

Arkansas Highway Safety Office



***FY2013 Performance Plan
and Highway Safety Plan***

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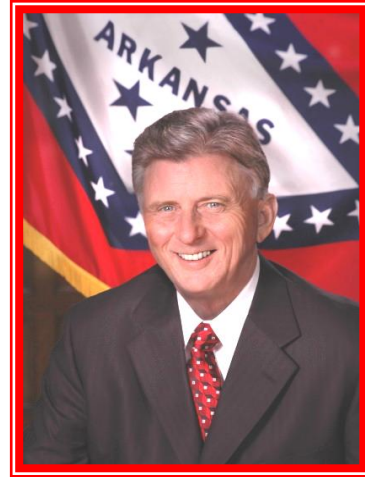
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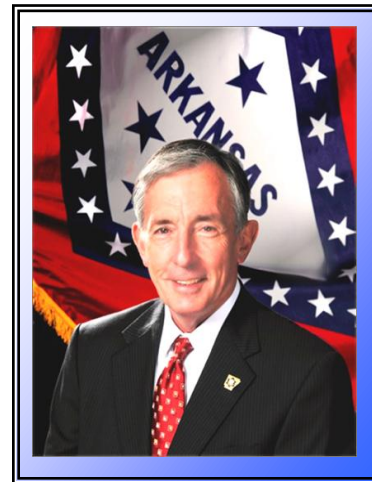


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INTRODUCTION

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.

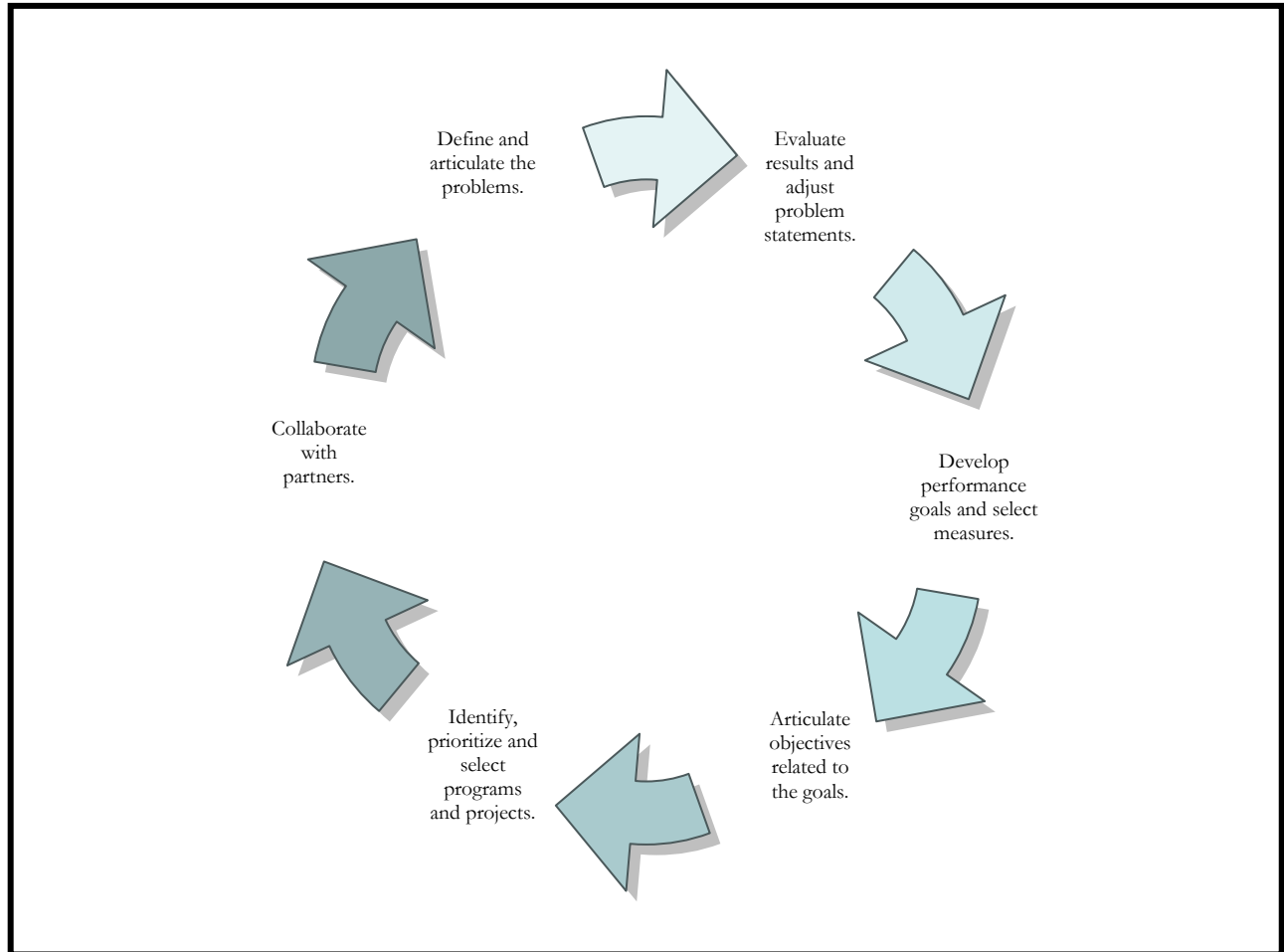
Nine highway safety program areas are designated as National Priority Program Areas. They are Occupant Protection, Impaired Driving, Police Traffic Services, Motorcycle Safety, Bicycle and Pedestrian Safety, Speed Control, Roadway Safety, Emergency Medical Services, and Traffic Records. Other areas are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

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

Through FY 2012, there were several highway safety incentive grants available to the States through the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A legacy for Users (SAFETEA-LU), which were earmarked for specific programs. Arkansas received Section 408 Data Improvements Implementation, 2010 Motorcycle Safety, 410 Alcohol Traffic Safety & Drunk Driving Prevention and 405 Occupant Protection grant funds. The program efforts supported by carry forward funds from these incentive grants are also described in this plan.

During FY 2012, Congress reauthorized highway safety programs through the Transportation Reauthorization titled Moving Ahead for Progress in the 21st Century (MAP 21). Along with Section 402 funding, a new consolidated highway safety incentive grant program under section 405 will be available to states to address new priorities such as Graduated Driver Licensing and Distracted Driving. Grant funds that Arkansas will qualify for under MAP 21 are yet to be determined.

HIGHWAY SAFETY PLANNING PROCESS CALENDAR



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

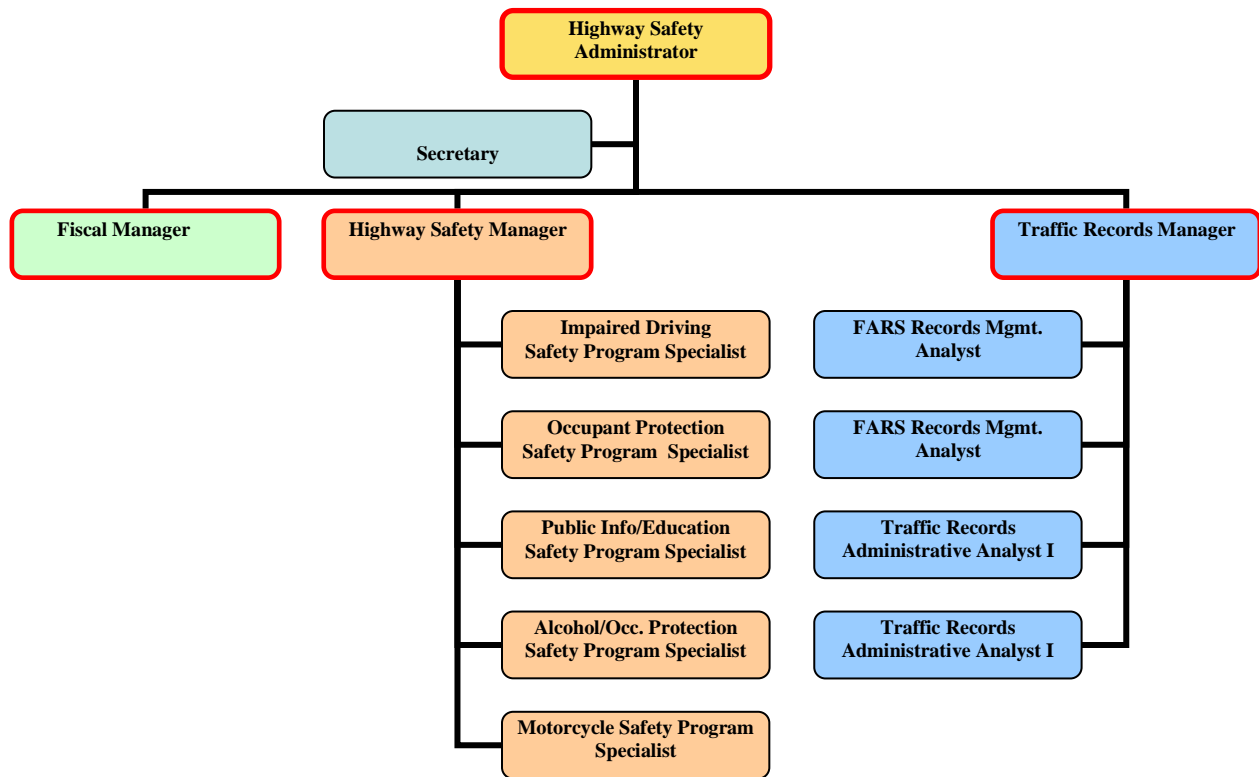
The following page outlines the sequence and timeline schedule that the AHSO has established for the development of the FY 2013 program.

PERFORMANCE PLAN (PP) AND HIGHWAY SAFETY PLAN (HSP) DEVELOPMENT SCHEDULE FOR FY 2013 PROGRAM

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

HIGHWAY SAFETY OFFICE ORGANIZATION

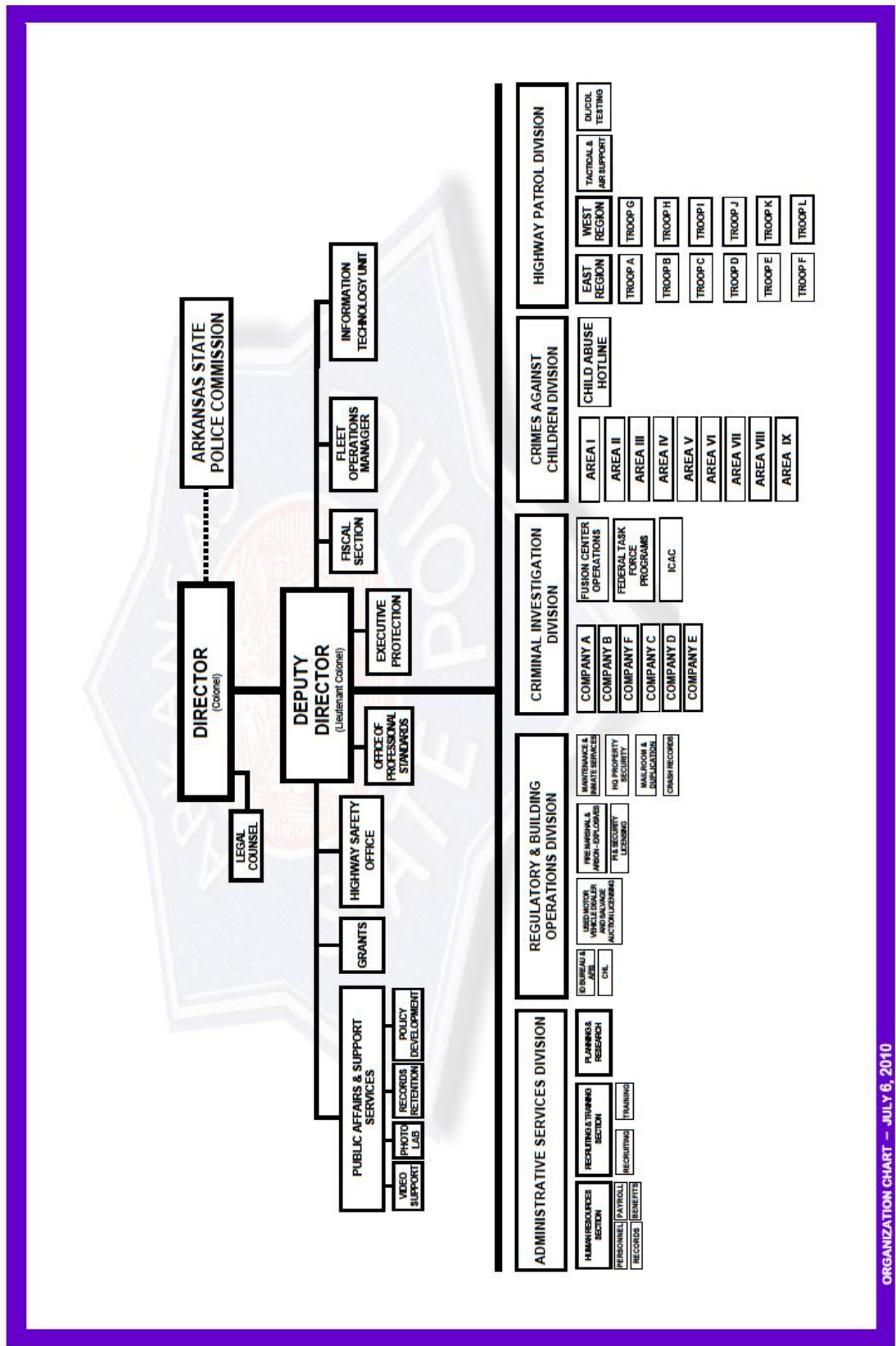
In July of 2002, by virtue of an Agreement of Understanding and the appointment of the Arkansas State Police (ASP) Director as the Governor's Highway Safety Representative, the Arkansas Highway Safety Office (AHSO) was transferred from the Arkansas Highway and Transportation Department to the Arkansas State Police. The program was authorized in the Arkansas State Police budget effective July 1, 2003 by the 84th 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

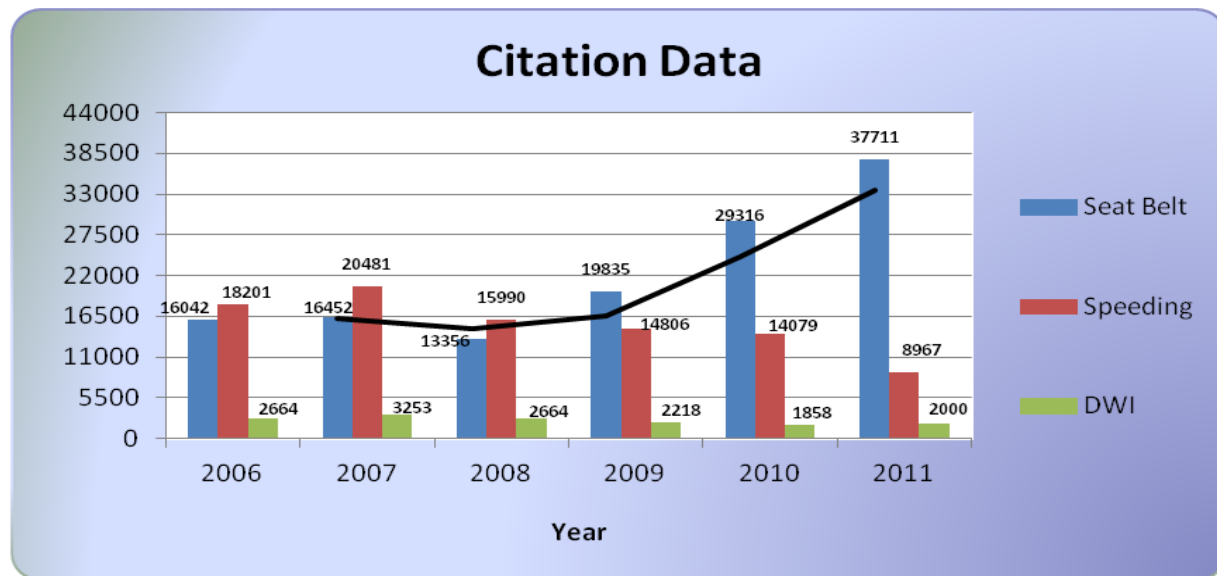


ORGANIZATION CHART – JULY 6, 2010

EXECUTIVE SUMMARY

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

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



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

FARS data for Arkansas shows that the number of fatalities has declined from 665 in 2006 to 563 in 2010. The preliminary state data from 2011 shows fatalities at 549. The fatality rate, per 100 MVMT, for the most current period available (2006-2010) shows a decrease from 2.01 to 1.68. Serious injuries (2's & 3's) declined from 15,414 in 2006 to 13,158 in 2010.

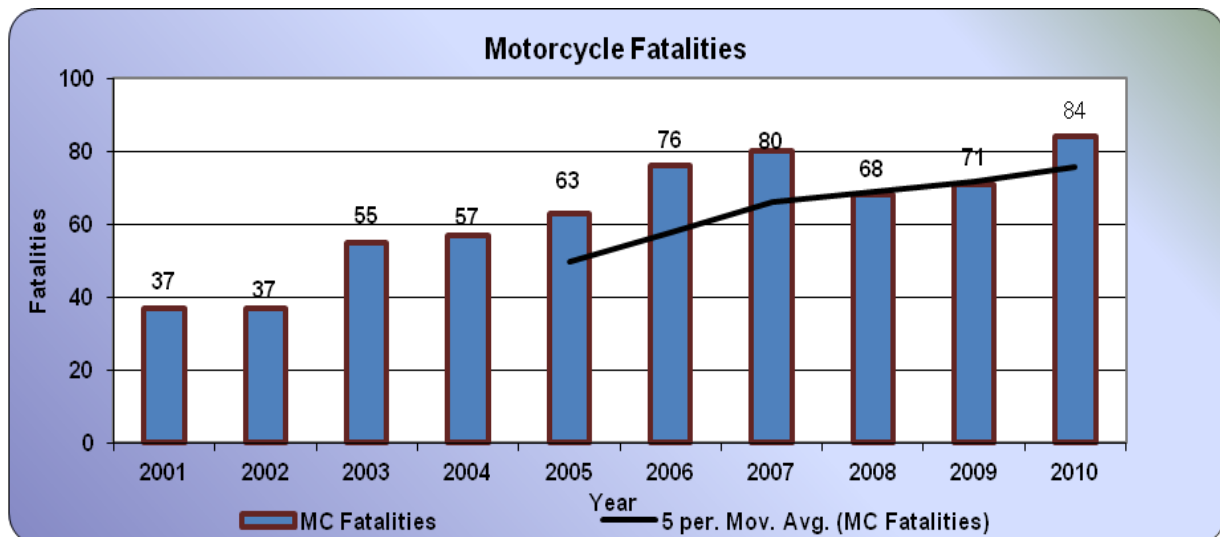
While these figures do indicate decreases in fatal and injury crashes, (based on the 5-year period 2006-2010) an average of 628 motorists lose their lives and another 13,753 are seriously injured each year on Arkansas's roadways. In 2010, there were 563 total traffic fatalities compared to 596 the previous year. Over the past five years, alcohol-related fatalities averaged 179 per year. In 2010, there were 173 alcohol-related fatalities reported. This number is unchanged from the previous year. Arkansas' alcohol-related fatalities in 2010 stood at 31% of the total fatalities.

An additional area of concern is occupant protection where in 2010, 59 percent of the recorded vehicle occupant fatalities were unrestrained. Arkansas passed a primary enforcement safety belt law which took effect June 30, 2009. Immediately after the law took effect, the use rate rose from 70.4% to 74.4%, while the National use rate stood at 83%. The use rate increased to 78.4% in 2011. In 2012 Arkansas contracted with the University of Arkansas' civil engineering department to develop and implement a new survey protocol in conjunction with the guidelines mandated by NHTSA. The preliminary results from the 2012 survey show the unweighted use rate to be 74% compared to the 2011 unweighted use rate of 76%. Whether this 2 point decline can be attributed to the new survey protocol which reduced the number of counties surveyed and added a number of rural survey sites remains to be seen. The AHSO is currently examining programming options and hopes to improve this rate significantly over the next two years. Efforts to educate the motoring public on the new law and the consequences of non-compliance continue along with increased emphasis on enforcement.

The Statewide Problem	2009	2010	% Change
Statewide Crashes	62,808	60,984	-2.9
Fatal Crashes	532	517	-2.8
Fatalities	596	563	-5.5
Alcohol Related Fatalities	173	173	0
Injuries (2 & 3 only**)	13,292	13,158	+1.0
Vehicle Miles Traveled (10 ⁶)	33,162	33,503	+1.0
Fatality Rate*	1.80	1.68	-6.7
Fatal Crash Rate*	1.60	1.54	+3.7
Alcohol Fatality Rate*	.52	.52	0
Injury Rate*	40.1	39.3	-2.0
* per 100 Million vehicle miles traveled			
**Injury code #2 is incapacitating injury, #3 is non-incapacitating			

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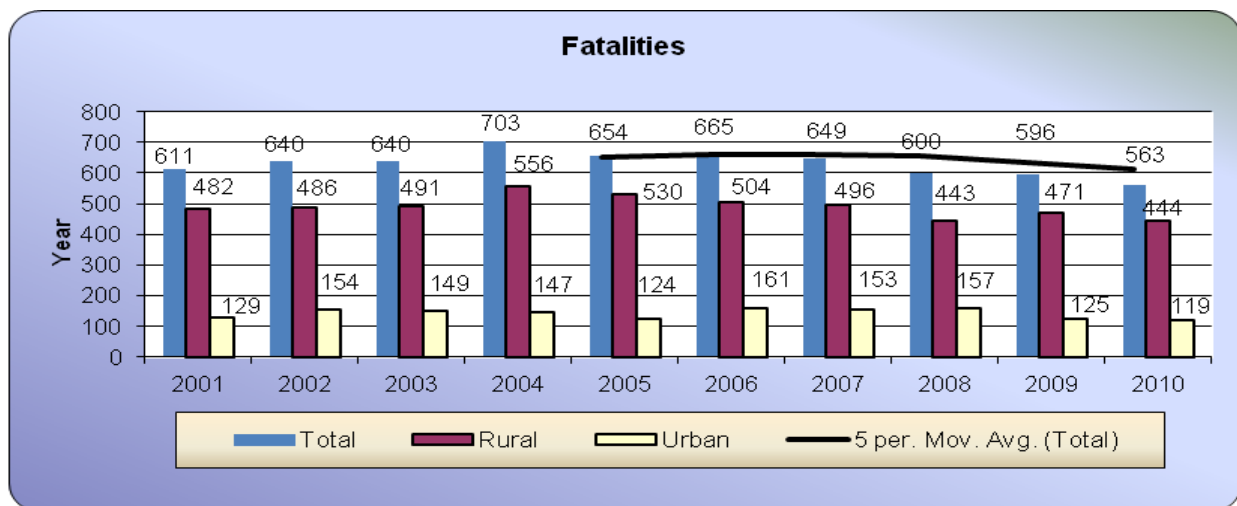
The AHSO also recognizes the significance and impact that motorcycle related crashes are having on the overall fatality picture in this State. Arkansas reported 68 motorcycle related fatalities in 2008. This is a significant increase from the 37 motorcycle fatalities reported in 2002. In 2009 fatalities were at 71 and the 2010 number increased again to 84. Motorcycle fatalities account for approximately 15% percent of Arkansas' total traffic fatalities. There were 379 motorcycle involved traffic fatalities in Arkansas during the 5-year period from 2006-2010. 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.



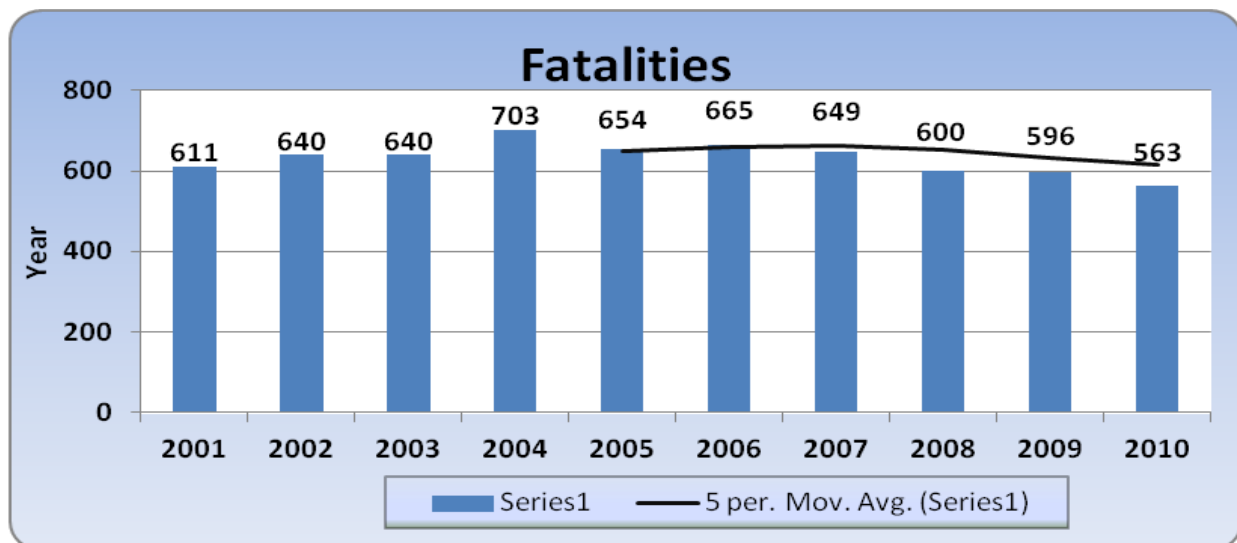
It is possible that initiating a project in selective traffic enforcement will start building a local commitment to improving the traffic safety problems. Another possibility is that a community that has had a successful traffic safety project will now have an inherent willingness and desire to develop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

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

Although the larger populated areas of Arkansas present the most exposure to problems involving crashes, the less populated areas exhibit a need for improving their problem locations. From 2001 to 2010, 78 percent of fatalities occurred in rural areas of the state.



The statewide projects listed above will utilize their resources in combating this problem. Over the past 10 years crash fatalities averaged 632 per year. Fatality numbers were at 611 in 2001, but the numbers decreased to 563 in 2010 as depicted in the chart below.



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

LEGISLATIVE ISSUES

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

BILLS THAT WERE SIGNED IN TO LAW/ACTS:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PERFORMANCE PLAN

PROBLEM IDENTIFICATION PROCESS

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

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

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

The HSO also collaborates with the following groups:

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

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

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

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

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

Arkansas' Performance Plan and Highway Safety Plan will focus on these identified areas. Short-term goals were set in these areas for the end of 2013. The goals are based on 3 or 5 year moving averages.

GOAL SETTING AND PERFORMANCE MEASURES

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

	Calendar Years				
Core Outcome Measures	2006	2007	2008	2009	2010
C-1: Traffic Fatalities (FARS)	665	649	600	596	563
C-2: Serious Traffic Injuries (TARS)	15,414	14,176	12,723	13,292	13,158
C-3: Mileage Death Rate (Fatalities Per 100 Million Vehicle Miles Traveled) (FARS)	2.01	1.96	1.81	1.80	1.68
C-3: "Rural" Mileage Death Rate (Rural Road Fatalities Per 100 Million Vehicle Miles Traveled) (FARS)	2.49	2.47	2.25	2.52	2.36
C-3: "Urban" Mileage Death Rate (Urban Road Fatalities Per 100 Million Vehicle Miles Traveled) (FARS)	1.26	1.17	1.17	0.86	.81
C-4: Unrestrained Passenger Vehicle Occupant Fatalities (all seat positions) (FARS)	303	274	266	253	241
C-5: Alcohol Impaired Driving Fatalities (Fatalities involving a driver or a motorcycle operator with a BAC of .08 and above) (FARS)	200	181	170	173	173
C-6: Speeding Related Fatalities (FARS)	96	64	63	108	108
C-7: Motorcyclist Fatalities (FARS)	76	80	68	71	84
C-8: Unhelmeted Motorcyclists Fatalities (FARS)	56	48	37	34	48
C-9: Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	127	120	103	91	58
C-10: Pedestrian Fatalities (FARS)	31	45	45	37	37
Core Behavior Measure	2008	2009	2010	2011	2012
B-1: Seat Belt Use Rate (statewide Observational surveys for passenger Vehicles, front seat outboard occupants)	70.4	74.4	78.3	78.4	74.0*
Activity Measures	Federal Fiscal Year (Oct. 1- Sept. 30)				
A-1: Seat Belt Citations Issued During Grant Activities	See chart on page 6				
A-2: Impaired Driving Arrests Made During Grant Funded Enforcement Activities.					
A-3: Speeding Citations Issued During Grant Funded Enforcement Activities					

*Preliminary unweighted rate – weighted rate not yet available.

PUBLIC AWARENESS SURVEY RESULTS

As required, a public awareness survey was conducted by the University of Arkansas at Little Rock, Survey Research Center to track driver attitudes and awareness of highway safety enforcement and communication activities and self-reported driving behavior. The survey addressed questions related to the three major areas of impaired driving, seat belt use and speeding. The following is a summary of the results for the nine required questions covering these three major program areas.

Survey question recommendations from the NHTSA-GHSA working group

Impaired driving

A-1: In the past 30 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?

92% of respondents interviewed said they have “Never” driven a motor vehicle within 2 hours after drinking alcohol in the past 30 days.

A-2: In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?

Approximately 77% Arkansans said they were aware of some type of impaired or drunk driving enforcement by police in the last 30 days.

A-3: What do you think the chances are of someone getting arrested if they drive after drinking?

When respondents were asked what the chances were that someone would get arrested if they drive after drinking, around 25% said this was likely to occur “Half of the time.” This response was followed closely with 34% of Arkansans who said this would occur “Most of the time.”

Seat belt use

B-1: How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle or pick up?

When Arkansans were asked how often they wear their seat belt when driving, the majority (93%) of those interviewed said they wear their seat belt “Always” or “Most of the time” while driving.

B-2: In the past 30 days, have you read, seen or heard anything about seat belt law enforcement by police?

Around 5 out of 10 (52%) Arkansans surveyed said they had not read, seen, or heard of any special effort by police to ticket drivers in their community for seat belt violations.

B-3: What do you think the chances are of getting a ticket if you don't wear your safety belt?

Around (44%) of all respondents thought the chances of getting a ticket for not wearing a seat belt was likely "Always" or "Most of the time."

Even those respondents who thought the likelihood of getting a ticket was not as high still believed it would happen, either "Half of the time" (20%) or "Rarely" (25%).

Speeding

S-1a.** On a local road with a speed limit of 30 mph, how often do you drive faster than 40 mph?

Arkansans were asked how often they drive above the speed limit on local roads when the speed limit is set at 30 miles per hour. Over four (4) out of 10 (43%) of those surveyed said they have exceeded the speed limit in this case "Rarely."

S-1b.** On a road with a speed limit of 65 mph, how often do you drive faster than 70 mph?

Arkansans were asked how often they drive above the speed limit in cases when the speed limit is set at 65 miles per hour forty-two percent (42%) of those surveyed said they have exceeded the speed limit "Rarely." Similarly, around 4 out of 10 (43%) said they "Never" drive faster than 70 miles per hour in this case.

S-2: DMV-S15. In the past 30 days, have you read, seen or heard anything about speed enforcement by police?

Slightly over half (53%) of Arkansans surveyed said they did not recall reading, seeing, or hearing anything about speed enforcement efforts by police.

S-3: What do you think the chances are of getting a ticket if you drive over the speed limit?

Responses were mixed when asked about the chances of getting a ticket if those interviewed were to drive over the speed limit. Roughly 6 out of 10 (69%) respondents said the likelihood of getting a ticket was either "Most of the time" or "Half of the time."

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 2013, 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) are issued to the HSO staff at the beginning of the development process. Problem identification is the beginning of the HSP development process and is the basis for all proposed projects. This process also involves planning meetings with select highway safety partners such as the Strategic Highway Safety Steering Committee, the Criminal Justice Institute, Arkansas State Highway and Transportation Department, University of Arkansas for Medical Sciences, Arkansas Motorcycle Safety Advisory Committee and the Traffic Records Coordinating Committee to help identify emerging problems and to develop strategies and countermeasures to address these problems. Priority for project implementation is based on ranking given during problem identification and indicators developed from crash data.

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

After completing their analysis, the HSO program management staff develops funding recommendations for presentation to the HSO Manager and the Administrator. Following the determination of funding priorities, a draft plan is prepared and submitted to ASP management and the Governor's Highway Safety Representative (GR) for approval. A copy of the approved plan is sent to the National Highway Traffic Safety Administration Region 7 office for review by September 1 (with the passage of MAP21, the HSP is now due by July 1 beginning with the FY 2014 submission). The plan is finalized by September 30.

PROJECT DEVELOPMENT

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

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

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

ESTABLISHING PERFORMANCE GOALS

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

GOALS

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

- Absolute numbers
- Percentages
- Rates

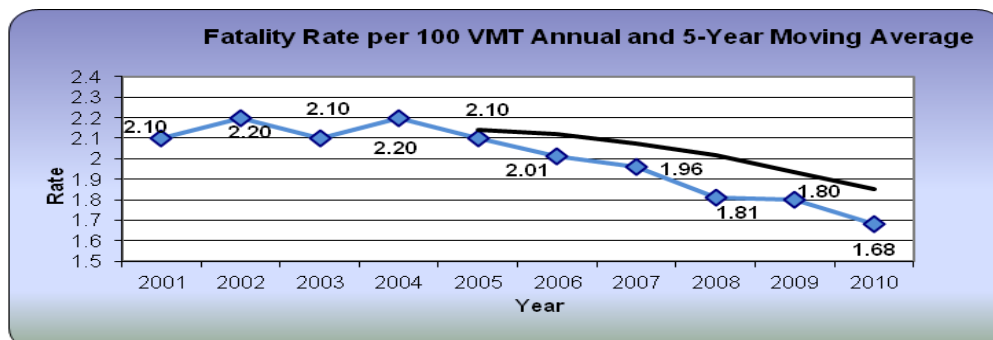
The specific goals and target dates were identified based on past trends and the staff's experience. Historical trends were established through the use of graph and chart information. This was supplemented by the judgment and expertise of the HSO staff and management.

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

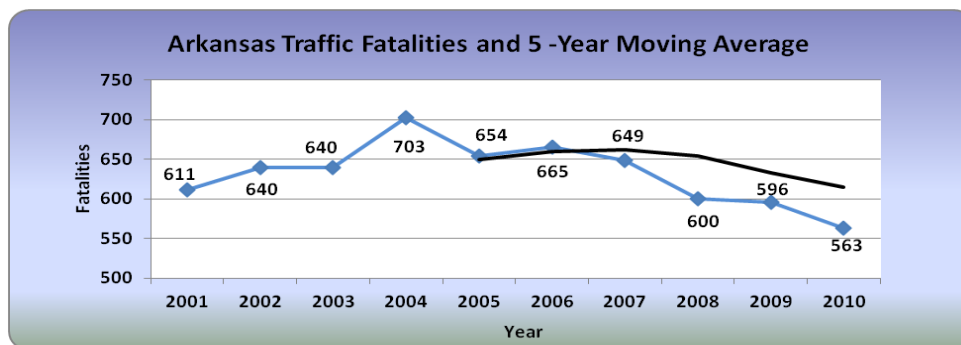
OVERALL PROGRAM GOALS

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

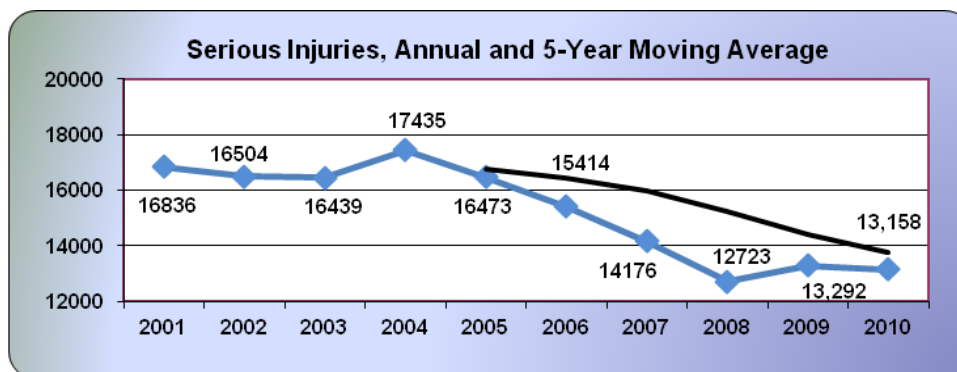
- State fatality rate from the 2006-2010 calendar base year average of 1.84 to 1.52 per 100 MVM traveled by 2013



- Total fatalities in the state from the 2006-2010 calendar base year average of 615 to 527 by 2013



- Number of serious injuries from the 2006-2010 calendar base year average of 13,753 to 12,897 by 2013



PROGRAM AREA GOALS

Alcohol and Other Drugs Countermeasures

- Reduce the number of alcohol-related fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dL or higher from a three-year (2008-2010) average of 172 to 170 alcohol-related fatalities by 2013.

Occupant Protection

- Increase the overall weighted seat belt use rate from a five-year (2007-2011) average of 74.3 to 79.0 percent by 2013.
- Decrease the number of unrestrained passenger vehicle occupant fatalities from a five-year (2006-2010) average of 267 to 217 by 2013.

Speed

- Maintain the number of speeding related fatalities at the five-year (2006-2010) average of 88 through 2013.

Motorcycle Safety

- Reduce the total number of motorcyclist fatalities from a five-year (2006-2010) average of 76 to 73 by 2013.
- Reduce the number of un-helmeted motorcyclist fatalities from a five-year (2006-2010) average of 45 to 42 by 2013.

Pedestrian Safety

- Reduce the number of pedestrian fatalities from a five-year (2006-2010) average of 39 to 32 by 2013.

Teen Driver Safety

- Reduce the number of drivers age 20 or younger involved in fatal crashes from a 3-year (2008-2010) average of 84 to 43 by 2013.

Traffic Records

- Reduce the backlog of crash reports to be manually entered into the TARS from a 3.0 month backlog as recorded in November 2011 to a 2 month backlog by 2013.

Rail-Highway Grade Crossings

- Reduce the annual number of rail-highway grade crossing crashes from a five-year (2006-2010) average of 53 to 36 by 2013.

Performance measures

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

Highway Safety Plan

PLANNING AND ADMINISTRATION

I. Program Overview

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

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

The management and fiscal staff will build on and maintain their expertise in all aspects of the program by attending available training sessions. The staff will attend meetings and other sessions in the performance of their normally assigned functions. The percentage of funding distribution for positions by program area is provided on page 21. The costs associated with the overall management and operation of the Highway Safety Program under Planning and Administration are itemized as follows:

Salaries and Benefits

The entire salaries and benefits for one full-time position and 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	MC	P&A	FARS	STATE
GOVERNOR'S REPRESENTATIVE							100
ADMINISTRATOR					50		50
HIGHWAY SAFETY MANAGER	40	40			10		10
FISCAL MANAGER					50		50
SECRETARY					100		
SAFETY PROGRAM SPECIALIST	60	40					
SAFETY PROGRAM SPECIALIST	50	50					
SAFETY PROGRAM SPECIALIST	50	50					
SAFETY PROGRAM SPECIALIST	25	75					
SAFETY PROGRAM SPECIALIST				100			
TRAFFIC RECORDS SPECIALIST			90			10	
ADMINISTRATIVE ANALYST I (2) (TARS)			100				
RECORDS MANAGEMENT ANALYST I (2) (FARS)						100	

Arkansas State Police-HSO Estimated 402 P&A Costs – FY2013

		Federal	State	Total
Salaries				
Salaries		\$ 130,500	\$ 99,900	\$ 230,400
	Sub-Total	\$ 130,500	\$ 99,900	\$ 230,400
Benefits				
Payroll Additive (21.11%)		\$ 31,100	\$ 23,800	\$ 54,900
Insurance		\$ 9,900	\$ 5,200	\$ 15,100
	Sub-Total	\$ 41,000	\$ 29,000	\$ 70,000
Travel				
Travel & Subsistence		\$ 10,000		\$ 10,000
	Sub-Total	\$ 10,000		\$ 10,000
Operating Expenses				
Operating Expenses		\$ 21,700	\$ 74,300	\$ 96,000
	Sub-Total	\$ 21,700	\$ 74,300	\$ 96,000
TOTALS				
		\$ 203,200	\$ 203,200	\$ 406,400

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

10% of 402 funds = \$289,100

Federal P&A costs are 50% or less of total P&A (406,400).

50% of P&A = \$203,200

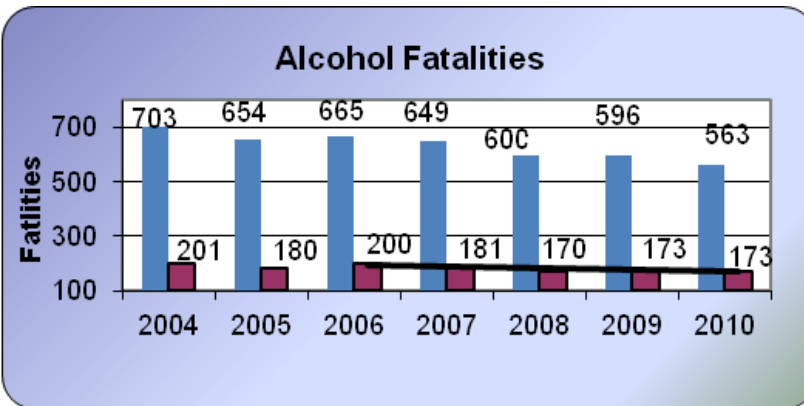
Arkansas State Police-HSO Estimated 406 P&A Costs – FY2013

		Federal	State	Total
Operating Expenses				
Operating Expenses		\$ 565,300		\$ 565,300
	Sub-Total	\$ 565,300		\$ 565,300
TOTAL				
		\$ 565,300		\$ 565,300

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

ALCOHOL AND OTHER DRUGS COUNTERMEASURES PROGRAMS

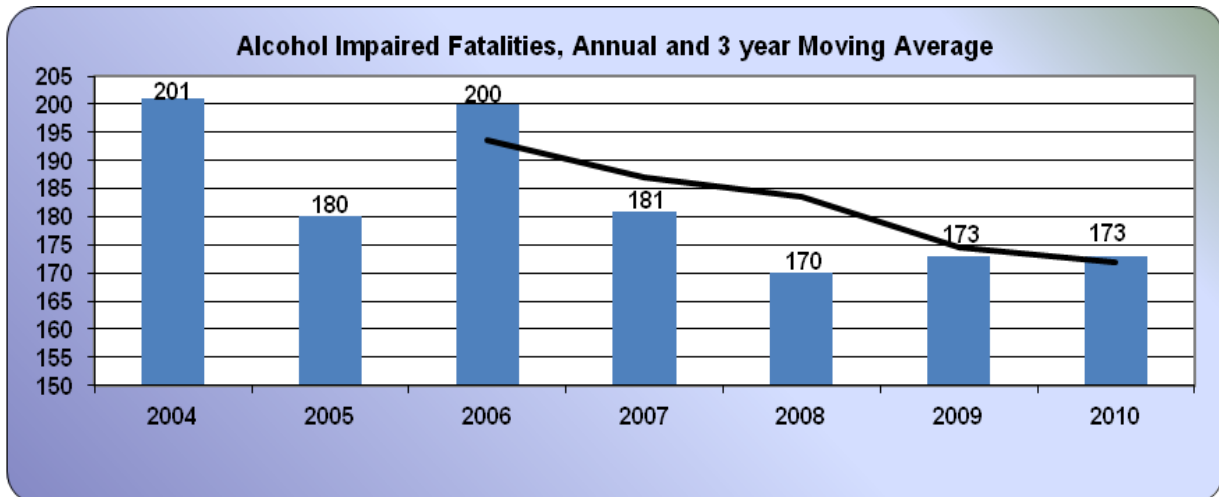
I. Program Overview



During the period from 2006 through 2010 the percentage of impaired driving fatalities, as a percentage of the total were at 29 percent. Fatalities for 2006 were 665 but declined to 563 in 2010.

Alcohol related fatalities fluctuated up in 2006 and then down through 2010. The State has experienced a decrease

from 181 in 2007 to 173 in 2010. A chart showing the number of alcohol related fatalities by county for 2006-2010 is shown on page 26.



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

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

The percentage of fatally injured drivers testing positive for drugs increased over the last five years, according to data from the National Highway Traffic Safety Administration (NHTSA). Each year between 56% and 65% of drivers fatally injured in motor vehicle crashes were tested for the presence of drugs in their systems. In 2009, 33% of the 12,055 of drivers fatally injured in motor vehicle crashes with known test results tested positive* for at least one drug, compared to 28% in 2005. The drugs tested for included both illegal substances as well as over-the counter and prescription medications, (which may or may not have been misused). In 2009, marijuana was the most prevalent drug found in this population—approximately 28% of fatally injured drivers who tested positive were positive for marijuana.

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

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

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

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

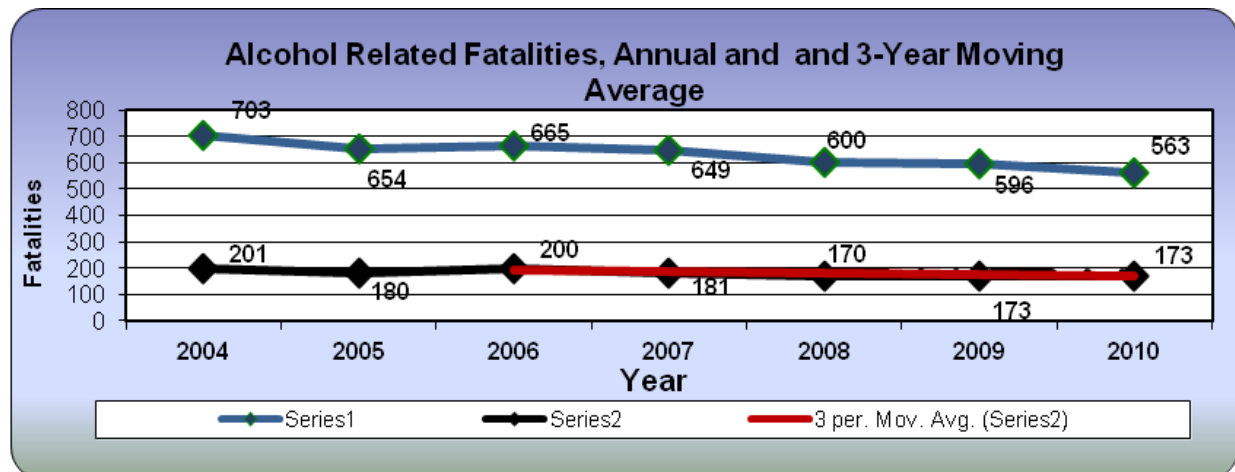
Countermeasures to address the alcohol and other drug driving problems in Arkansas include the following: Selective Traffic Enforcement Projects (STEPs); Prosecutor, Judicial and Law Enforcement Training Projects; a BAC Intoximeter Training Project; Youth Intervention and Training Projects; Underage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

II. Performance Measure - Goal

Program Goal

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

- Reduce the number of alcohol-related fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of .08 g/dL or higher from a three year average* (2008-2010) of 172 to 170 alcohol-related fatalities by 2013.
-



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

Alcohol Related Fatalities By County For 2006-2010

COUNTY	2006	2007	2008	2009	2010	TOTAL	COUNTY	2006	2007	2008	2009	2010	TOTAL
ARKANSAS	3	1	0	0	3	7	LEE	1	0	2	2	0	5
ASHLEY	2	1	2	1	1	7	LINCOLN	0	1	0	2	1	4
BAXTER	4	2	1	2	0	9	LITTLE RIVER	2	0	3	1	0	6
BENTON	8	8	7	4	10	37	LOGAN	5	1	4	0	4	14
BOONE	2	0	1	7	3	13	LONOKE	6	5	4	5	3	23
BRADLEY	0	2	0	0	2	4	MADISON	1	2	1	3	1	8
CALHOUN	1	1	0	1	0	3	MARION	0	1	2	0	0	3
CARROLL	6	2	1	5	5	19	MILLER	4	1	4	3	4	16
CHICOT	0	1	2	2	0	5	MISSISSIPPI	3	2	1	2	4	12
CLARK	1	2	0	2	2	7	MONROE	1	1	2	1	2	7
CLAY	0	1	0	0	1	2	MONTGOMERY	2	0	1	0	0	3
CLEBURNE	0	2	1	1	3	7	NEVADA	4	1	0	0	1	6
CLEVELAND	0	1	0	0	1	2	NEWTON	0	1	0	2	0	3
COLUMBIA	2	1	1	1	2	7	OUACHITA	6	2	2	0	2	12
CONWAY	2	2	0	1	3	8	PERRY	2	4	0	5	3	14
CRAIGHEAD	8	5	6	3	3	25	PHILLIPS	1	2	3	5	1	12
CRAWFORD	5	1	3	1	1	11	PIKE	0	2	0	2	0	4
CRITTENDEN	5	2	1	4	6	18	POINSETT	1	1	4	1	0	7
CROSS	1	2	2	3	1	9	POLK	0	1	5	1	0	7
DALLAS	1	0	0	1	0	2	POPE	4	9	2	3	3	21
DESHA	2	1	0	0	0	3	PRAIRIE	0	4	2	2	0	8
DREW	1	0	1	1	1	4	PULASKI	28	29	24	16	17	114
FAULKNER	3	2	7	3	5	20	RANDOLPH	3	1	3	2	2	11
FRANKLIN	2	1	3	2	1	9	ST FRANCIS	2	1	4	3	1	11
FULTON	2	0	2	1	0	5	SALINE	0	2	3	6	6	17
GARLAND	9	11	5	4	5	34	SCOTT	0	1	3	0	4	8
GRANT	3	1	0	0	1	5	SEARCY	2	0	0	2	0	4
GREENE	1	2	2	1	2	8	SEBASTIAN	6	8	3	8	7	32
HEMPSTEAD	1	2	3	2	4	12	SEVIER	1	0	0	1	0	2
HOT SPRINGS	5	2	2	1	1	11	SHARP	3	3	0	0	1	7
HOWARD	0	0	0	1	2	3	STONE	0	1	1	0	2	4
INDEPENDENCE	2	6	1	4	5	18	UNION	0	0	2	4	1	7
IZARD	1	0	0	0	0	1	VAN BUREN	1	3	0	0	5	9
JACKSON	1	0	1	5	1	8	WASHINGTON	11	9	10	7	6	43
JEFFERSON	5	6	7	7	5	30	WHITE	3	5	4	8	4	24
JOHNSON	1	1	1	1	1	5	WOODRUFF	0	1	0	2	0	3
LAFAYETTE	0	0	0	3	2	5	YELL	5	2	4	0	3	14
LAWRENCE	2	0	0	2	3	7	Total	200	181	170	173	173	897

III. Project Strategies

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

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

IV. Tasks

Task 1 - Judicial Training

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

This task will:

- Fund a three-day judicial training program for approximately 90 State traffic court judges in late September of 2013 at a location to be announced titled “Updated Impaired Driving Case Fundamentals” by paying for staff at the National Judicial College. The material will include an overview of sentencing practices and evidence based options for traffic offenses; to analyze circumstances providing legal basis for stops, searches, seizures arrests and the admissibility of testimonial or physical evidence; to describe the pharmacology to effectively evaluate expert testimony; to identify and utilize assessment, treatment, and counseling resources to assist with imposing appropriate sentences and identify new technology and practices used in sentencing.

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

ADMINISTRATIVE OFFICE OF THE COURTS (AOC)

(AL) \$65,300

Task 2 - Law Enforcement and Prosecutor Training Project

This task will:

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

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

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

CRIMINAL JUSTICE INSTITUTE

(AL) \$422,100

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

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

ARKANSAS BROADCASTERS ASSOCIATION

(AL) \$37,500

Task 4 – State-Funded Alcohol Safety Education Programs

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

AR DEPT. OF HUMAN SERVICES– ADAP

AL (STATE) \$1,200,000

AR DEPT. OF HUMAN SERVICES– ADAP

K8 (STATE) \$2,000,000

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

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

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

Task 6a - Selective Traffic Enforcement Projects (STEPS)

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

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

Cities/Counties		Funding Source	Federal Funds	Local Match
1	Baxter County Sheriff's Office	K8	4,000	
2	Benton County Sheriff's Office	K8	35,000	35,000
3	Benton Police Department (Saline County)	K8	21,000	21,000
4	Bentonville Police Dept. (Benton County)	K8	10,000	10,000
5	Bryant Police Department (Saline County)	K8	11,000	11,000
6	Camden Police Department (Ouachita County)	K8	8,000	8,000
7	Carroll County Sheriff's Office	K8	13,500	
8	Conway Police Department (Faulkner County)	K8	18,000	18,000
9	Crittenden County Sheriff's Office	K8	10,000	
10	Fayetteville Police Department (Washington County)	K8	38,000	38,000
11	Fort Smith Police Department (Sebastian County)	K8	36,000	36,000
12	Harrison Police Department (Boone county)	K8	22,500	22,500
13	Hope Police Department (Hempstead County)	K8	10,000	10,000
14	Hot Springs Police Department (Garland county)	K8	22,500	22,500
15	Jacksonville (Police Department (Pulaski County)	K8	10,000	3,400
16	Jonesboro Police Department (Craighead County)	K8	10,000	10,000
17	Little Rock Police Department (Pulaski County)	K8	25,000	25,000
18	Marion Police Department (Crittenden County)	K8	3,000	3,000
19	Mountain Home Police Dept (Baxter County)	K8	10,500	10,500
20	North Little Rock Police Dept. (Pulaski County)	K8	8,000	8,000
21	Osceola Police Department (Mississippi County)	K8	5,600	5,600
22	Paragould (Police Department (Greene County)	K8	4,000	4,000
23	Pulaski County Sheriff's Office	K8	25,000	25,000
24	Searcy Police Department	K8	7,000	
25	Sherwood Police Department (Pulaski County)	K8	11,500	11,500
26	Springdale Police Department (Washington County)	K8	15,000	15,000
27	Texarkana Police Department (Miller County)	K8	60,000	60,000
28	University of Central Arkansas (UCA) (Faulkner County)	K8	2,000	2,000
29	Van Buren Police Department (Crawford County)	K8	18,000	18,000
30	Washington County Sheriff's Office	K8	5,000	5,000
31	West Memphis Police Department (Crittenden County)	K8	13,000	13,000
32	Additional Cities/Counties (TBD)	K8FR/K8HV	630,600	5,539,100
	Total K8		492,100	451,000
Total K8			1,122,700	5,990,100

Task 6b – Statewide Selective Traffic Enforcement Project

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

A media blitz will be associated with the mobilizations and frequent PSAs will be publicized periodically to remind motorists of the increased potential for being stopped and ticketed. This approach is designed to condition drivers to be more attentive to their driving responsibilities while traveling in and around the State. Vehicles stopped during increased enforcement campaigns will also be monitored for occupant restraint and impaired driving violations. Federal funds will provide for selective enforcement pay (compensated at a rate of no more than one and one half times an officer's regular hourly rate), applicable fringe benefits, incentives/promotional items, in-state/out of state travel, and portable breath testing devices and state match (approximately \$389,600) will provide for administration, vehicle expense, in-car cameras, services and supplies.

ARKANSAS STATE POLICE**(K8) \$ 435,100****(K8FR) \$ 770,500****Task 7 – BAC DataMaster and Blood Testing Training Project**

This task will provide for:

- 2 OAT personnel to attend the annual conference of the International Association for Chemical Testing (IACT) in April 2013 in Minneapolis, MN
- OAT Director to attend the February 2013 meeting of the National Safety Council's Committee on Alcohol and other Drugs (COAD) in Washington, D.C.
- Send a new chemist and one other chemist to the Indiana University Robert F. Borkenstein Course on Alcohol and Highway Safety: Testing, Research and Litigation course in Bloomington, IN
- Send 2 OAT personnel to the first annual conference of the Association of Ignition Interlock Program Administrators (AIIPA) in May 2013 in Oklahoma City, OK
- A two-day DWI conference
- Blood kits usable for alcohol or drug testing.

ARKANSAS DEPARTMENT OF HEALTH – OAT**(K8) \$49,500**

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

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

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

A Breath Alcohol Testing (BAT) Mobile, purchased in 2009, will provide law enforcement officers and agencies with a mobile platform that will allow on-site processing of impaired driving suspects. This will reduce transport time thereby reducing officer down-time and increase public awareness of enforcement activities. Included with this package will be a new generation breath testing instrument for mobile units, interior video recording system, floodlights, hydraulic leveling jacks, roof air conditioner with generator upgrade, digital signal processing camera, vehicle seating and miscellaneous supplies. The equipment/accessories to be purchased during 2013 include a laptop computer, portable multimedia projector and soft body armor for the project coordinator.

Agency	Federal Funds (K8)
Black River Tech. ALETA	\$ 101,500

Task 9 – DWI Courts

This task provides for promoting cooperation among the various court jurisdictions statewide to improve the adjudication of traffic laws related to impaired driving. Activities include soliciting and generating interest statewide for the development and implementation of additional DWI Courts. There are 3 pilot DWI courts in Arkansas. An additional 6 courts completed a 4-day training program in 2011 and implemented their DWI courts in 2012 by accepting participants. A 10th court completed training mid-2012. This Task will provide funding to maintain the operations for three pilot DWI courts and assist with training costs for new courts. HSO will also provide a DWI Court Training and Technical Assistance Program in conjunction with the NHTSA/NDICI. Federal funds will provide for salaries, fringe benefits, in-state and out-of state travel, meeting expenses, maintenance and operations, printing and administration. State/local funds will provide additional administrative costs at approximately \$550,000.

INDEPENDENCE COUNTY	(K8) \$ 71,700
GARLAND COUNTY	(K8) \$104,300
SHERWOOD	(K8) \$ 15,000
NORTH LONOKE COUNTY	(K8) \$ 7,000
ADDITIONAL DWI COURTS TBD	(K8) \$350,000

Task 10 – Statewide Law Enforcement Liaison (LEL)

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

CRIMINAL JUSTICE INSTITUTE	(K8FR) \$260,100
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Task 11 - Alcohol and Other Drugs Countermeasures Program Management

This task will provide program management for projects within the Alcohol and Other Drugs Countermeasures program area. This task will provide proper administration for projects within this program area through program planning, oversight/monitoring, evaluation, coordination and staff education and development. This task will also provide for and make available program related materials that are also essential components of program management. Funding will provide for personnel, (see page 21 for positions funded under AL) travel/training and PI&E materials.

ASP	(AL) \$180,500
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OCCUPANT PROTECTION

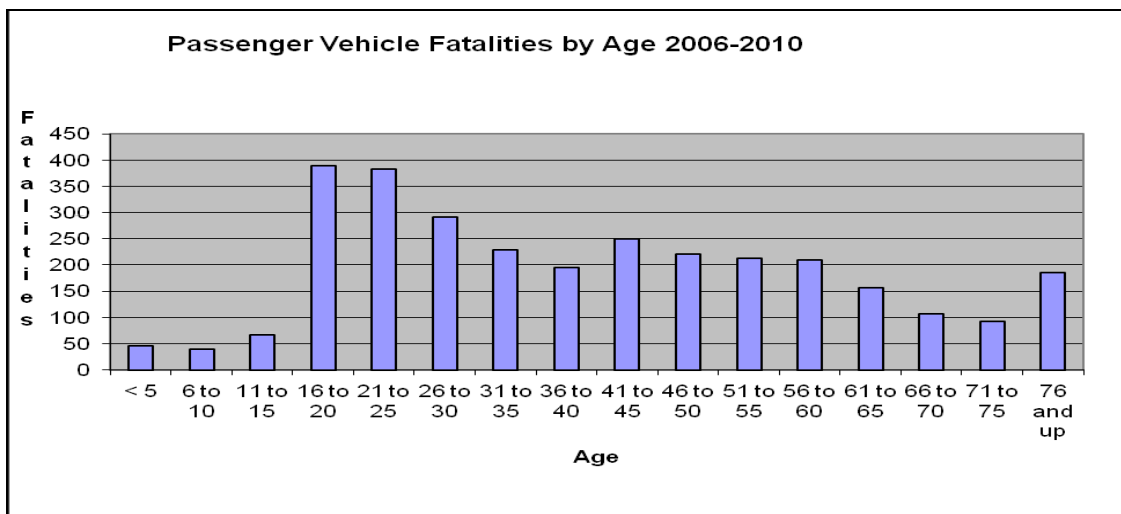
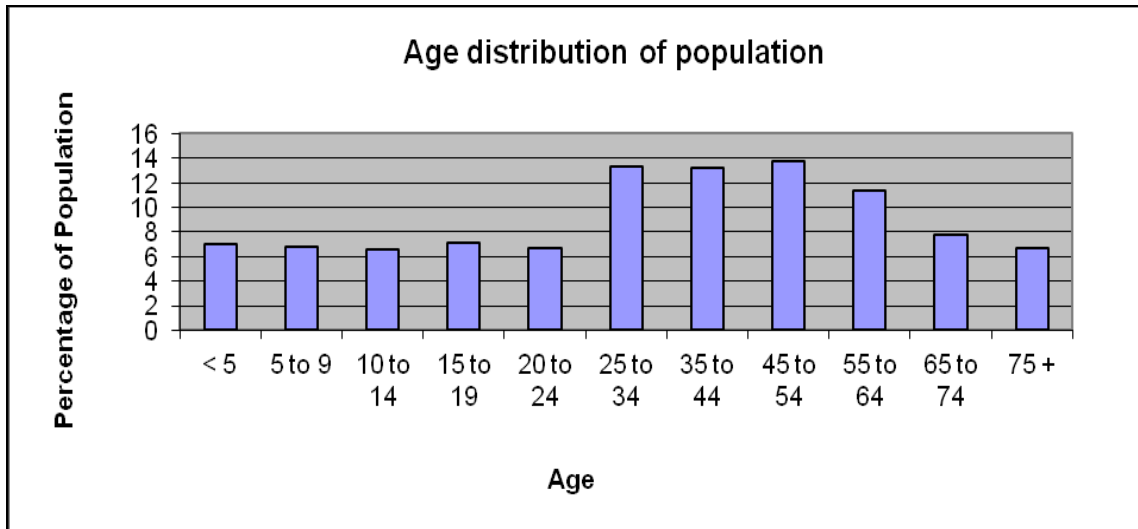
I. Program Overview

From 2006-2010 Arkansas had 3,073 fatalities. Of these fatalities 2,467 or 80 percent were vehicle occupants where use of a seat belt was a factor in the outcome of the crash.

Seat belt use has been proven to reduce the risk of fatal injury to front-seat passenger car occupants by 45 percent and 60 percent for light-truck occupants. In 2011, Arkansas' seat belt usage rate was 78.4 percent while the national usage rate was 84 percent.

Fatalities by Person Type											
Person Type		2006		2007		2008		2009		2010	
		Number	Percent*	Number	Percent*	Number	Percent*	Number	Percent*	Number	Percent*
Occupants	Passenger Car	256	38	244	38	221	37	211	35	209	37
	Light Truck – Pickup	130	20	131	20	128	21	125	21	108	19
	Light Truck – Utility	96	14	84	13	76	13	95	16	71	13
	Light Truck – Van	28	4	22	3	21	4	24	4	19	3
	Large Truck	25	4	27	4	19	3	14	2	21	4
	Bus	0	0	3	0	0	0	0	0	2	0
	Other/Unknown Occupants	16	2	9	1	16	3	11	2	10	2
	Total Occupants	551	83	520	80	481	80	480	81	440	78
Motorcyclists	Total Motorcyclists	76	11	80	12	68	11	71	12	84	15
Nonoccupants	Pedestrian	31	5	45	7	45	8	37	6	37	7
	Bicyclist and Other Cyclist	3	0	3	0	5	1	5	1	1	0
	Other/Unknown Nonoccupants	4	1	1	0	1	0	3	1	1	0
	Total Nonoccupants	38	6	49	8	51	9	45	8	39	7
Total	Total	665	100	649	100	600	100	596	100	563	100

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



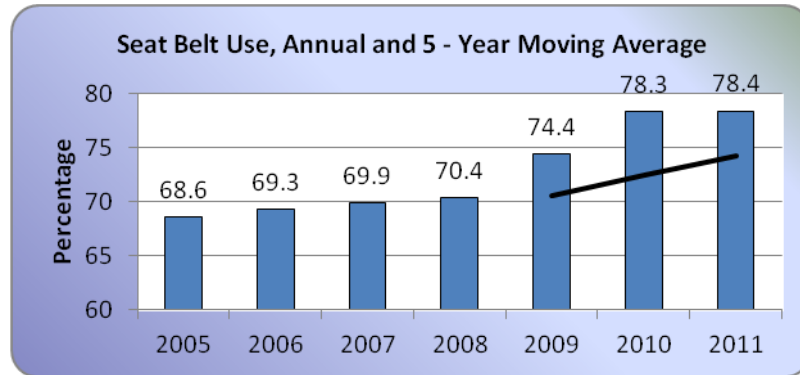
Young drivers from age 16 to age 30 and particularly those between 16 and 25 make up a higher percentage of fatalities versus their percentage of the overall population.

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

White's are 77 percent of the population and 81 percent of the vehicle fatalities. African Americans are 15 percent of the population and 13 percent of the vehicle fatalities. Hispanics are 6 percent of the population and 5 percent of the vehicle fatalities.

County	Fatalities	Rank	County	Fatalities	Rank
Pulaski	228	1	Randolph	25	39
Benton	114	2	Arkansas	24	40
Craighead	87	3	Grant	24	41
Garland	80	4	Prairie	24	42
White	77	5	Monroe	23	43
Washington	72	6	Nevada	23	44
Faulkner	65	7	Perry	23	45
Mississippi	64	8	Phillips	23	46
Jefferson	62	9	Logan	22	47
Saline	60	10	Fulton	21	48
Sebastian	58	11	Lee	20	49
Lonoke	56	12	Ashley	19	50
Independence	54	13	Sharp	19	51
Hot Spring	51	14	Columbia	18	52
Carroll	48	15	Lincoln	17	53
Crittenden	48	16	Calhoun	16	54
Pope	48	17	Desha	16	55
Miller	45	18	Johnson	16	56
Baxter	42	19	Marion	16	57
St. Francis	42	20	Sevier	16	58
Greene	40	21	Chicot	15	59
Crawford	37	22	Lafayette	15	60
Cleburne	36	23	Stone	15	61
Poinsett	32	24	Cleveland	14	62
Jackson	31	25	Howard	14	63
Conway	30	26	Little River	14	64
Hempstead	29	27	Scott	14	65
Lawrence	29	28	Franklin	13	66
Yell	29	29	Searcy	13	67
Ouachita	28	30	Clay	12	68
Union	28	31	Dallas	12	69
Van Buren	28	32	Woodruff	11	70
Boone	27	33	Bradley	10	71
Polk	27	34	Newton	9	72
Clark	26	35	Pike	9	73
Cross	25	36	Montgomery	8	74
Drew	25	37	Izard	7	75
Madison	25	38			

Act 562 of the 1991 Arkansas General Assembly provided for a mandatory seat belt use seat belt law.



The passage of the seat belt law and the implementation of STEPs to enforce the law and provide public information were instrumental in the State's use rate increasing from 33.6 percent in 1991 to 52.0 percent in 1999. Arkansas passed a primary safety belt law which took effect June 30, 2009. The 2010 seat belt survey showed adult seat belt use at 78.3%. In 2011 seat belt use

increased to 78.4%. The preliminary results from the 2012 survey show an unweighted use rate of 74% versus a 76% unweighted use rate last year. The weighted use rate for 2012 is not yet available. This decline may be associated with a new survey protocol which reduced the number of counties surveyed and added more rural sites. The AHSO is in the process of examining programming options in conjunction with increased emphasis on enforcement in an attempt to improve this rate.

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 2012. These projects included selective enforcement of speeding, seat belt laws and impaired driving. The primary emphasis of these projects was the enforcement of seat belt and child restraint laws. A PI&E component supplemented these projects.

The Click It or Ticket (CIOT) Campaign implemented in 2002 continues to play an important part in efforts to raise the adult seat belt use rate. This enforcement mobilization effort has been instrumental in raising the adult seat belt use rate from 63.7 percent in 2002 to 78.4% in 2011. The number of agencies participating in CIOT increased from 119 agencies in 2011 to 244 agencies in 2012. These projects and the CIOT program will be continued in FY 2013. Current efforts will be expanded to recruit additional law enforcement agencies and further increase participation in mobilizations. The addition of agencies will supplement the increased emphasis on stepping up enforcement efforts.

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

II. Performance Measures – Goals

Program Goals

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

- Increase the overall seat belt use rate from a five-year (2007-2011) average of 74.3 to 79.0 percent by 2013.
- Decrease the number of unrestrained passenger vehicle occupant fatalities from a five-year (2006-2010) average of 267 to 217 by 2013.

III. Project Strategies

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

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

IV. Tasks

Task 1 – Comprehensive Occupant Protection/Injury Prevention Program

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

Comprehensive Occupant Protection/Injury Prevention Program			
Project Funding Details			
	FY 2013	FY 2013	FY 2013
	<u>Federal Share</u>	<u>State Share (CPPF)</u>	<u>Local Share</u>
Dimensions, Inc.	\$115,000 (OP)	\$ 50,000	\$65,000
U of A – Fayetteville	\$ 20,200 (SA)	\$ 5,000	\$15,200
Total (OP)	\$115,000	\$ 55,000	\$65,000
Total (SA)	\$ 20,200		\$15,200

Task 2a – Selective Traffic Enforcement Projects (STEPs)

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

Cities/Counties		Funding Source OP 402	Funding Source OP 405 (K2)	State Funds	Local Funds
1	Baxter County Sheriff's Office	5,500	1,500		
2	Benton County Sheriff's Office	38,500	6,500	12,000	33,000
3	Benton Police Dept.	23,000	4,000	9,000	18,000
4	Bentonville Police Dept.	16,000	2,000	2,500	16,500
5	Bryant Police Dept.	9,500	1,500	3,000	8,000
6	Camden Police Dept.	7,500	1,500	2,000	7,000
7	Carroll County	12,500	1,000		
8	Conway Police Dept.	27,300	3,000	2,000	28,300
9	Crittenden County	6,000	2,000		
10	Fayetteville Police Dept.	47,000	9,000	13,500	42,500
11	Fort Smith Police Dept.	50,000	10,000	7,000	53,000
12	Harrison Police Dept.	10,200	1,800	2,000	10,000
13	Hope Police Dept.	7,000	1,500	3,500	5,000
14	Hot Springs Police Dept.	24,500	4,500		29,000
15	Jacksonville Police Dept.	26,000	3,000	1,000	8,700
16	Jonesboro Police Dept.	62,000	3,000	8,000	57,000
17	Little Rock Police Dept.	71,500	13,000		84,500
18	Marion Police Dept.	8,500	1,000		9,500
19	Mountain Home Police Dept	16,400	1,600	4,000	14,000
20	North Little Rock Police Dept.	55,000	5,000	13,000	47,000
21	Osceola Police Dept.	13,500	1,500	2,000	13,000
22	Paragould Police Dept.	14,000	1,000	6,000	9,000
23	Pulaski County Sheriff's Office	15,000	3,500		18,500
24	Searcy Police Dept.	14,500	1,500		
25	Sherwood Police Dept.	10,000	1,000		11,000
26	Springdale Police Dept.	25,500	4,500	6,000	24,000
27	Texarkana Police Dept.	16,000	4,000		20,000
28	University of Central Arkansas	1,500	500		2,000
29	Van Buren Police Dept.	25,000	5,000	10,000	20,000
30	Washington County Sheriff's Office	6,000	1,000	5,000	2,000
31	West Memphis Police Dept.	8,000	1,500		9,500
Total OP		672,900	101,400	111,500	600,000

Task 2b – Statewide Selective Traffic Enforcement Project

This task provides funding for a statewide selective traffic enforcement project. The primary emphasis will be sustained seat belt/child restraint enforcement throughout the year. A PI&E campaign will supplement enforcement. Child safety seat clinics/checkpoints may also supplement enforcement efforts. This project will conduct increased enforcement with primary emphasis on occupant restraint laws during at least three specified periods (mobilizations) during the year. These mobilizations will be conducted in May surrounding the (CIOT) Memorial Day holiday period, November surrounding the Thanksgiving holiday period and in combination with the DSGPO campaign in August/September surrounding the Labor Day Holiday period. Also, pre and post observational surveys will be conducted to measure results for the mobilization period. Section 402 funds will provide for selective enforcement pay (compensated at a rate of no more than one and one half times an officer's regular hourly rate and shall include project hours worked for child safety seat clinics and observational surveys) and applicable fringe benefits, other personnel costs, in-state and out-of-state travel (approved highway safety conferences/training), traffic safety-related equipment costing less than \$5,000 each and state match (approximately \$150,000) will provide for administration, vehicle expense, and supplies.

Project Details

Arkansas State Police	\$400,000 (OP) 402
Arkansas State Police	\$ 50,000 (K2) 405

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

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

ARKANSAS BROADCASTERS ASSOCIATION**(OP) \$37,500****Task 4 – Statewide Law Enforcement Liaison (LEL)**

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

CRIMINAL JUSTICE INSTITUTE
CJI

(OP)
(K2)

\$118,000
\$150,000

Task 5 – Statewide Observational Survey

This task will provide for the FY 2013 statewide observational survey of seat belt, restraint. The survey will provide the county, regional and statewide use rates. Funding will provide for personnel, in-state travel, printing costs and overhead expenses/indirect costs..

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

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

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

CRANFORD JOHNSON ROBINSON & WOODS (CJRW)	(OP)	\$ 100,000
ASP	(OP)	\$ 10,000
UALR	(K4PA)	\$ 12,000
CJRW	(PM)	\$ 250,000
CJRW	(K2PM)	\$ 300,000
CJRW	(K4)	\$ 50,000

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, cps website maintenance and indirect costs.

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

Task 8 – Occupant Protection Program Management

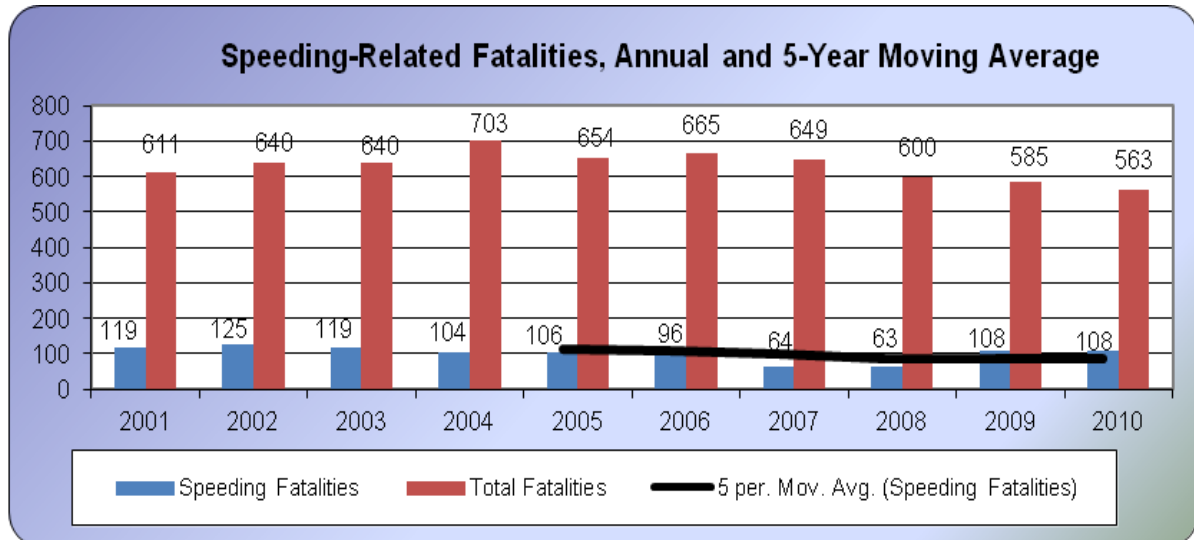
This task will provide program management for projects within the Occupant Protection program area. This task will provide proper administration of projects within this program area through program planning, oversight/monitoring, evaluation, coordination and staff education and development. This task 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 21 for positions funded under OP), travel/training, and PI&E materials.

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

SPEED ENFORCEMENT /POLICE TRAFFIC SERVICES

I. Program Overview

The 5-year moving average from 2001 through 2010 shows speed related fatalities are on the rise again. Total fatalities fell from a high of 106 in 2005 to 63 for 2008 but rose to 108 in 2009 and 2010. Speed enforcement will be integrated into STEP project enforcement criteria in 2013.



II. Performance Measure - Goal

Program Goal

The goal of the projects funded in the Speed Enforcement Program is to maintain the number of speeding related fatalities at the five year (2006-2010) average of 88 through 2013.

III. Project Strategies

The strategies of projects for the speeding component are:

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

IV. Tasks

Task 1a—Selective Traffic Enforcement Projects (STEPS)

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

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

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

ARKANSAS STATE POLICE

(SE) \$ 37,000

Cities/Counties		Funding Source	Federal Funds	Local Match
1	Baxter County Sheriff's Office	SE	500	
2	Benton County Sheriff's Office	SE	3,000	3,000
3	Benton Police Dept.	SE	1,200	1,200
4	Bentonville Police Dept.	SE	2,000	2,000
5	Bryant Police Dept.	SE	1,000	1,000
6	Camden Police Dept.	SE	1,000	1,000
7	Carroll County Sheriff's Dept	SE	2,000	
8	Conway Police Dept.	SE	2,000	2,000
9	Crittenden County Sheriff's Dept	SE	2,000	2,000
10	Fayetteville Police Dept.	SE	5,000	5,000
11	Fort Smith Police Dept.	SE	2,000	2,000
12	Harrison Police Dept.	SE	1,000	1,000
13	Hope Police Dept.	SE	1,000	1,000
14	Hot Springs Police Dept.	SE	1,000	1,000
15	Jacksonville Police Dept.	SE	1,000	400
16	Jonesboro Police Dept.	SE	4,000	4,000
17	Little Rock Police Dept.	SE	8,000	8,000
18	Marion Police Dept.	SE	500	500
19	Mountain Home Police Dept	SE	1,500	1,500
20	North Little Rock Police Dept.	SE	5,000	5,000
21	Osceola Police Dept.	SE	500	500
22	Paragould Police Dept.	SE	1,000	1,000
23	Pulaski County Sheriff's Office	SE	1,000	1,000
24	Searcy Police Dept.	SE	1,000	
25	Sherwood Police Dept.	SE	1,000	1,000
26	Springdale Police Dept.	SE	1,000	1,000
27	Texarkana Police Dept.	SE	1,500	1,500
28	University of Central Arkansas	SE	500	500
29	Van Buren Police Dept.	SE	1,500	1,500
30	Washington County Sheriff's Office	SE	1,000	1,000
31	West Memphis Police Dept.	SE	500	500
Total SE			56,200	51,100

Task 2 – Statewide Public Information and Education (PI&E)

This task will provide for statewide public information and education to promote adherence to speed limits and will particularly focus on the national “Obey the Sign or Pay the Fine” enforcement mobilization surrounding the Independence Day holiday. This task will emphasize the importance of obeying speed limit laws. The components of this task may include, but are not limited to, educational materials such as brochures, posters, public service announcements (PSAs), and/or corresponding promotional items to enhance other traffic safety projects. This task will provide funds to secure the services of a qualified full-service advertising agency to create and develop a traffic safety public information campaign. The advertising agency will develop the methodology to document and report audience reach to include telephone survey(s). This task will also provide assistance with PI&E efforts in specific community projects such as selective traffic enforcement projects (STEPS), and with diversity outreach and press events. Federal funding could provide for PSA creation and production, PI&E materials creation and production, promotional items, and meeting and press event expenses including PA system rental, material/supplies, meals and breaks (refreshments). This task will also provide for the placement of traffic safety messages relating to Speeding and public information campaigns in the media. The media placements may include television, radio, cinema, internet and print. At a minimum, an assessment to measure audience exposure will be documented and included in the cost of media placements. Public awareness surveys will also be conducted to track driver attitudes and awareness of highway safety enforcement and communication activities and self-reported driving behavior. Federal funds will be allocated for the paid media.

CRANFORD JOHNSON ROBINSON & WOODS (CJRW)	(K4SE)	\$ 10,000
CJRW	(PM)	\$ 50,000

TRAFFIC RECORDS PROGRAM

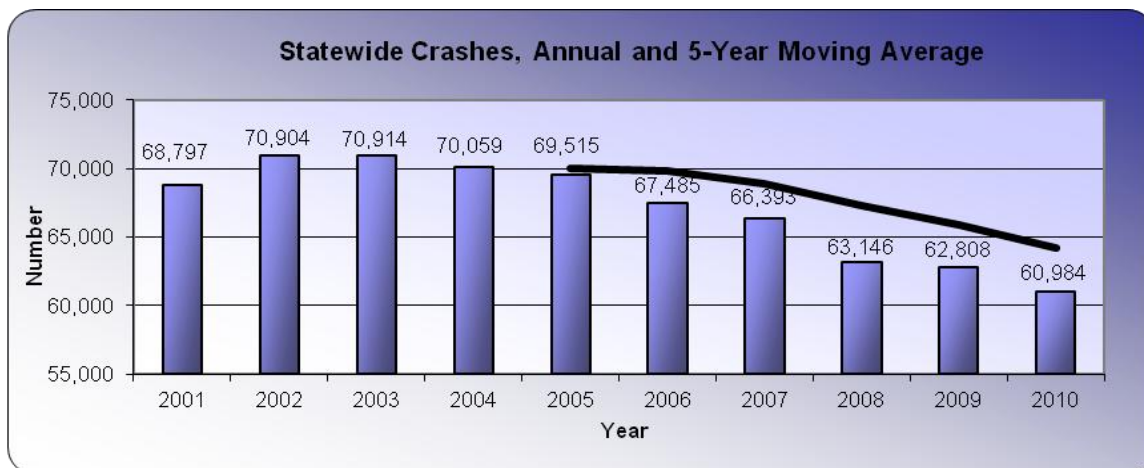
I. Program Overview

A new Traffic Records Assessment was conducted for the State of Arkansas March 6 – 11, 2011 by the National Highway Traffic Safety Administration's assessment team. The findings and recommendations of this team, together with input from the TRCC, are the basis for Arkansas' 2011-2015 Traffic Records Strategic Plan submitted to NHTSA June 15, 2011. In conjunction with the strategic plan, the goals of the Traffic Records Program are to reduce the backlog of crash report data to be entered into the Traffic Analysis Reporting System (TARS) and improve the accuracy of data. The backlog was reduced from 4.5 months in November 2010 and to 3.0 months in November 2011.

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

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

The Arkansas State Police (ASP) logged 64,261 crash reports in 2010, of which 60,984 were entered into the TARS database. The total logged by the ASP for 2011 was 60,153. Reports entered into TARS do not include duplicate, private property or parking lot crashes



II. Performance Measure—Goal

Program Goal

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

- Reduce the backlog of crash reports to be manually entered into the TARS from a 3.0 month backlog as recorded in November 2011 to a 2 month backlog by November 2013

III. Project Strategies

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

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

IV. Tasks

Task 1 – Program Operation

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

ASP	TR	\$ 134,900
ASP	TR (STATE)	\$ 134,900
SOURCECORP	K9	\$ 300,000

Task 2 – TARS Improvement Project

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

ASP	K9	\$ 60,000
ASP	TR (STATE)	\$ 20,000

Task 3 – Electronic Traffic Crash Record Entry System Project

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

ASP	TR (STATE)	\$ 100,000
ASP	K9	\$ 1,000,000
ASP	K4TR	\$ 750,000
ASP	K9 (STATE)	\$ 333,400

Task 4 – Traffic Case Disposition Exchange Project

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

AOC	K9 (STATE)	\$ 120,900
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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. 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.

DOH – Office of EMS and Trauma Systems	K9	\$ 30,000
DOH - EMS	(STATE)	\$ 10,000

Task 6—Electronic Citation System

This task will provide for a vendor to continue development and implementation of a system which will electronically capture and submit traffic citations by state and local law enforcement. This system will allow faster and more efficient issuance of a citation to the violator and will capture citation data for timely reporting to various entities. The system will allow submission of citations directly to the Administrative Office of the Courts for their dissemination to various courts and to the Office of Driver Services. Funding will provide for vendor/contract services; equipment with an acquisition cost of less than \$5,000 each, including laptops and printers; an SSL Certificate license for the eCite domain and equipment with an acquisition cost of \$5,000 or more each to include: 3 database servers at an estimated cost of \$5,900 each, 2 ESRI mapping software at a cost of \$80,000 each, ESRI ArcGIS data appliance at a cost of \$107,000, ESRI database server at a cost of \$25,000, ESRI mapping/location server at a cost of \$27,000, a location tool at a cost of \$53,000, a mapping plotter at a cost of \$35,000, 5 ESRI licenses at a cost of \$5,000 each; travel and training.

ASP	K4TR	\$4,150,000
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Task 7—Traffic Records Professional Development

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

ASP	(K4TR)	\$ 99,000
ASP/AHTD	(TR)	\$ 3,000

Task 8 – Traffic Records Program Management

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

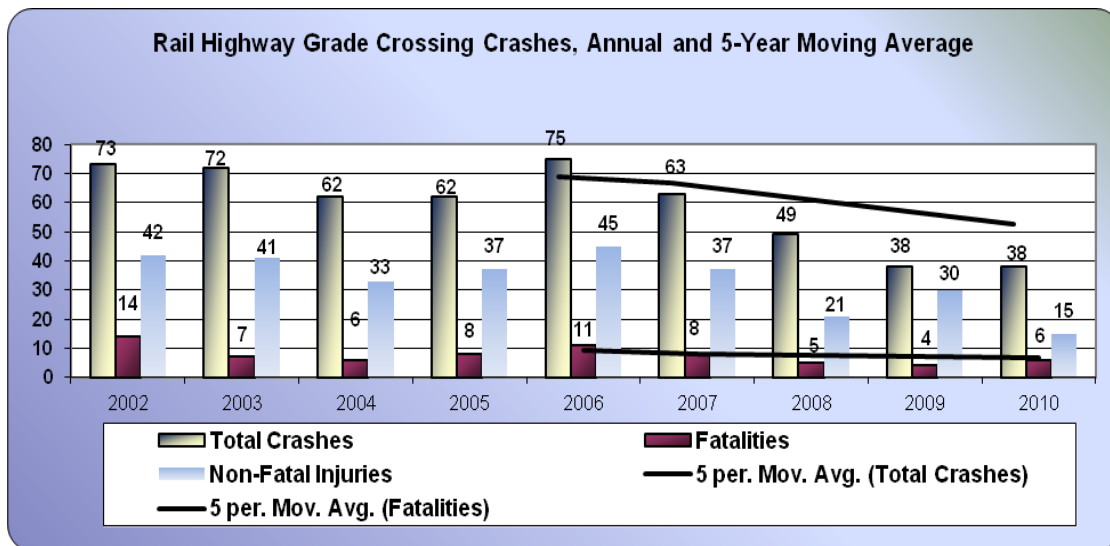
ASP	(TR)	\$ 76,100
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RAIL/HIGHWAY AND ROADWAY SAFETY PROGRAM

I. Program Overview

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

There were 38 rail-highway grade crossing crashes recorded in 2009, 2 less than the previous year. The 5 year moving average shows a downward trend in crashes beginning 2007 through 2010. Fatalities increased from 4 in 2009 to 6 in 2010.



II. Performance Measure – Goal

Program Goal

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

- Reduce the number of rail-highway grade crossing crashes from a five-year (2006-2010) average of 53 to 36 by 2013.

III. Project Strategies

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

- To provide professional development for highway safety professionals.
- To provide five 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) \$3,000****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 up to five law enforcement training courses for up to 125 law enforcement personnel addressing rail highway safety issues, while emphasizing law enforcement and crash prevention at crossings. The 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 will select sites that are conveniently located to law enforcement agencies to reduce travel time and encourage participation. The Kansas City Southern or Burlington Northern Santa Fe Railroads will also assist with locations. Funding will provide for travel, meals, and lodging (for those traveling more than 50 miles to the training location).

ARKANSAS OPERATION LIFESAVER, INC.**(RH) \$6,000****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.

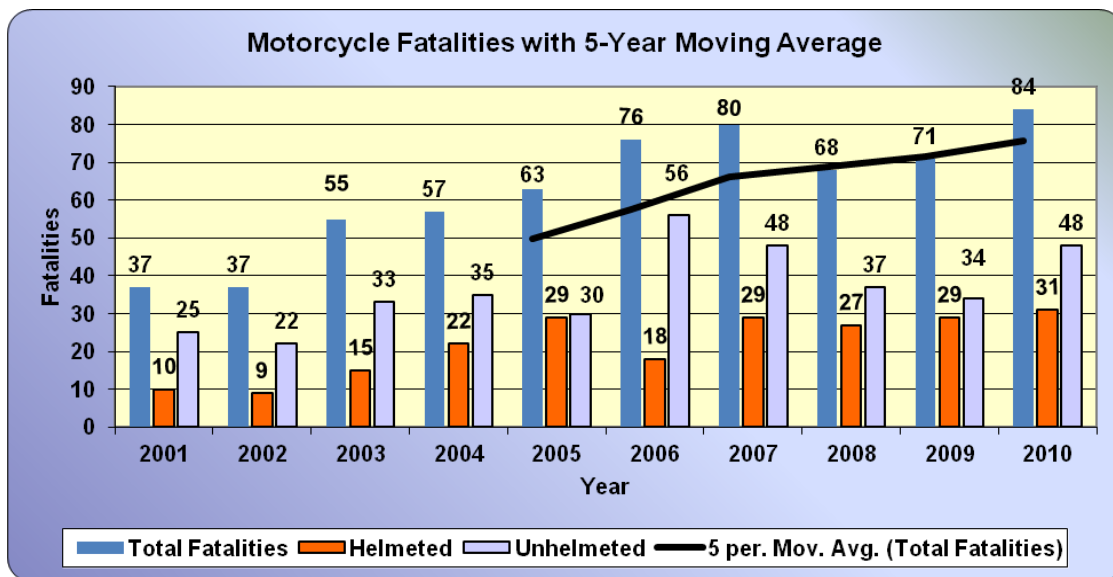
AHTD**(154HE) \$34,600,000**

MOTORCYCLE SAFETY PROGRAM

I. Program Overview

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

Arkansas reported 84 motorcycle related fatalities in 2010. This is a significant increase from the 76 motorcycle fatalities reported in 2006. Motorcycle fatalities currently account for approximately 15 percent of Arkansas' total traffic fatalities.

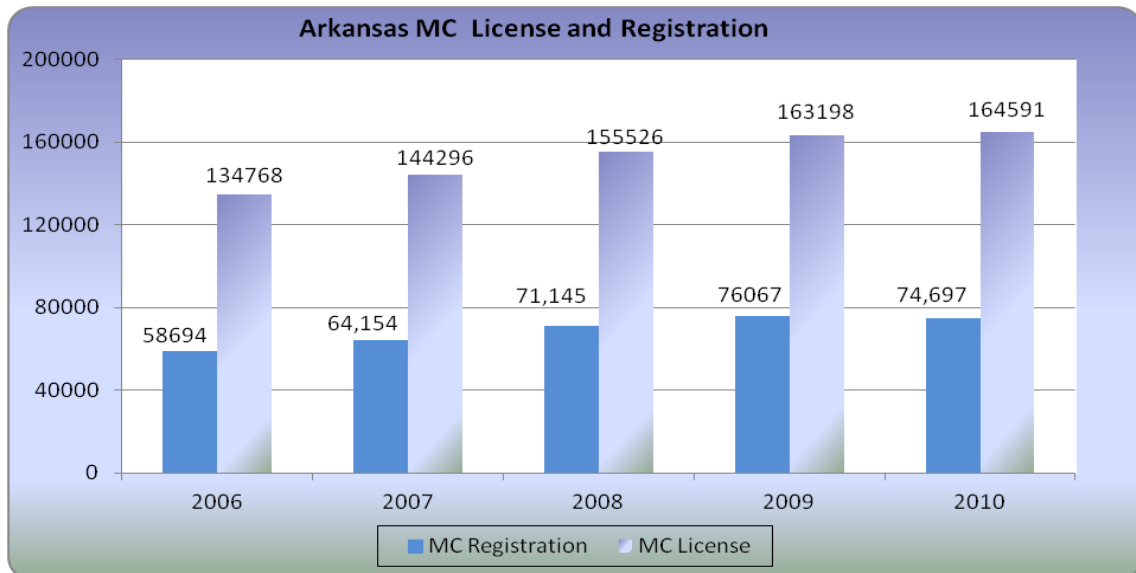


The 5-year moving average clearly shows the upward trend in motorcycle fatalities with a slight decrease in 2008. However, preliminary state data shows fatalities on the rise again at 84 for 2010. There were 379 motorcycle involved traffic fatalities in Arkansas during the 5-year period from 2006-2010. In 1999 the motorcycle helmet law was repealed in Arkansas, requiring that only person(s) under the age of 21 wear protective headgear and that year motorcycle fatalities were 23. Motorcycle fatalities in the years following the change in the law have tripled. Arkansas reported 1,170 motorcycle involved crashes in 2010.

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 2010.

Rank	County	Crashes	Rank	County	Crashes
1	PULASKI	165	14	BAXTER	24
2	SEBASTIAN	98	15	GREENE	21
3	WASHINGTON	98	16	JEFFERSON	21
4	BENTON	91	17	CLEBURNE	17
5	GARLAND	77	18	LONOKE	17
6	FAULKNER	48	19	CRITTENDEN	15
7	POPE	44	20	UNION	15
8	CARROLL	40	21	INDEPENDENCE	13
9	SALINE	36	22	PERRY	11
10	CRAIGHEAD	33	23	YELL	11
11	MILLER	30	24	BOONE	10
12	WHITE	28	25	CROSS	9
13	CRAWFORD	26			

Over the period 2006-2010 motorcycle registrations and drivers license numbers have increased significantly. Licensed motorcycle drivers increased by 22% with registration numbers increasing by 27%. 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 - GoalProgram Goal

The goals of this program are:

- Reduce the total number of motorcycle fatalities from a five-year (2006-2010) average of 76 to 73 by 2013.
- Reduce the number of un-helmeted motorcycle fatalities from a five-year (2006-2010) average of 45 to 42 fatalities by 2013.

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. TasksTask 1 – Public Information and Education

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

CJRW

(K6) \$190,000

ASP

(K6) \$ 60,000

Task 2 – Motorcycle Safety Professional Development

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

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) \$ 5,000**Task 4 – Motorcycle Safety Program Management

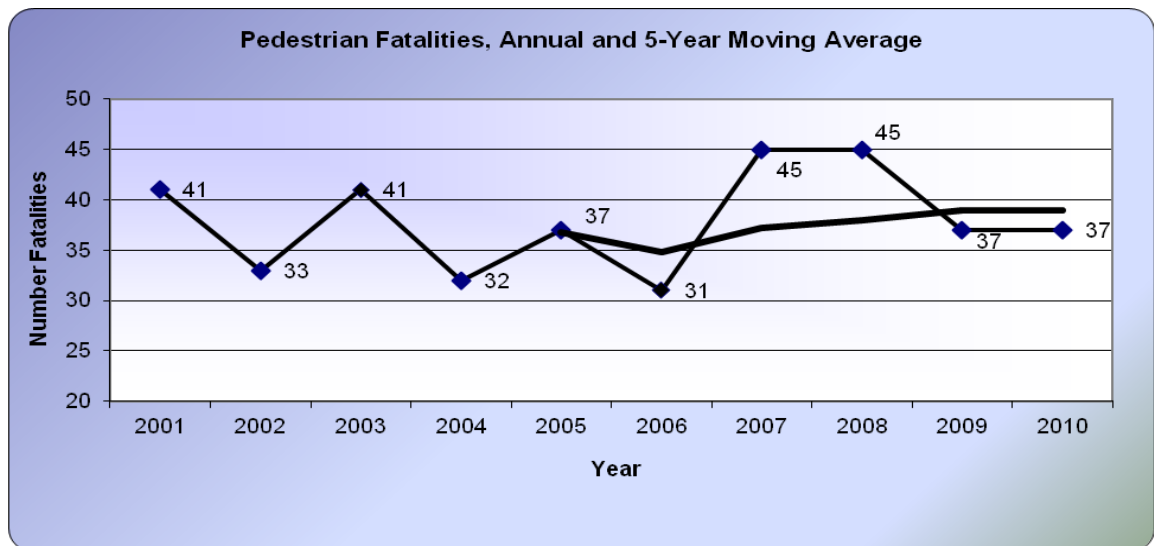
This task will provide program management for projects within the Motorcycle Safety program area. This task will provide development and proper administration of projects within this program area through program planning, oversight/monitoring, evaluation, coordination and staff education and development.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

ASP**(MC) \$63,500**

PEDESTRIAN SAFETY PROGRAM AREA

I. Program Overview

During 2010 there were 37 pedestrian fatalities in the State. Combined, these fatalities represent 7 percent of all motor vehicle fatalities for this period. No Section 402 funds will be used solely for pedestrian/bicycle safety in FY 2013. However, information on pedestrian and bicycle safety will be presented as part of several occupant protection projects.



II. Performance Measure - Goal

Program Goal

The goal of this program is:

- Reduce the number of pedestrian fatalities from a five-year (2006-2010) average of 39 to 32 by 2013.

TEEN DRIVER SAFETY PROGRAM

I. Program Overview

In 2010 there were 58 fatalities of drivers ages 15 to 20 in Arkansas. Motor vehicles crashes are the #1 cause of death among teenagers (NHTSA). In Arkansas, the fatality and injury rates of teen drivers are twice the national rate. Specifically, nearly 1,416 teenagers were killed or injured in 2009. In addition to the lives lost, the yearly estimated expense on motor vehicle crashes is \$2 billion dollars in Arkansas (Advocates for Highway Safety). Contributing factors to teen crash statistics include inexperience, easy distractibility, and driving at night.

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

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

II. Performance Measure – Goal

Program Goal

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

- To reduce the number of drivers age 20 or younger involved in fatal crashes from a 3-year (2008-2010) average of 84 to 43 in 2013.

III. Project Strategies

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

IV. Tasks

Task 1—Building Consensus for Safer Teen Driving Project

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

UAMS	K4	\$219,300
TBD	K4	\$ 17,600

STATE CERTIFICATIONS AND ASSURANCES

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

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

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

Certifications and Assurances

Section 402 Requirements (as amended by Pub. L. 112-141)

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 percent 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;

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

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

- **National law enforcement mobilizations and high-visibility 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,**
- **Coordination of its highway safety plan, data collection, and information systems with the State strategic highway safety plan (as defined in section 148)(a)). (23 USC 402 (b)(1)(F));**

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

Other Federal Requirements

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

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

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

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

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

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by

formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes 23 CFR 1200.21

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

Federal Funding Accountability and Transparency Act (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrcs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRs.gov for each sub-grant awarded:

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

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

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

- Other relevant information specified by OMB guidance.

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794) and the Americans with Disabilities Act of 1990 (42 USC § 12101, *et seq.*; PL 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits

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

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

The State will provide a drug-free workplace by:

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

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

BUY AMERICA ACT

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

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

POLITICAL ACTIVITY (HATCH ACT).

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

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

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

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

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

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

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

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

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

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

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

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

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

Instructions for Lower Tier Certification

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

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

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

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

POLICY TO BAN TEXT MESSAGING WHILE DRIVING

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

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

ENVIRONMENTAL IMPACT

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



Governor's Representative for Highway Safety

Arkansas

State or Commonwealth

2013

For Fiscal Year

8/30/12

Date

HIGHWAY SAFETY PROGRAM COST SUMMARYState: ARKANSAS Number: 2013-HSP -1 Effective Date: 10-01-2012

Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs		Federal Share to Local
			Previous Balance	Increase/ (Decrease)	
PA	203,200	203,200		203,200	
AL	725,400	1,500,000		725,400	276,400
MC	68,500			68,500	
OP	1,883,900	1,218,000		1,883,900	941,900
SE	92,200	61,500		92,200	55,200
TR	214,000	254,900		214,000	
RH	6,000			6,000	6,000
RS	3,000			3,000	
SA	20,200	15,200		20,200	20,200
PM	300,000	300,000		300,000	150,000
K2	301,400	110,100		301,400	251,400
K2PM	300,000	300,000		300,000	150,000
K4	286,900			286,900	
K4PA	577,300			577,300	
K4TR	4,999,000			4,999,000	
K4SE	10,000			10,000	
K9	1,390,000	464,300		1,390,000	
K8	1,776,900	3,146,100		1,776,900	1,090,900
K8PM	600,000	600,000		600,000	300,000
K8FR	1,030,600	3,091,800		1,030,600	130,100
K8HV	1,030,600	3,091,800		1,030,600	830,600
K6	259,300			259,300	
154HE	34,600,000			34,600,000	
Total NHTSA 402	3,516,400	3,552,800		3,516,400	1,449,700
Total NHTSA 405	601,400	410,100		601,400	401,400
Total NHTSA 406	5,873,200			5,873,200	
Total NHTSA 408	1,390,000	464,300		1,390,000	
Total NHTSA 410	4,437,400	9,929,700		4,437,400	2,351,600
Total NHTSA 2010	259,300			259,300	
Total NHTSA 154	34,600,000			34,600,000	
Grand Total	50,677,900	14,356,900		50,677,900	4,202,700