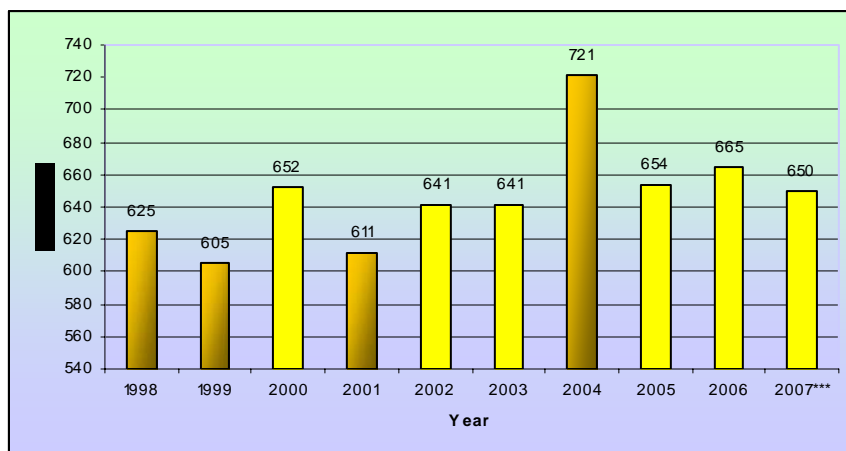
Federal P&A costs are 50% or less of total P&A (362,600).

50% of P&A = \$181,300

Note: Percentages shown under Salaries represent the % of 402 funding.

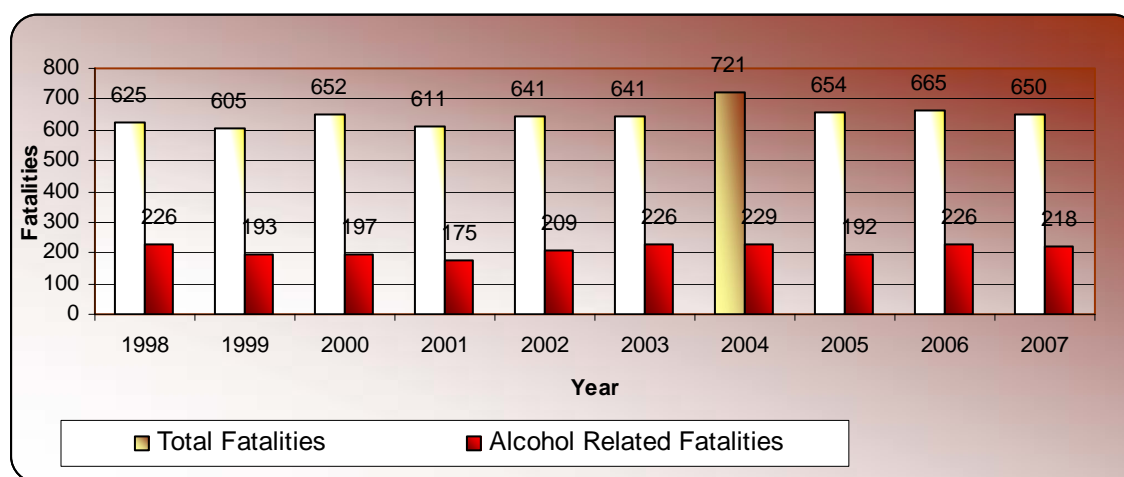
## ALCOHOL AND OTHER DRUGS COUNTERMEASURES PROGRAMS

### I. Program Overview



During the ten-year period from 1998 through 2007 the percentage of impaired driving fatalities, as a percentage of the total, has declined from 36 percent in 1998 to 34 percent in 2007. Total fatalities rose to a high of 721 in 2004 and currently stand at 650 for 2007.

Alcohol related fatalities have fluctuated up and down over the past ten years. The State experienced a decrease from 226 in 2006 to 218 in 2007. A chart showing the number of alcohol related fatalities by county for 2004-2007 is shown on page 22. The alcohol-related fatality rate has decreased from a ten-year high of .83 per 100 MVMT in 2004 to .67 per 100 MVMT in 2007.



In 2001, the Arkansas Crime Information Center (ACIC) reported 18,330 driving while intoxicated (DWI)/ driving under the influence (DUI) arrests. In 2002, the number of arrests decreased to 16,042 and to 12,535 in 2003. In 2004 there were only 12,368 reported arrests but in 2006 the number of arrests increased to 12,699. For 2007 ACIC reported that there were 12,618 DWI/DUI arrests. The lower trend in arrest numbers, over the past several years, is an issue that has been questioned and researched. Agencies have reported manpower shortages, lack of training, DWI courtroom defense tactics and higher paying off-duty opportunities as contributory factors for the decline in impaired driving enforcement.



According to the Drug Enforcement Administration's 2007 report for Arkansas, the availability and rate of drug abuse in Arkansas remain high coinciding with the smuggling of methamphetamine, cocaine, and marijuana, the drugs of choice, for local consumption and further distribution. The largest quantities of drugs are seized on the highways via interdiction programs. Methamphetamine has become Arkansas' primary drug of concern. The state's rural landscape provides for an ideal setting for illicit manufacturing of methamphetamine.

In 2006, 407 meth labs were put out of business, which is down from 426 in 2005. According to the DEA, approximately 35 kilograms of methamphetamine was seized along with 226 kilograms of cocaine and 944 kilograms of marijuana in 2006. While in 2007 240 meth labs were put out of business, 17.9 kilograms of methamphetamine was seized along with 181.6 kilograms of cocaine and 3,788.5 kilograms of marijuana. The ACIC reports that the number of drug violation arrests totaled 10,641 for 2006 and 10,635 in 2007. Each year the request for drug recognition expert (DRE) training exceeds the available resources in personnel. However, the acceptance and importance of the DRE program is gaining momentum throughout the state, with increased interest in agencies having certified DRE officers in their ranks.

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

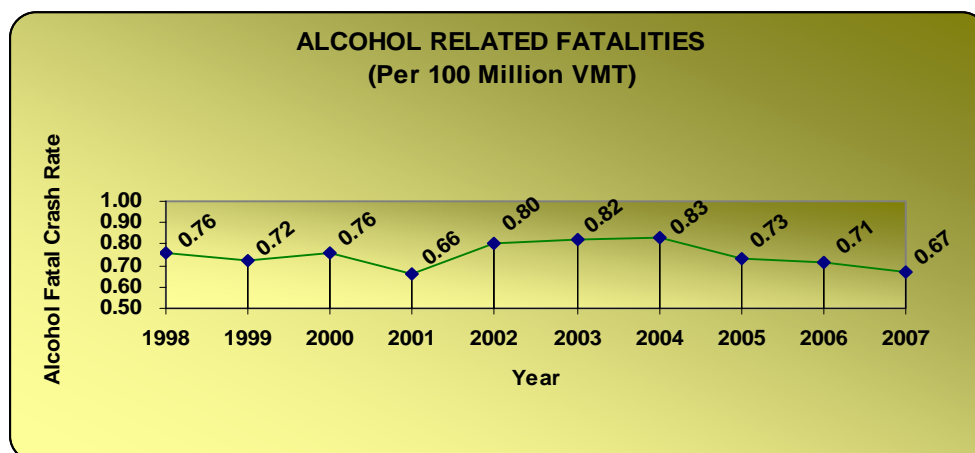
Countermeasures to address the alcohol and other drug driving problems in Arkansas include the following: Selective Traffic Enforcement Projects (STEPS); Prosecutor, Judicial and Law Enforcement Training Projects; a BAC DataMaster Training Project; Youth Intervention and Training Projects; Underage Drinking; Alcohol Safety Education Programs; Blood Alcohol Training & Sobriety Checkpoint Mobile Training Project; Pilot DWI Courts, and a public information and enforcement campaign, "Drunk Driving. Over the Limit, Under Arrest".

## II. Performance Measure - Goal

### Program Goal

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

- To reduce alcohol-related fatalities per 100 MVM from .67 alcohol-related fatalities per 100 MVM traveled as recorded in 2007 to .62 alcohol-related fatalities per 100 MVM traveled by 2009.



**Alcohol related fatalities by county for 2005-2007 (Highest to Lowest)**

	County	2005	2006	2007	3 Year Total		OUNTY	2005	2006	2007	3 Year Total
1	Pulaski	17	29	34	80	39	Chicot	4	0	1	5
2	Garland	11	11	13	35	40	Columbia	1	3	1	5
3	Washington	9	12	9	30	41	Desha	2	2	1	5
4	Benton	10	8	8	26	42	Marion	4	0	1	5
5	Sebastian	3	7	9	19	43	Monroe	3	1	1	5
6	Craighead	5	7	6	18	44	Pike	3	0	2	5
7	White	4	6	8	18	45	Prairie	1	0	4	5
8	Hot Spring	8	6	3	17	46	Union	4	1	0	5
9	Pope	4	3	9	16	47	Boone	1	3	0	4
10	Jefferson	1	5	9	15	48	Fulton	2	2	0	4
11	Crittenden	4	8	2	14	49	Grant	1	2	1	4
12	Lonoke	2	6	6	14	50	Hempstead	1	1	2	4
13	Carroll	2	10	1	13	51	Randolph	1	2	1	4
14	Independence	2	3	8	13	52	St Francis	1	1	2	4
15	Baxter	4	5	2	11	53	Searcy	2	2	0	4
16	Cleburne	6	1	4	11	54	Van Buren	0	1	3	4
17	Miller	6	5	0	11	55	Clay	1	0	2	3
18	Yell	3	6	2	11	56	Cleveland	2	0	1	3
19	Ouachita	0	6	4	10	57	Cross	0	1	2	3
20	Crawford	2	6	1	9	58	Franklin	0	2	1	3
21	Faulkner	5	2	2	9	59	Jackson	0	2	1	3
22	Madison	5	2	2	9	60	Little River	1	2	0	3
23	Sharp	2	4	3	9	61	Sevier	1	1	1	3
24	Conway	1	3	4	8	62	Stone	2	0	1	3
25	Logan	2	5	1	8	63	Bradley	0	0	2	2
26	Saline	5	0	3	8	64	Izard	0	2	0	2
27	Ashley	2	4	1	7	65	Johnson	0	1	1	2
28	Clark	1	1	5	7	66	Lee	0	1	1	2
29	Greene	4	1	2	7	67	Newton	1	0	1	2
30	Mississippi	1	3	3	7	68	Polk	1	0	1	2
31	Nevada	1	4	2	7	69	Scott	1	0	1	2
32	Perry	1	2	4	7	70	Dallas	0	1	0	1
33	Phillips	3	1	3	7	71	Howard	1	0	0	1
34	Arkansas	2	3	1	6	72	Lafayette	1	0	0	1
35	Drew	1	2	3	6	73	Lawrence	0	1	0	1
36	Lincoln	5	0	1	6	74	Woodruff	0	0	1	1
37	Montgomery	4	2	0	6	75	Calhoun	0	0	0	0
38	POINSETT	1	2	3	6		Total	192	226	218	636

### III. Project Strategies

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

- To provide DWI adjudication training to approximately 85 municipal judges, 60 probation officers and 150 court clerks.
- To provide a Statewide DRE training conference for Arkansas certified DREs.
- To provide SFST and TOPS practitioner training to 400 Arkansas law enforcement officers.
- To provide SFST refresher training to 200 Arkansas law enforcement officers.
- To conduct a minimum of two Drug Recognition Expert (DRE) training classes for a total of approximately 50 law enforcement officers.
- To provide SFST instructor development to 25 law enforcement officers.
- To provide DRE instructor development to 15 law enforcement officers.
- To provide a DWI seminar for a minimum of 40 prosecutors and 40 law enforcement officers along with an awards ceremony for law enforcement officers.
- To provide five 16-hour Drug Impairment Training for Education Professionals (DITEP) courses for school resource officers and administrators.
- To provide five four-hour courses on Introduction to Drugged Driving throughout the State.
- To provide awareness campaign to emphasize the reduction of impaired driving crashes among the 21 to 34 year old age group.
- To conduct a high visibility enforcement/media campaign emphasizing impaired driving, such as “Drunk Driving. Over the Limit, Under Arrest”.
- To achieve an average of 1 DWI/DUI arrest per eight hours, during DWI/DUI enforcement.
- To conduct two waves of increased enforcement emphasizing DWI/DUI laws for each Section 402 and 410 STEP.
- To conduct an ongoing public information and education campaign as a component of all enforcement projects.
- To provide applicable training for Arkansas Department of Health, Office of Alcohol Testing (OAT) personnel.
- To provide for the purchase portable breath testing devices, radar equipment, and passive alcohol sensors for selected STEPs.
- To conduct a minimum of 25 victim impact panels statewide.
- To conduct three chemical-free event training conferences and events.
- To conduct one DUI workshop during the chemical-free event training.
- To distribute and evaluate the use of Alcohol Safety PSAs and document a minimum of \$300,000 worth of donated airtime.
- To provide State Alcohol Safety Education Programs statewide.
- To provide a BAT mobile unit with facilities, equipment and evaluation tools to train and assist law enforcement officers and agencies in impaired driving checkpoints.
- To establish at least one pilot DWI court

#### IV. Tasks

##### Task 1 - Judicial Training

This task is a continuing training activity that provides adjudication training to district court judges and other court officers in the State. The primary objective of this training project is to provide a three-day education program to approximately 85 of Arkansas's 112 district judges with emphasis on impaired driving issues. Sessions may also include, but are not limited to, careless driving, radar, search and seizure, probable cause, pharmacology, interaction with other agencies and sentencing. The faculty will be selected from district judges, substance abuse professionals, law enforcement officers, law professors and judges from other states who routinely teach traffic programs in their home state and at the national level.

This task will also:

- Send six judges and two judicial branch educators to the 2008 American Bar Association Traffic Safety Seminar in Charleston, South Carolina in October. This seminar provides an opportunity for attendees to discuss the latest developments in traffic law, scientific evidence and the effects of drugs and traffic safety.

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

#### **ADMINISTRATIVE OFFICE OF THE COURTS (AOC) (AL) \$65,000**

##### Task 2 - Law Enforcement and Prosecutor Training Project

This task will:

- Provide DWI and standardized field sobriety test (SFST) / traffic occupant protection strategies (TOPS) training and education for approximately 400 law enforcement officers.
- Provide SFST refresher training to 200 law enforcement officers.
- Provide drug recognition expert (DRE) training/education to approximately 50 law enforcement officers.
- Provide instructor development training to 25 SFST/TOPS officers and 15 DRE officers.
- Fund a training conference for approximately 80 prosecutor/law enforcement officer participants specific to the prosecution of DWI cases.
- Fund a training conference for the State's certified Drug Recognition Experts.
- Provide five 4-hour courses to police agencies throughout the State entitled "Introduction to Drugged Driving" that presents educational information on the detection of drivers that are impaired by drugs other than alcohol.

- Provide five “Drug Impairment Training for Education Professionals” (DITEP) courses, for school resource officers and school administrators that will enhance their ability to detect drug impairment in junior and senior high school students.
- Fund an awards ceremony in conjunction with the prosecutor-training seminar, to recognize officers who have displayed exemplary performance while working STEP. Additional recognition will be afforded at this ceremony to projects that meet and/or surpass project objectives by presenting them with equipment that can aid in the detection and arrest of errant drivers.

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

## **CRIMINAL JUSTICE INSTITUTE**

**(AL) \$375,000**

### Task 3 – Youth and Young Adult Intervention and Public Information/Education Program

This task will continue to train volunteers and provide impaired driving victim impact panels statewide to driver education classes and student groups with special emphasis in counties with the highest number of alcohol related fatality crashes and will provide these offenders and students with information to enhance awareness of problems associated with underage drinking. Three press conferences/public awareness campaigns will be conducted under the direction of the AHSO to encourage Arkansas drivers to make a commitment to drive safe and sober. MADD volunteers and staff will make presentations of the Fatal Vision program to appropriate schools and civic groups statewide. A statewide program targeting young adults 21 – 34 years old will continue. A statewide law enforcement recognition program will continue. Conduct a conference for law enforcement agencies on best practices related to mobilization efforts. Funding will provide for personnel, in-state and out-of-state travel, training/conference attendance, printing, supplies, materials, promotional items, meeting room expenses and operating costs.

## **MOTHERS AGAINST DRUNK DRIVING (MADD)**

**(AL) \$38,500**

### Task 4 – Training for Planning and Implementation of Chemical-Free Events

This is a continuing project to provide training in organizing and implementing chemical-free events to at least 200 youth and 50 adult sponsors in schools and communities. The training will include emphasis on planning chemical-free events during the 2008-2009 school year resulting in a commitment from at least 50 percent of the participating schools to host one activity of this nature during the year. The chemical-free training will be conducted at the annual Teens of Northeast (TONE) Arkansas conference. A one-day TONE follow-up and youth led training will be held with at least 100 participants to provide recognition and awards for the best events. A special issue of the newsletter TONE NET, devoted to chemical-free activities, and promotional items with traffic safety messages will be distributed to participants. The project will provide an on-going

public information campaign to promote chemical-free events to the media. This project will also provide emphasis on notifying the public, especially youth, of the impact of youth impaired driving and the implications of Act 863 of 1993, the underage DUI law and Act 1694 of 2001, the graduated driver licensing law. Funding will provide for personnel, in-state travel, operation expenses, conference expenses, promotional items and supplies.

**CROWLEY'S RIDGE DEVELOPMENT COUNCIL (AL) \$16,000**

Task 5 – Traffic Safety Non-Commercial Sustaining Announcement Evaluation Program

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

**ARKANSAS BROADCASTERS ASSOCIATION (AL) \$37,875**

The HSO will have copies of alcohol/drug impaired driving Public Service Announcements (PSAs) produced and reproduced for distribution to radio and television stations. Funding will provide for production and reproduction costs of the PSAs.

**ASP (AL) \$3,225**

Task 6 – State-Funded Alcohol Safety Education Programs

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

<b>AR DEPT. OF HEALTH – BADAP</b>	<b>AL (STATE)</b>	<b>\$1,200,000</b>
<b>AR DEPT. OF HEALTH – BADAP</b>	<b>K8 (STATE)</b>	<b>\$1,600,000</b>

Task 7 – Statewide Public Information and Education (PI&E)

This task will provide for statewide public information and education to promote awareness of the impacts of impaired driving and will support national mobilizations such as “Drunk Driving. Over the Limit, Under Arrest” (DD-OLUA) targeting messages to young persons age 18 to 34. This task will also emphasize the .08 BAC law, Act 561 of 2001. The components of this task may include, but are not limited to, educational materials such as brochures, posters, public service announcements (PSAs), and/or corresponding promotional items to enhance other traffic safety projects. This task will provide funds for the services of a full-service advertising agency to create and develop traffic safety public information materials. This task will also provide assistance with PI&E efforts in specific community projects such as selective traffic enforcement projects (STEPs), support national mobilizations like “DD-OLUA”, and state

mobilizations. This task may also provide for the placement of traffic safety messages relating to impaired driving public information campaigns in the media. The media placements may include television, radio, internet and print. Section 410 funds will be allocated for paid media. Section 402 and 410 funding could also provide for PSA creation and production, PI&E materials creation and production, meeting expenses including meals and/or promotional items.

<b>CRANFORD JOHNSON ROBINSON WOODS (CRJW)</b>	<b>(AL)</b>	<b>\$ 20,000</b>
<b>ASP</b>	<b>(K8)</b>	<b>\$ 100,000</b>
<b>CJRW</b>	<b>(K8PM)</b>	<b>\$ 600,000</b>

#### Task 8a - Selective Traffic Enforcement Projects (STEPs)

This task provides funding for selected cities to conduct selective traffic enforcement projects. The primary emphasis will be the sustained enforcement of DWI/DUI laws throughout the year, with secondary emphasis on the enforcement of speed and occupant protection laws. A PI&E campaign will supplement enforcement. The primary objectives of these projects are to achieve one DWI/DUI arrest per eight hours during alcohol enforcement periods. Optional performance standards may be put in place when the one DWI/DUI arrest per eight hours of enforcement can not be achieved. Alternate performance standards will require specific enforcement activity be conducted and recorded during worked enforcement hours. Each participating agency will conduct checkpoints and/or saturation patrols on at least four nights during the National impaired driving campaign and will also conduct checkpoints and/or saturation patrols for an additional state impaired driving campaign during the year. Section 402 funds will provide for selective enforcement pay (compensation at a rate of no more than one and one half of an officer's regular hourly pay and shall include project hours worked for child safety seat clinics), applicable fringe benefits, in-state travel (HSO approved training only), out-of-state travel (HSO approved conferences only), radar speed measurement devices (cost not to exceed \$4,000 per unit) and portable breath testing devices (cost not to exceed \$1,000 per device) and local funding (approximately \$70,000) will provide for additional enforcement, administration and PI&E.

#### **Selective Traffic Enforcement Projects**

Harrison Police Department (Boone County)	AL	\$ 32,000
Hope Police Department (Hempstead County)	AL	18,000
Maumelle Police Department (Pulaski County)	AL	20,000
<b>Total AL</b>		<b>\$ 70,000</b>

Task 8b - Selective Traffic Enforcement Projects (STEPs)

This task provides funding for selected cities and counties to conduct selective traffic enforcement projects. The project emphasis will be the sustained enforcement of DWI/DUI laws throughout the year (Section 410 funding can only be used for alcohol and other drug related countermeasures). A PI&E campaign will supplement enforcement. The primary objective of these projects is to achieve one DWI/DUI arrest per eight/twelve hours during project enforcement periods. Optional performance standards may be in place when the DWI/DUI arrest per specified hours of enforcement can not be achieved. Alternate performance standards will require specific enforcement activity be conducted and recorded during worked enforcement hours. Each participating agency will conduct checkpoints and/or saturation patrols on at least four nights during the National impaired driving campaign and will also conduct checkpoints and/or saturation patrols for a state impaired driving campaign during the year. During this mobilization, 410 funds will be spent only on DWI/DUI enforcement. A media blitz will be associated with the mobilization

Section 410 funding will provide for selective enforcement pay (compensation at a rate of no more than one and one half of an officer's regular hourly pay), applicable payroll matching, out-of-state travel (HSO approved conferences only) and portable breath testing devices. This task will also provide for the purchase of ten (10) in-car video cameras for select agencies (at a cost not to exceed \$7,500 each). It is expected that advanced technology video cameras will provide enhanced supportive evidence that should result in increased impaired driving convictions.



### Selective Traffic Enforcement Projects

CITIES/COUNTIES		Funding Source	Federal Funds	Local Match
1	Benton County Sheriff's Office	K8	\$ 25,000	\$ 25,000
2	Benton Police Department (Saline County)	K8	22,000	22,000
3	Bryant Police Department (Saline County)	K8	10,000	10,000
4	Camden Police Department (Ouachita County)	K8	5,000	1,700
5	Conway Police Department (Faulkner County)	K8	20,000	20,000
6	Dardanelle Police Department (Yell County)	K8	5,000	
7	Drew County Sheriff's Office	K8	5,000	
8	Faulkner County Sheriff's Office	K8	31,500	31,500
9	Fayetteville Police Department (Washington County)	K8	32,700	32,700
10	Fort Smith Police Department (Sebastian County)	K8	58,000	58,000
11	Garland County Sheriff's Office	K8	10,000	
12	Hot Springs Police Department (Garland County)	K8	25,000	25,000
13	Jackson County Sheriff's Office	K8	17,000	
14	Little Rock Police Department (Pulaski County)	K8	23,200	23,200
15	Lonoke County Sheriff's Office	K8	10,000	10,000
16	Marion Police Department (Crittenden County)	K8	5,000	5,000
17	Mountain Home Police Dept (Baxter County)	K8	5,000	5,000
18	North Little Rock Police Dept. (Pulaski County)	K8	15,000	15,000
19	Pulaski County Sheriff's Office	K8	20,000	20,000
20	Rogers Police Department (Benton County)	K8	5,000	1,700
21	Saline County Sheriff's Dept.	K8	40,000	40,000
22	Sherwood Police Department (Pulaski County)	K8	12,000	12,000
23	St. Francis County Sheriff's Office	K8	10,000	
24	Texarkana Police Department (Miller County)	K8	51,600	51,600
25	U of A - Fayetteville (Washington County)	K8	10,000	
26	U of A - Ft. Smith (Sebastian County)	K8	10,000	
27	U of A @ Little Rock (UALR) (Pulaski)	K8	10,000	
28	University of Central Arkansas (UCA) (Faulkner)	K8	10,000	
29	Washington County Sheriff's Office	K8	5,000	5,000
30	West Memphis Police Department	K8	20,000	20,000
31	Additional Projects		50,000	
<b>Total K8</b>			<b>578,000</b>	<b>434,400</b>

- Additional STEPs (mini or sustained) to-be-determined which may be added throughout the year. Also allows for additional funds to be added to existing STEPs should it become necessary to expand a project.

Task 8c – Statewide Selective Traffic Enforcement Project

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

A media blitz will be associated with the mobilization and frequent PSAs will be publicized periodically to remind motorists of the increased potential for being stopped and ticketed. This approach is designed to condition drivers to be more attentive to their driving responsibilities while traveling in and around the State. Vehicles stopped during increased enforcement campaigns will also be monitored for occupant restraint and impaired driving violations. Federal-aid Section 410 funds will provide for selective enforcement pay (compensated at a rate of no more than one and one half times an officer's regular hourly rate), applicable fringe benefits, administrative salaries and benefits and to purchase and portable breath testing devices. This task will also provide for the purchase of thirty (20) in-car video cameras (at an estimated cost not to exceed \$7,500 each). It is expected that advanced technology video cameras will provide enhanced supportive evidence that should result in increased impaired driving convictions.

**ARKANSAS STATE POLICE**

**(K8) \$ 420,000**

Task 9 – BAC DataMaster and Blood Testing Training Project

This task will provide for:

- Director of the Office of Alcohol Testing (OAT) to attend the six day alcohol training course provided by the University of Indiana Center for Studies of Law in Action in Bloomington, Indiana.
- Two representatives of OAT to attend the five day annual conference of the International Association for Chemical Testing in Anchorage, Alaska.
- Two representatives of OAT to attend a three-day training class on theory, application development and troubleshooting for the Varian Gas Chromatographs used to analyze bodily fluid samples for alcohol- related traffic cases in Arkansas. Location TBD, either Houston, TX or Chicago, IL.
- To purchase 1% Sodium Fluoride (NaF) tubes for use in blood test kits to be mailed upon request to law enforcement and hospitals for drug analysis by the Crime Lab in addition to using them to send to the OAT for alcohol testing.

**ARKANSAS DEPARTMENT OF HEALTH – OAT**

**(K8) \$32,000**

Task 10 – Law Enforcement Training Academy BAT & Sobriety Checkpoint Mobile Training Project

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

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

A Breath Alcohol Testing (BAT) Mobile will provide law enforcement officers and agencies with a mobile platform that will allow on-site processing of impaired driving suspects. This will reduce transport time thereby reducing officer down-time and increase public awareness of enforcement activities. Included with this package will be a new generation DataMaster breath testing instrument for mobile units, interior video recording system, floodlights, hydraulic leveling jacks, roof air conditioner with generator upgrade, digital signal processing camera, vehicle seating and miscellaneous supplies. The vehicle shall be available for display and/or utilization at selected educational activities, public service announcements, county fairs, training conferences and other highway safety related activities, which may include activities outside of Randolph County. The recipient will develop a policy and procedures that govern the maintenance and operation of this vehicle. **A delay in delivery of the chassis precluded the completion of the vehicle during FY08.**

Federal-aid Section 410 funds will provide for one mobile Breath Alcohol Testing and Sobriety Checkpoint Training project and equipment at an approximate cost of \$250,000 (approximate cost for the accessories including breath testing equipment \$50,000).

Agency	Federal Funds (K8)
Black River Tech. ALETA	\$ 342,300

Task 11 – Pilot DWI Courts

This task will provide for a Judicial Liaison who will solicit the cooperation of various court jurisdictions statewide to promote and improve the adjudication of traffic laws related to impaired driving. The Judicial Liaison's activities will include soliciting and generating interest statewide for the development and implementation of DWI Courts. The Judicial Liaison will coordinate summits/conferences to encourage courts to more aggressively prosecute impaired driving. The Judicial Liaison will assist in planning and coordinating media events to promote new DWI Court implementation. Federal funds will pay for salaries, fringe benefits, in-state and out-of-state travel, speaker honorariums and travel, meeting expenses, maintenance and operations, printing, and administration.

**AOC****(K8) \$200,000**Task 12 - Alcohol and Other Drugs Countermeasures Program Management

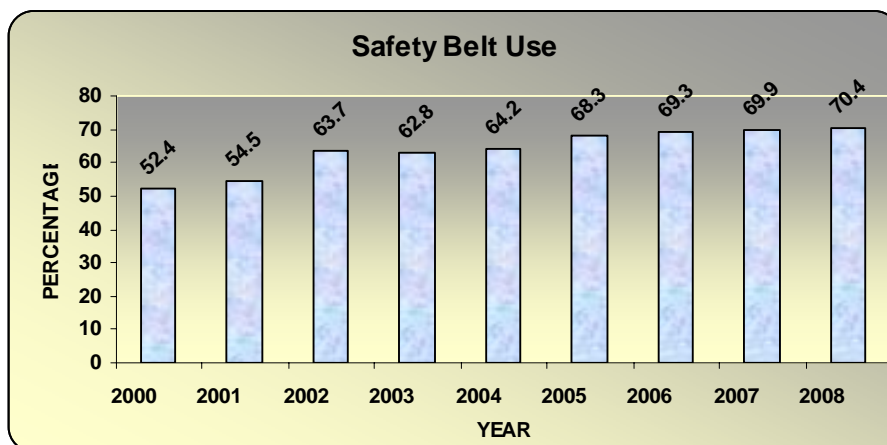
This task will provide program management for projects within the Alcohol and Other Drugs Countermeasures program area. This task will provide proper administration of projects within this program area through program planning, oversight/monitoring, evaluation, coordination and staff education and development. This task will also provide for and make available program related materials that are also essential components of program management. Funding will provide for personnel, (see page 18 for positions funded under AL) travel/training and PI&E materials.

**ASP****(AL) \$180,500**

## OCCUPANT PROTECTION (OP)

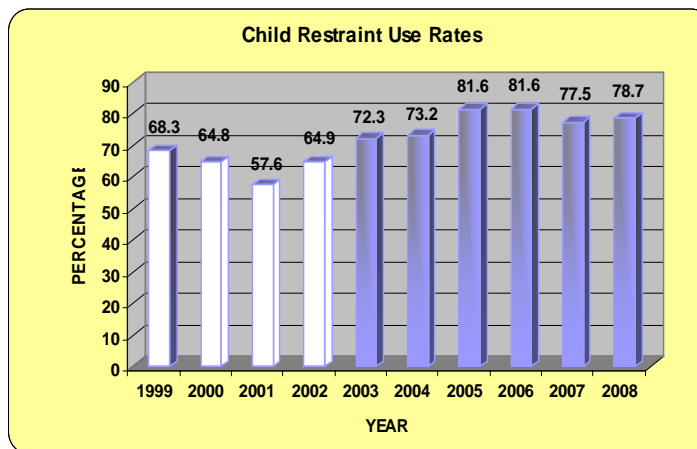
### I. Program Overview

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



Preliminary results of the 2008 seat belt survey currently show the adult seat belt use rate at 70.4%. This represents an overall increase of 23% in the seat belt use rate since 1999.

Although efforts to pass a primary seat belt law were not successful during the 2007 legislative session, the amended Child Passenger Protection Act of 2001 continues to have a positive effect on child restraint use. The amended law, Act 470 of 2001, increased the required age from 4 years to 6 years and weight limits from 40 pounds to 60 pounds for the use of child passenger safety seats in motor vehicles and requires the use of appropriate restraints for passengers under age 15 in all seating positions. This law which went into effect August 13, 2001 affects approximately 22 percent of the State's population.



The 2004 seat belt survey showed a use rate for children at 73.2 percent. An aggressive enforcement and public information and education campaign emphasizing this new law was implemented during FY's 2002 through 2007. This activity had a positive impact on the State's child restraint use rates through 2007. The 2006 survey showed child restraint use increased to a combined child restraint use rate of 81.6 percent.

The results of the 2008 survey indicate increases in some counties and decreases in others with an overall usage rate of 78.7 percent, a 1.2% increase over 2007. For the less than 6 year olds, the rate went from 82.3 percent in 2007 to 93.6% in 2008. The rate for 6-15 years olds also improved slightly from 75.5% in 2007 to 76% in 2008.

Recognizing the importance of promoting seat belt use, the HSO will continue to contract with an advertising/public relations firm to provide high-visibility public information campaigns. Other projects will also continue to educate young drivers about seat belts; to educate the public

about child passenger safety (CPS); to train law enforcement, healthcare and childcare professionals, and other highway safety advocates in CPS; and to continue child safety seat loaner programs.

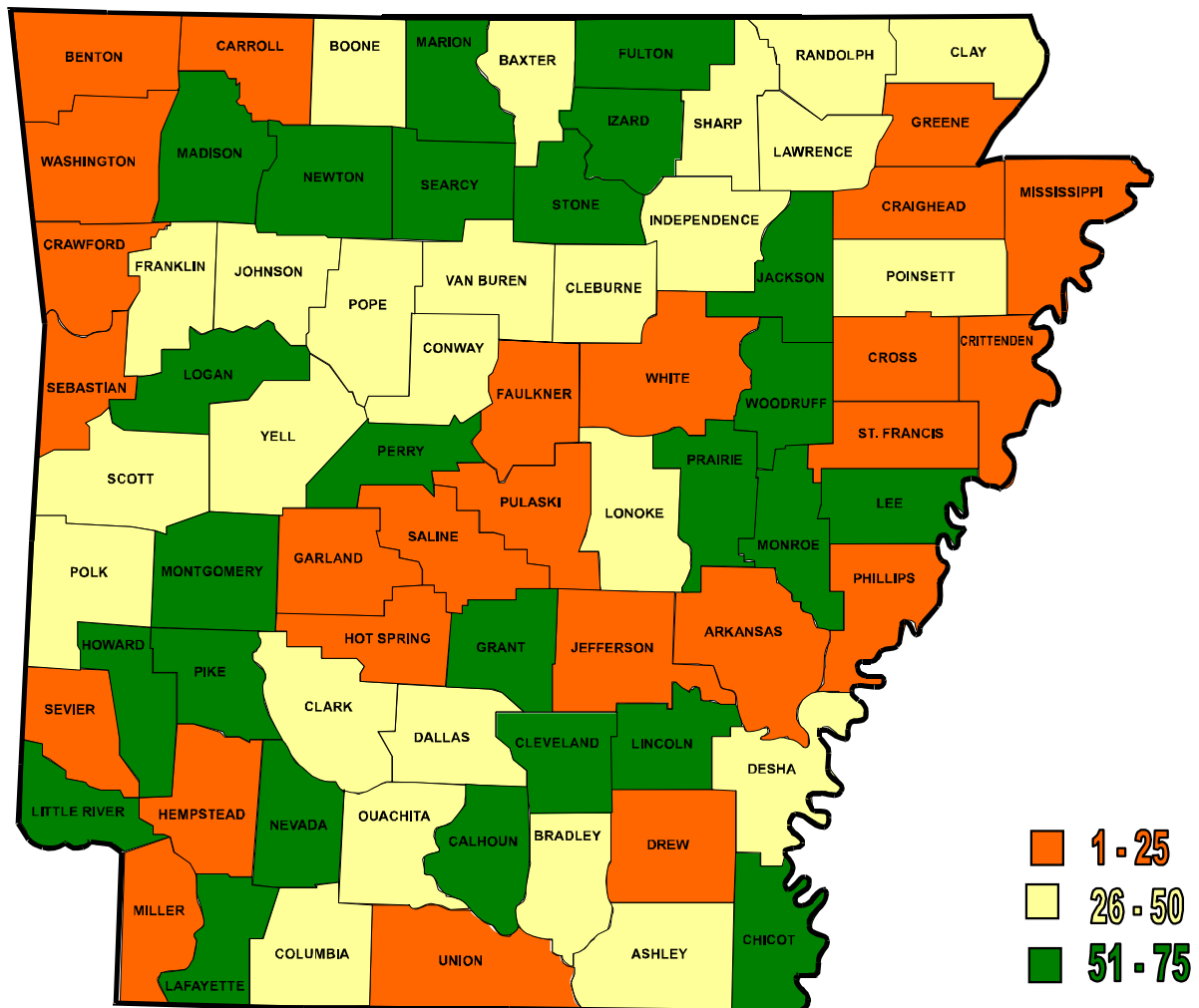
Occupant protection selective traffic enforcement projects (STEPS) were continued in FY 2007. These 38 projects included selective enforcement of speeding, seat belt laws and impaired driving. The primary emphasis of these projects was the enforcement of seat belt and child restraint laws. A PI&E component supplemented these projects.

A Click It or Ticket (CIOT) Campaign was implemented in 2002 and has continued through 2008. This enforcement mobilization effort was instrumental in raising the adult seat belt use rate from 63.7 percent in 2002 to 70.4% in 2008. The Buckle Up In Your Truck (BUIYT) overlay campaign was added to CIOT during the May 2004 campaign. These projects and the CIOT program will be continued in FY 2009.

The chart on the following page, Figure 1, indicates the top, middle, and bottom 25 counties with the greatest need for an occupant protection project. All communities selected for Selective Traffic Enforcement Projects fall within the top 50 ranked counties. A methodology was developed to identify counties with the greatest need for an occupant protection project (seat belt use rates contribute to that ranking). The ranking of the 75 counties is based on four different factors utilizing 2005 - 2007 crash data. These factors include fatalities and injuries, fatalities and injuries per 100 registered vehicles, population and seat belt usage. An average score was calculated for each county with each factor weighted equally. The lowest average score for each county represents the greatest need.

Figure 1

# SEAT BELT USE COUNTY RANKING <sup>(1)</sup>



<sup>(1)</sup> Ranked by greatest need

## **II. Performance Measures – Goals**

### **Program Goals**

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

- To increase the overall seat belt use rate of 70.4 percent as recorded in 2008 to 72 percent by 2009
- To increase the combined (children from birth to 15 years of age) child restraint use rate of 78.7 percent as recorded in 2008 to 80 percent by 2009.

## **III. Project Strategies**

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

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

## **IV. Tasks**

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

This task provides funding to increase usage of occupant protection systems and decrease the number of pedestrian fatalities and injuries by providing presentations, materials and technical assistance to businesses and civic groups, community service organizations, the news media, health professionals, law enforcement agencies and the general public. An important component of these projects will be an ongoing PI&E campaign with special emphasis on child restraint usage. These projects may also provide child safety seat technician and instructor training and one-day child safety seat training for law enforcement officers. In addition to the community occupant protection activities, this task will include a comprehensive community injury prevention effort. These projects will continue to assist Safe Communities coalitions in Craighead, Washington and Benton Counties. The coalitions' goal is to decrease preventable injuries within the communities by identifying and prioritizing problematic injury sources and developing and implementing prevention strategies. The projects will provide traffic safety expertise



and tactical support to the coalitions. Funding will provide for salaries and benefits for part-time personnel, travel, printing materials, meeting expenses, instructor honorariums, child safety seats, and operating expenses. These projects will be funded from Occupant Protection (OP), Safe Communities (SA), and State Child Passenger Protection Funds (CPPF).

<b>Project Funding Details</b>		
	FY 2007 <u>Federal Share</u>	FY 2007 <u>State Share (CPPF)</u>
Dimensions, Inc.	\$ 95,500 (OP)	\$ 45,500
U of A – Fayetteville	\$ 42,300 (SA)	\$ 5,000
<b>Total (OP)</b>	<b>\$ 95,500</b>	<b>\$ 50,500</b>
<b>Total (SA)</b>	<b>\$ 42,300</b>	

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

This task provides funding for selected cities and counties to conduct sustained selective traffic enforcement projects throughout the year. The primary emphasis will be seat belt/child restraint enforcement. Sustained speed enforcement will be used as a trigger violation for the Arkansas Secondary Belt Law. A PI&E campaign will supplement enforcement. A child safety seat clinic/checkpoint may also supplement enforcement efforts. The primary objectives of these projects are to achieve an average of three vehicle stops per hour during seat belt enforcement periods. Optional performance standards will be in place when the three vehicle stops per hour of enforcement has not been achieved. Alternate performance standards will require specific enforcement activity be conducted and recorded during worked enforcement hours. These projects will conduct increased enforcement with primary emphasis on occupant protection laws during two specified period (mobilization) during the year. This mobilization will be conducted in May surrounding the Memorial Day holiday period. A media blitz will be associated with each mobilization. Also, pre and post observational surveys will be conducted to measure results for the periods which emphasize enforcement of occupant restraints. Federal funding will provide for selective enforcement pay (compensated at a rate of no more than one and one half times an officer's regular hourly rate and shall include project hours worked for child safety seat clinics), applicable fringe benefits, in-state travel (child safety seat training only), out-of-state travel (HSO approved conferences only), child safety seat clinics (including supplies and breaks), radar speed measurement devices (cost not to exceed \$4,000 per unit), portable breath testing devices (not to exceed \$1,000 per device) child seat technician/instructor recertification and renewal and child safety seats, local funding will provide for additional enforcement, administration, vehicle mileage and PI&E, and State child passenger protection funds will provide for child safety seats.

	CITIES/COUNTIES	Funding Source	Federal Funds	State CPPF	Local
1	Benton County Sheriff's Office	OP	25,000	10,000	15,000
2	Benton Police Department	OP	22,000	7,000	15,000
3	Bentonville Police Department	OP	12,000	2,500	9,500
4	Blytheville Police Department	OP	20,000		20,000
5	Bryant Police Department	OP	10,000	2,000	8,000
6	Camden Police Department	OP	10,000		3,300
7	Conway Police Department	OP	25,000		25,000
8	Dardanelle Police Department	OP	10,000	1,000	
9	Drew County Sheriff's Office	OP	3,000		
10	Faulkner County Sheriff's Office	OP	20,000		20,000
11	Fayetteville Police Department	OP	61,500	12,500	49,000
12	Fort Smith Police Department	OP	52,000	10,000	42,000
13	Garland County Sheriffs Department	OP	10,000		
14	Hope Police Department	OP		2,000	
15	Hot Springs Police Department	OP	26,500		26,500
16	Jackson County Sheriff's Office	OP	5,000		
17	Jonesboro Police Department	OP	40,000	4,000	36,000
18	Little Rock Police Department	OP	90,600	3,500	87,100
19	Lonoke County Sheriffs Office	OP	10,000		10,000
20	Marion Police Department	OP	10,000		10,000
21	Mountain Home Police Dept	OP	10,000	1,000	9,000
22	North Little Rock Police Dept.	OP	25,000	2,000	23,000
23	Osceola Police Department	OP	13,000	2,000	11,000
24	Paragould Police Department	OP	17,000	6,000	11,000
25	Pulaski County Sheriff's Office	OP	30,000		30,000
26	Rogers Police Department	OP	15,000		5,000
27	Saline County Sheriff's Dept.	OP	20,000	2,000	18,000
28	Sherwood Police Department	OP	11,500	2,500	9,000
29	Springdale Police Department	OP	35,000	4,000	31,000
30	St. Francis County Sheriff's Office	OP	10,000		
31	Texarkana Police Department	OP	26,000		26,000
32	U of A - Fayetteville	OP	10,000		
33	U of A – Ft. Smith	OP	10,000		
34	U of A – Little Rock	OP	10,000		
35	University of Central Arkansas	OP	7,000		
36	Van Buren Police Department	OP	45,000	8,000	37,000
37	Washington County	OP	10,000	2,000	8,000
38	West Memphis Police Department	OP	26,000		26,000
<b>Total OP</b>			<b>793,100</b>	<b>84,000</b>	<b>620,400</b>

Task 2b – Statewide Selective Traffic Enforcement Project

This task provides funding for a statewide selective traffic enforcement project. The primary emphasis will be sustained seat belt/child restraint enforcement throughout the year. A PI&E campaign will supplement enforcement. A child safety seat clinic/checkpoint may also supplement enforcement efforts. This project will conduct increased enforcement with primary emphasis on occupant restraint laws during at least two specified periods (mobilization) during the year. These mobilizations will be conducted in May surrounding the (CIOT) Memorial Day holiday period and in November surrounding the thanksgiving holiday period. Also, pre and post observational surveys will be conducted to measure results for the mobilization period. Section 402 funds will provide for selective enforcement pay (compensated at a rate of no more than one and one half times an officer's regular hourly rate and shall include project hours worked for child safety seat clinics and observational surveys) and applicable fringe benefits, other personnel costs, in-state and out-of-state travel (approved highway safety conferences) and state match (approximately \$160,000) will provide for administration, vehicle expense, and supplies.

**Project Details**

Arkansas State Police	<b>\$480,000 (OP)</b>
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Task 3 – Traffic Safety Non-Commercial Sustaining Announcement Evaluation Program

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

**ARKANSAS BROADCASTERS ASSOCIATION (OP) \$37,875**

The HSO will have copies of occupant protection Public Service Announcements (PSAs) produced and reproduced for distribution to radio and television stations. Funding will provide for production and reproduction costs of the PSAs.

**ASP (OP) \$3,225**

**Task 4 – Statewide Law Enforcement Liaison (LEL)**

This task will provide for a LEL who will solicit the cooperation of law enforcement agencies statewide to conduct enforcement of traffic laws with primary emphasis on seat belt and child restraint laws. The LEL's activities may be expanded to also solicit participation of law enforcement agencies to conduct enforcement of DWI/DUI laws. The LEL will coordinate law enforcement summits/conferences to encourage agencies to support and participate in promoting increased seat belt usage and to conduct selective traffic enforcement. The LEL will also help the law enforcement agencies plan and coordinate media events to announce increased enforcement. The LEL will implement an incentive program to encourage non-STEP agencies to participate in enforcement mobilizations such as the CIOT/BUIYT campaigns and DD-OLUA campaigns. Federal funds will pay for salaries, fringe benefits, in-state and out-of-state travel, speaker honorariums and travel, meeting expenses, maintenance and operations, printing, incentive items (traffic safety-related equipment not exceeding \$4,000 each) and administration.

**Criminal Justice Institute****(OP) \$180,000****Task 5 – Statewide Observational Survey**

This task will provide for the FY 2007 statewide observational survey of seat belt, child restraint and motorcycle helmet use. The survey will provide the county, regional and statewide use rates. Funding will provide for personnel, in-state travel, printing costs and overhead expenses.

**To Be Determined****(OP) \$48,000****Task 6 – Statewide Public Information and Education (PI&E)**

This task will provide for statewide public information and education to promote occupant protection and will particularly focus on national Click It or Ticket enforcement mobilizations surrounding the Memorial Day and Thanksgiving holidays targeting messages to young persons age 18 – 34. This task will also emphasize the new child restraint law, Act 470 of 2001, and Graduated Licensing law, Act 1694 of 2001. The components of this task may include, but are not limited to, educational materials such as brochures, posters, public service announcements (PSAs), and/or corresponding promotional items to enhance other traffic safety projects. This task will provide funds to secure the services of a qualified full-service advertising agency to create and develop a traffic safety public information campaign. The advertising agency will develop the methodology to document and report audience reach to include telephone survey(s). This task will also provide assistance with PI&E efforts in specific community projects such as selective traffic enforcement projects (STEPS), and with diversity outreach and press events. Section 402 funding could provide for PSA creation and production, PI&E materials creation and production, promotional items, and meeting and press event expenses including PA system rental, material/supplies, meals and breaks (refreshments). This task will also provide for the placement of traffic safety messages relating to occupant protection public information campaigns in the media. The media placements may include television, radio, cinema, Internet and print. At a minimum, an assessment to measure audience exposure will be documented and included in the cost of media placements. A telephone survey may also be conducted to document campaign awareness. Section 402 funds will be allocated for the paid media.

**Cranford Johnson Robinson & Woods (CJRW)**  
**ASP/TBD**  
**CJRW**

**(OP) \$ 100,000**  
**(OP) \$ 30,000**  
**(PM) \$ 450,000**

**Task 7 – Statewide Child Passenger Protection Education Project**

This task will provide continuation of the statewide child passenger protection education project. This project will provide certification training primarily for, but not limited to, health care and childcare professionals to educate parents on the proper use of child restraint devices. The certification training will be the approved curriculum of the National Highway Traffic Safety Administration, Standardized Child Passenger Safety Course. This project will target rural and minority populations. At a minimum, this public education project will address 1) all aspects of proper installation of child restraints using standard seat belt hardware, supplemental hardware, and modification devices (if needed), including special installation techniques, 2) appropriate child restraint design, selection and placement, and 3) harness adjustment on child restraints. Funding will provide for salaries, fringe benefits, training, in-state and out-of-state travel, printing, pre-printed material, operating expenses, child safety seats and indirect costs.

<b>Project Details</b>		
<b><i>Agency</i></b>	<b>Federal Funds OP</b>	<b>State Match</b>
University of Arkansas for Medical Sciences	\$190,000	\$47,500

**Task 8 – Occupant Protection Program Management**

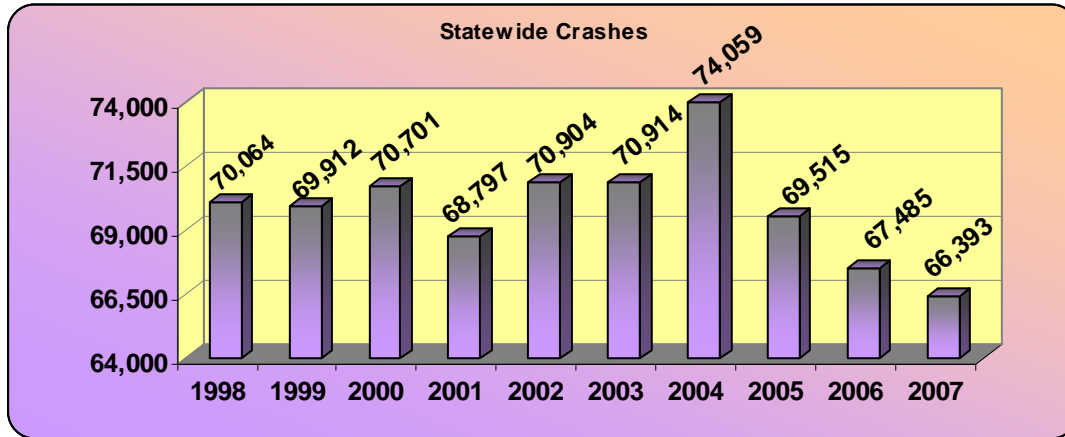
This task will provide program management for projects within the Occupant Protection program area. This task will provide proper administration of projects within this program area through program planning, oversight/monitoring, evaluation, coordination and staff education and development. This task will also provide for and make available program related materials that are also essential components of program management. Funding will provide for personnel (see page 18 for positions funded under OP), travel/training, and PI&E materials.

**ASP**

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

## **TRAFFIC RECORDS PROGRAM**

In 2006, the Arkansas State Police (ASP) logged 69,200 crash reports of which 67,485 were entered into the Traffic Analysis Reporting System (TARS) database. The total logged by the ASP for 2007 was 69,150 of which 66,393 were entered into the TARS database. Reports entered into TARS do not include duplicate, private property or parking lot crashes.



The ongoing goals of the Traffic Records Program are to reduce the backlog of crash report data to be entered into the TARS and to improve the accuracy of data. A crash data entry project was modified to allow for additional temporary personnel to assist in the reviewing and coding of crash reports as well as data entry in order to decrease the backlog of reports to be entered in TARS. Due to this modification, the backlog has been reduced from five months as of July 2007 to three months as of July 2008.

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

### **I. Performance Measure – Goal**

#### **Program Goal**

The goal of project in the Traffic Records Program is:

- To reduce the backlog of crash reports to be entered into the TARS from a three-month backlog as recorded in July 2008 to a two-month backlog by July 2009.

### **III. Project Strategies**

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

- To provide for the daily operation of the TARS.

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

#### IV. Tasks

##### Task 1 – Program Operation

This task provides for the operation of the TARS by the ASP. The data entry staff time, hardware and software maintenance and data processing charges needed to carry out the daily work are covered by this task. This task will also provide for retaining the services of a qualified firm to input crash data in a timely manner. The portion of this task provided by the ASP will be funded with State funds and a portion funded with Section 402 funds and the portion out-sourced will be funded with Federal-aid Section 163 funds.

<b>ASP</b>	<b>TR</b>	<b>\$ 128,500</b>
<b>ASP</b>	<b>TR (STATE)</b>	<b>\$ 128,500</b>
<b>INTERNATIONAL DATA PROC. of AM.</b>	<b>HN1 (163)</b>	<b>\$ 50,000</b>
<b>INTERNATIONAL DATA PROC. of AM.</b>	<b>K9</b>	<b>\$ 300,000</b>

##### Task 2 – TARS Improvement Project

This task will provide for the acquisition of additional computer hardware, software, and peripherals as needed to continue the TARS improvements. These improvements will include transition to a paperless processing of crash reports through the TARS. Improvements will also include the purchase of four Reflectorless Total Stations. These instruments will provide the ASP with the latest technology to help improve the timeliness and accuracy of data collected at the crash scene. These instruments will help improve the troopers' ability to clear the crash scene quicker and also aid in providing better evidence for prosecutors. The Total Station's diagramming component will more accurately plot out areas in high crash locations and help to answer questions as to why crashes are occurring in those locations. The estimated cost for each Total Station instrument is \$6,300, plus additional hardware (data collector) at an estimated cost of \$2,900, diagramming software at an estimated cost of \$4,995, and maintenance at an estimated cost of \$400. Federal funds will also provide for other necessary TARS computer purchases.

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

##### Task 3 – Electronic Traffic Crash Record Entry System Project

This task will continue the project for the modification of computer software applications (TraCS) for the ASP to enter crash data at the troop level within a few hours of the crash. The end result of the project will allow the HSO to integrate the data directly into its

database without reentering the data. This task provides for the purchase of computer hardware to continue phase VI of the project. In-car computer systems with necessary operating software will be purchased at approximately \$4,220 each. The in-car computer systems are used at the crash scene to capture data and enable multimedia, magnetic strip and bar code data capture and transfers. TraCS will also use GPS receivers to accurately locating the crash via longitude and latitude readings. TraCS will be expanded to local agencies. To accomplish this expansion, this task may provide for a technician/liaison position. Travel, training and materials will also be associated with this effort. Federal funds will also provide for software modification including salaries and benefits for one programmer and two TraCS system technicians along with travel/training, consultant fees, additional software, supplies and equipment.

<b>ASP</b>	<b>TR (STATE) \$ 150,000</b>
<b>ASP</b>	<b>K9 \$ 900,000</b>
<b>ASP</b>	<b>K9 (STATE) \$ 300,000</b>

#### Task 4 – Traffic Case Disposition Exchange Project

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

<b>AOC</b>	<b>K9 (STATE) \$ 120,900</b>
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#### Task 5 – EMS Data Injury Surveillance Continuation Project

This task will include maintenance of the data elements necessary to continue system compliance with NEMSIS data collection. The addition of 35 data elements last year brought the system to Silver level in compliance. Efforts will be made to reach a higher level of compliance with data collection and members of the Section staff will continue as active members of the TRCC to help with data sharing. Federal funds will provide for system user fees.

<b>DOH – Office of EMS and Trauma Systems</b>	<b>(K9) \$ 21,300</b>
<b>DOH - EMS</b>	<b>(STATE) \$ 7,100</b>

#### Task 6 – Traffic Records Program Management

This task provides for the administration of the Traffic Records Program and provides support for other program areas. Funding will provide for the necessary staff time (see page 18 for positions funded under TR), travel and training expenses directly related to the planning, programming, monitoring, evaluation and coordination of the Traffic Records Program. Funding will also provide for continued training in the administration of computer systems software.

<b>ASP</b>	<b>(TR) \$ 73,400</b>
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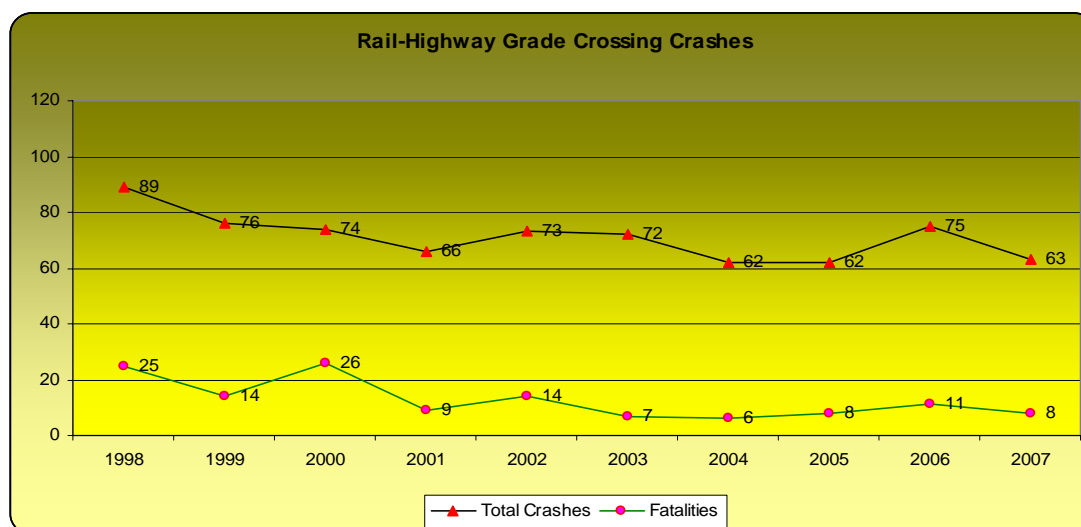


## **RAIL/HIGHWAY SAFETY PROGRAM**

### **I. Program Overview**

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

There were 63 rail-highway grade crossing crashes recorded in 2007, which is 12 fewer than the previous year. The following chart shows the rail-highway grade crossing crashes for the years 1998 through 2007.



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

### **II. Performance Measure – Goal**

#### **Program Goal**

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

- To maintain the number of rail-highway grade crossing crashes below 75 crashes in 2009.

### **III. Project Strategies**

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

- To provide professional development for highway safety professionals.
- To provide three, two-day enforcement training courses addressing rail-safety issues.

**IV. Tasks****Task 1 – Professional Development**

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

**AHTD** (RS/RH) **\$2,000**

**Task 2 – Railroad Crossing Safety Courses**

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

**ARKANSAS OPERATION LIFESAVER, INC.** (RH) **\$7,000**

**Task 3 – Section 154 Transfer Program**

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

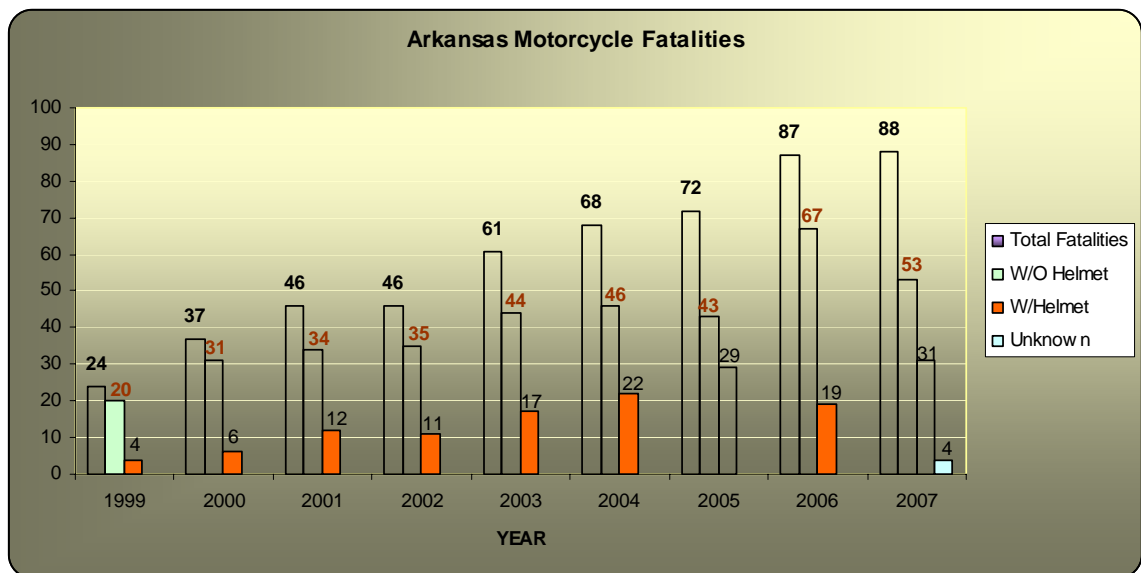
**AHTD** (154HE) **\$23,500,000**

## **MOTORCYCLE SAFETY PROGRAM**

### **I. Program Overview**

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

Arkansas reported 88 motorcycle related fatalities in 2007. This is a significant increase from the 24 motorcycle fatalities reported in 1999. Motorcycle fatalities now account for 14 percent of Arkansas's total traffic fatalities.

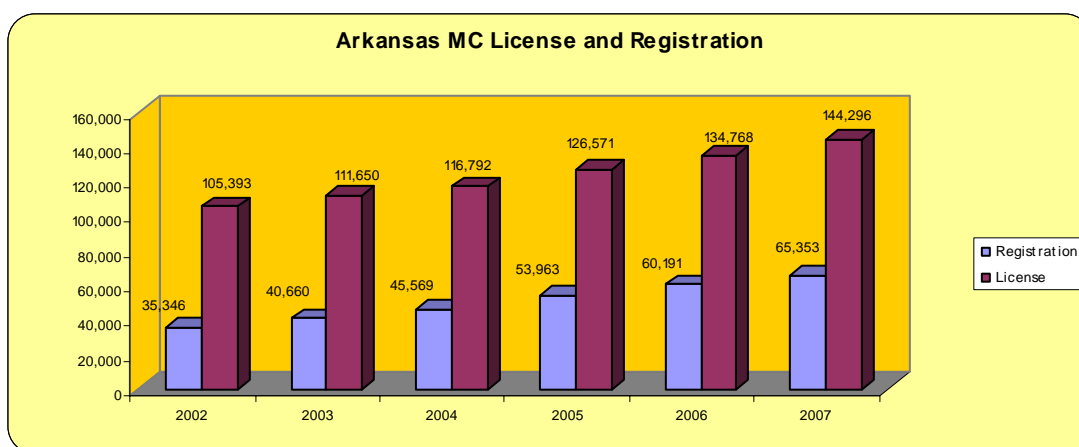


There were 529 motorcycle involved traffic fatalities in Arkansas during the 9-year period from 1999-2007. In 1999 the motorcycle helmet law was repealed in Arkansas, requiring that only person(s) under the age of 21 wear protective headgear. As indicated in the chart below, increases in the total number of motorcycle fatalities in the past eight years have more than tripled. The same can also be said for the number of motorcyclists killed that were not wearing protective headgear.

The 2007 estimated state population in Arkansas is 2,834,797 according to the United States Census Bureau. Arkansas reported 1,776 motorcycle involved crashes in 2007. The table on the next page provides a ranking of the top twenty-five counties in order, from highest to lowest of the number of motorcycle crashes in 2007.

Rank	County	Crashes	Rank	County	Crashes
1	PULASKI	251	14	CARROLL	29
2	SEBASTIAN	160	15	BAXTER	26
3	GARLAND	146	16	BOONE	25
4	WASHINGTON	140	17	INDEPENDENCE	25
5	BENTON	134	18	CLEBURNE	24
6	FAULKNER	62	19	MILLER	24
7	SALINE	61	20	HOT SPRINGS	22
8	CRAWFORD	57	21	GREENE	20
9	CRAIGHEAD	55	22	CONWAY	19
10	JEFFERSON	42	23	CRITTENDEN	18
11	WHITE	41	24	NEWTON	18
12	POPE	40	25	UNION	18
13	LONOKE	33			

Since 2002 motorcycle registrations and drivers license numbers have increased significantly. Licensed motorcycle drivers increased by 37% with registration numbers increasing by 85%. With the added impact of rising gas prices this trend is expected to continue.



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

**II. Performance Measure - Goal**Program Goal

The goal of this program is:

- To reduce the total number of motorcycle fatalities in 2009 from the 88 fatalities recorded in 2007.

**III. Project Strategies**

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

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

This task will provide funding to purchase items promoting alcohol/impaired driving law enforcement activities. Items that will be produced and purchased are educational pamphlets, posters, and other items as appropriate to promote the program.

**ASP**

**(K6) \$95,000**

Task 2 – Motorcycle Safety Professional Development

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

**ASP**

**(K6) \$ 9,300**

Task 3 – State Advisory Committee for Motorcycle Safety

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

**ASP**

**(MC) \$10,000**

Task 4 – Motorcycle Safety Program Management

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

**ASP** (K6) \$59,000

**ASP** (MC) \$20,000

**STATE CERTIFICATIONS AND ASSURANCES**

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

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

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

## **Certifications and Assurances**

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

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

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

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

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

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

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

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

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

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



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

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

**The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):**

The State will provide a drug-free workplace by:

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

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

### **BUY AMERICA ACT**

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

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

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

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

### **CERTIFICATION REGARDING FEDERAL LOBBYING**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement,

and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

### **RESTRICTION ON STATE LOBBYING**

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

### **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

#### **Instructions for Primary Certification**

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

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

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

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

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

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

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

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

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

**Instructions for Lower Tier Certification**

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

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

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

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

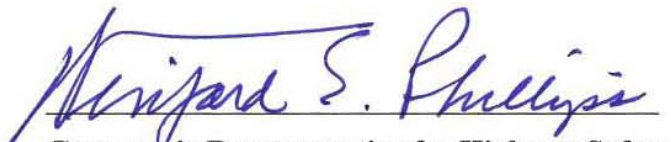
*Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:*

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

**ENVIRONMENTAL IMPACT**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2009 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1 500-1517).

  
Governor's Representative for Highway Safety

  
Date

**HIGHWAY SAFETY PROGRAM COST SUMMARY**State: ARKANSAS Number: 2009-HSP -1 Effective Date: 10-01-2008

Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs		Federal Share to Local
			Previous Balance	Increase/ (Decrease)	
PA	181,300	181,300	\$	181,300	
AL	806,100	1,270,000	\$	806,100	325,300
MC	30,000			30,000	
OP	2,138,200	1,012,400	\$	2,138,200	1,073,600
TR	221,900	278,500	\$	221,900	
RH	7,000		\$	7,000	7,000
RS	2,000		\$	2,000	
SA	42,300	37,300	\$	42,300	42,300
PM	450,000	450,000	\$	450,000	225,000
K9	1,283,800	428,000		1,283,800	
K8	1,672,300	2,174,400	\$	1,672,300	849,200
K8PM	600,000	600,000	\$	600,000	300,000
K6	163,300		\$	163,300	
154HE	23,500,000		\$	23,500,000	
Total NHTSA 402	3,878,800	3,229,500	\$	3,878,800	1,673,200
Total NHTSA 408	1,283,800	428,000		1,283,800	
Total NHTSA 410	2,272,300	2,774,400	\$	2,272,300	1,149,200
Total NHTSA 2010	163,300		\$	163,300	
Total NHTSA 154	23,500,000		\$	23,500,000	
<b>Grand Total</b>	<b>31,098,200</b>	<b>6,431,900</b>	<b>\$</b>	<b>31,098,200</b>	<b>2,822,400</b>

State Official Authorized:

Name: Winford E. PhillipsTitle: Governor's Highway Safety RepresentativeDate: 8-26-2008



Fiscal Year 2009

Arkansas

**Section 163**

## AMOUNTS

<b>NHTSA Program Areas</b>	<b>Planned</b>	<b>Share To Local Benefit</b>
Traffic Records *	\$ 50,000	n/a
<b>Total</b>	<b>\$50,000</b>	<b>n/a</b>

\* Funds used as Section 411

**DISTRIBUTION LIST**

**3-HOLE PUNCHED**

**9**

Bridget White  
Debra Hollis  
Lakesha Smith  
Megan Harwell  
Andrea LeDoux  
Chip Payne  
Ann Whitehead  
Steve Rountree  
Karen Bonds

**PLASTIC SPIRAL BOUND**

**9**

Governor  
Director  
Deputy Director  
State Library (2)  
4 extra

**ELECTRONIC VERSION**

**2**

NHTSA  
FHWA

**20 copies in all**