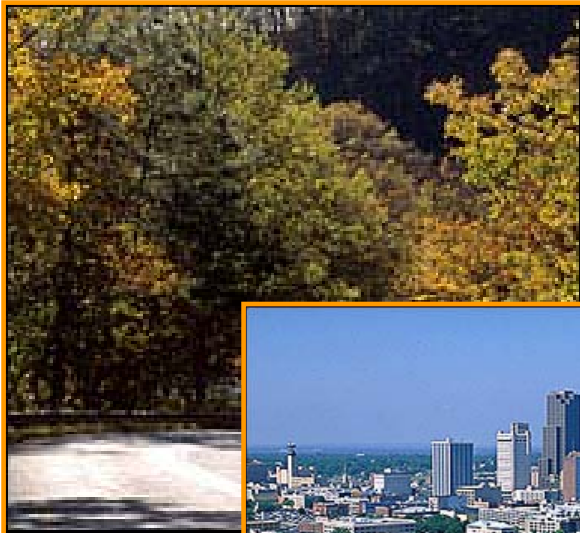


# Arkansas

## Highway Safety Office



# **FY07 Performance Plan and Highway Safety Plan**

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# INTRODUCTION

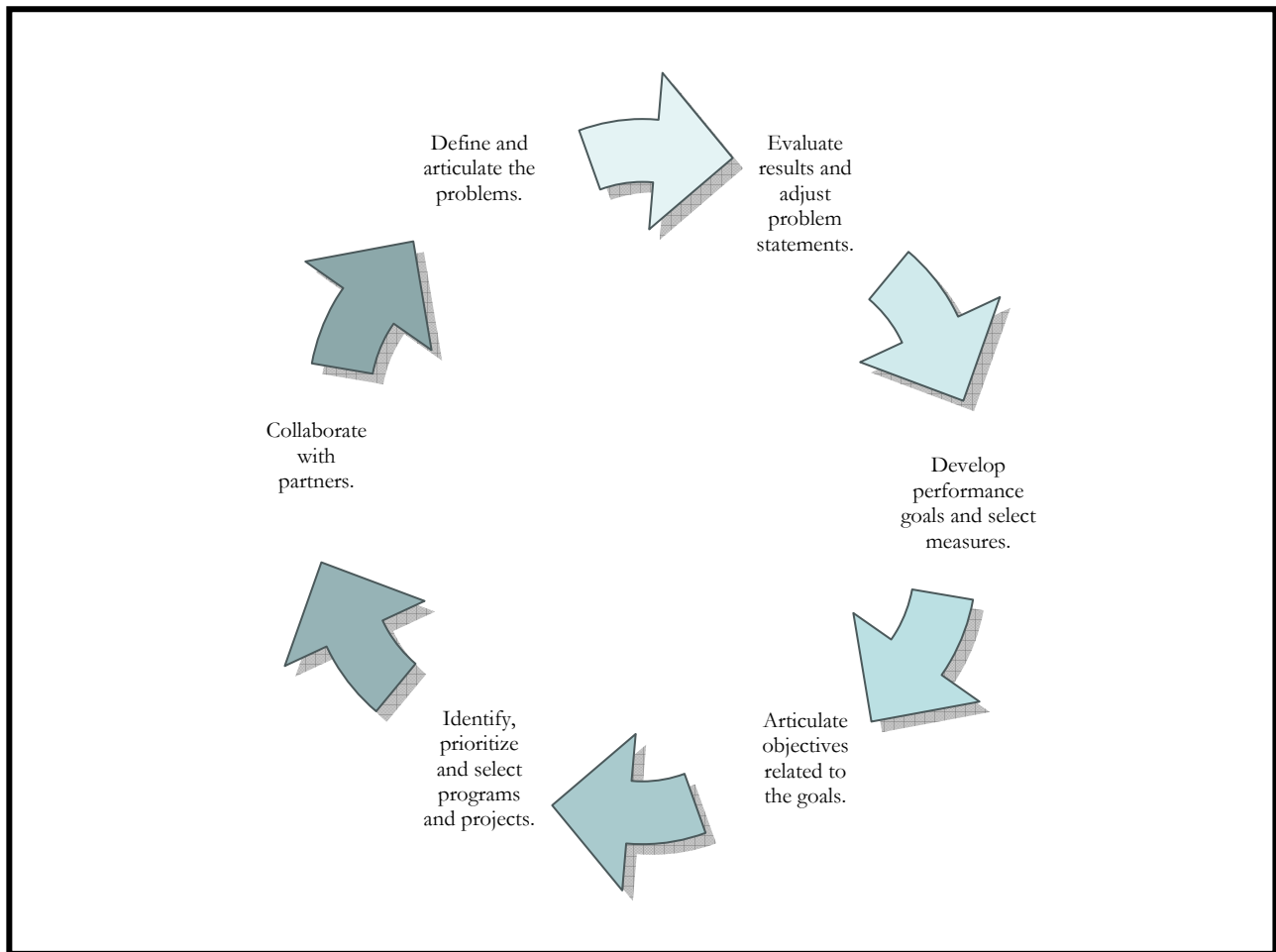
The State and Community Highway Safety Grant Program, enacted by the Highway Safety Act of 1966 as Section 402 of Title 23, United States Code, provides grant funds to the states, the Indian nations and the territories each year according to a statutory formula based on population and road mileage. The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

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

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

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

# HIGHWAY SAFETY PLANNING PROCESS CALENDAR



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

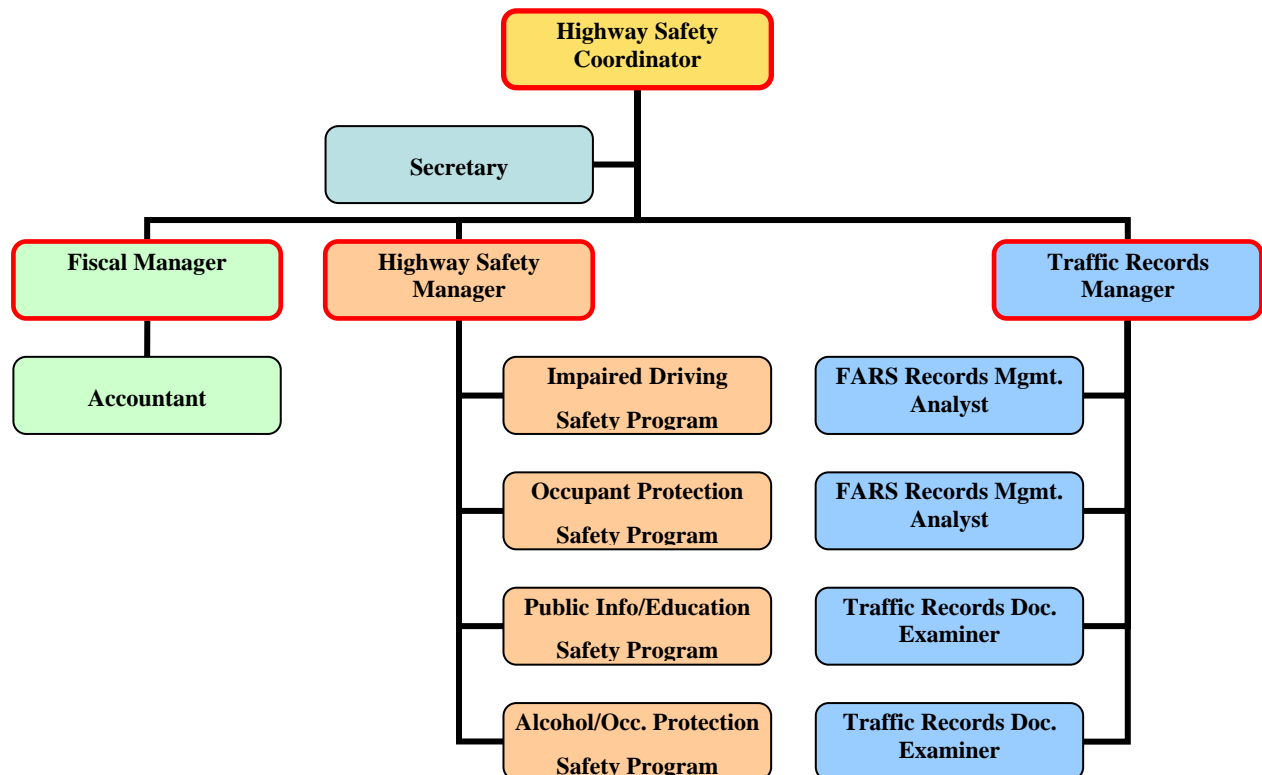
The following page outlines the sequence and timeline schedule that the AHSO has established for the development of the FY 2007 program.

**PERFORMANCE PLAN (PP) AND HIGHWAY SAFETY PLAN (HSP)  
DEVELOPMENT SCHEDULE FOR FY 2007 PROGRAM**

<u>Task</u>	<u>Completed By</u>
Begin problem identification:	January 2
* Collect and analyze data	thru March 24
* Identify and rank problems	
* Establish goals and objectives	
Program Managers (PMs) submit charts and tables of crash data to Highway Safety Manager (HSM)	March 24
PMs meet with HSM and Coordinator to review problem identification	April 3-7
PMs, HSM and Coordinator conduct planning meetings with highway safety partners	April 10-14
PMs select and rank proposed countermeasures (projects) and review with HSM and Coordinator	April 17
PMs request proposals from sub-grantees/contractors by letter	May 5
PMs submit draft narrative of problem identification, proposed countermeasures and performance measures to HSM	May 12
Deadline for submission of proposals from sub-grantees/contractors	May 26
Fiscal Officer estimates funds available	May 26
PMs submit program area draft to HSM for review:	June 2
* problem identification (include charts, tables, etc.)	
* problem solution (with project description)	
* project costs (Program Area Cost Summary)	
Draft PP and HSP reviewed by Coordinator	July 10
Submit final PP and HSP for Director's signature	August 21
Submit PP and HSP to NHTSA & FHWA	August 24
PMs prepare agreements/contracts & submit for review	July 10 thru Aug 25
Send agreements/contracts to sub-grantees/contractors for signature	September 1
Agreements/contracts returned for Director's signature	September 15
Submit agreements/contracts for Director's signature	September 18
Mail copy of signed agreements/contracts to sub-grantees/contractors	September 22
Program implementation	October 1

## HIGHWAY SAFETY OFFICE ORGANIZATION

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

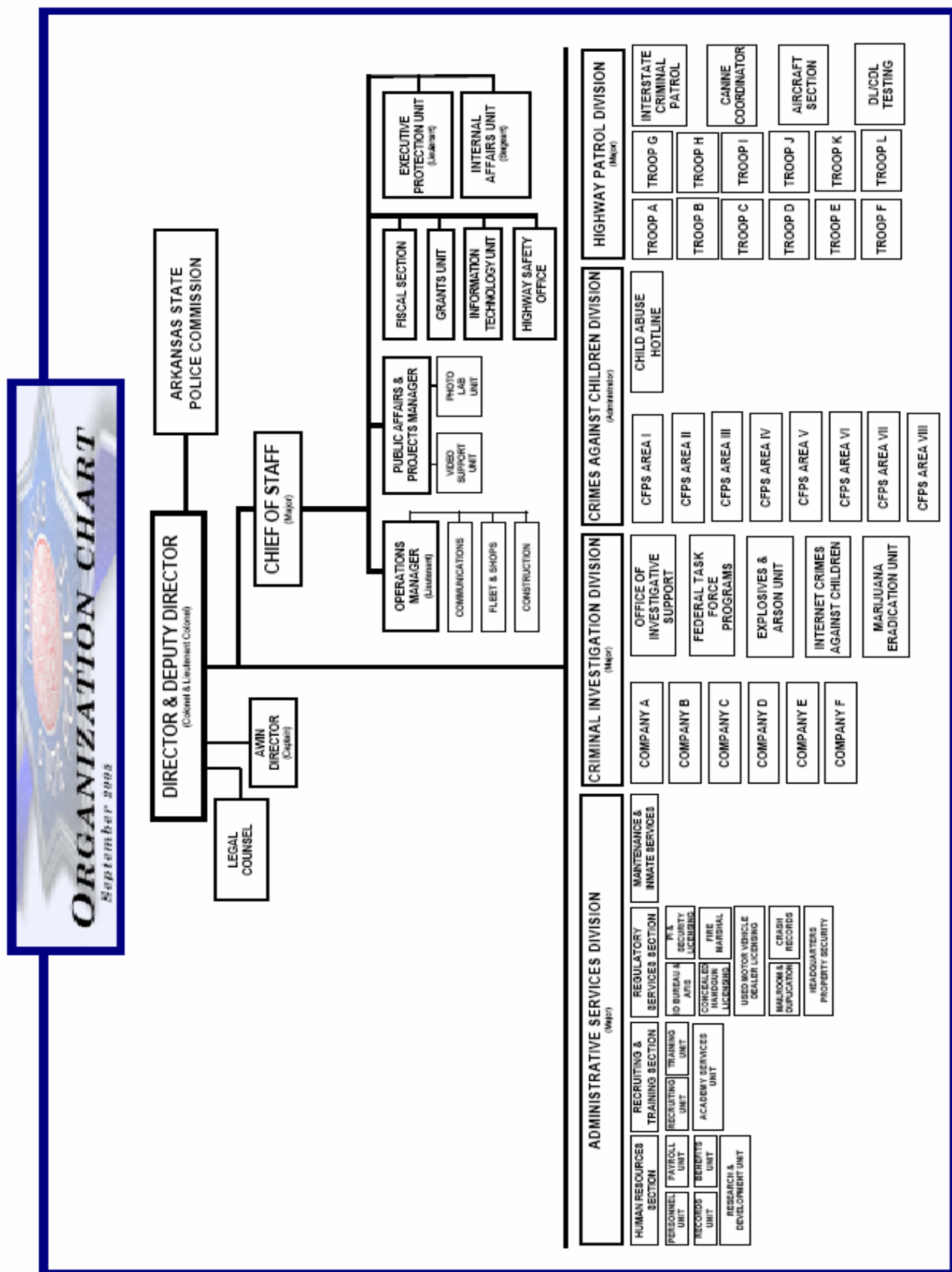


## MISSION STATEMENT

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



# Arkansas State Police Organizational Chart



## EXECUTIVE SUMMARY

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

Particular attention is being focused on the continued participation towards impaired driving and occupant protection issues through the Selective Traffic Enforcement Programs (STEP). This program is stressed and sponsors active participation by approximately 45 Arkansas law enforcement agencies around the state. The national mobilizations of "Click it or Ticket" (CIOT) and "You Drink & Drive, You lose", along with the regional campaign, "Buckle up in Your Truck" have benefited from the greater participation of local agencies and targeted media campaigns. The targeted media included paid television, radio and billboard advertisements.

In Arkansas, over the past decade, the statewide crash rate (per 100 Million Vehicle Miles Traveled) has decreased from 2.8 to 2.4. The fatal crash rate, per 100 MVMT, over the same period has also decreased from 2.1 to 2.0. The injury crash rate indicates an increase from 1995 at 164.1, per 100 MVMT, to 207.7 in 2004 however this is partially due to changes in the mandated reporting requirements beginning in 2001 that included "possible injuries". In 1995 the known (incapacitating and non-incapacitating 2's & 3's) injury rate per 100 MVMT was 75.6. In this same ten year period the known injury rate per 100 MVMT has decreased to 56.3 per 100 MVMT.

While these figures do indicate decreases in fatal and injury crashes, an average of 630 motorists, per year, lose their lives on Arkansas' highways. Another 43,000, per a ten-year average, are injured each year. Since 2000, the alcohol/drug related fatalities have been increasing. However, in 2004 there were 269 alcohol/drug related fatalities reported. This is a decrease of 3 from the previous year. Arkansas' alcohol/drug related fatalities in 2004 stand at 37% of the total fatalities, which is down from 42% in 2003 bringing Arkansas below the national percentage of 39.

Additional areas of concern include occupant protection where in 2004, 69 percent of the occupants in fatal crashes were unrestrained. In 2005, Arkansas' safety belt use rate was 68.3%, with the regional

average at 80.4% and the National use rate at 82%. Arkansas' safety belt use rate for pickup trucks was reported at 58.2%. The 2006 survey revealed that Arkansas' safety belt use rate for adults now stands at 69.3% and 81.6% for children under 15 years old. Arkansas' use rate for pickup trucks increased to 59.7%.

<b>The Statewide Problem</b>	<b>2003</b>	<b>2004</b>	<b>Change</b>
Statewide Crashes	70,914	74,059	+4.4%
Fatal Crashes	564	626	+11.0%
Fatalities	641	721	+12.5%
Alcohol/Drug Related Fatalities	272	269	-1.1%
Injuries (2 & 3 only)	16,439	17,435	+6.0%
Injuries (includes 4)	55,944	64,331	+15.0%
Vehicle Miles Traveled (10 <sup>6</sup> )	29,832	31,000	+3.9%
Fatality Rate*	2.1	2.3	+9.5%
Fatal Crash Rate*	1.9	2.0	+10.5%
* per 100 Million vehicle miles traveled			
**Injury code #2 is incapacitating injury, #3 is non-incapacitating and #4 is possible injury			

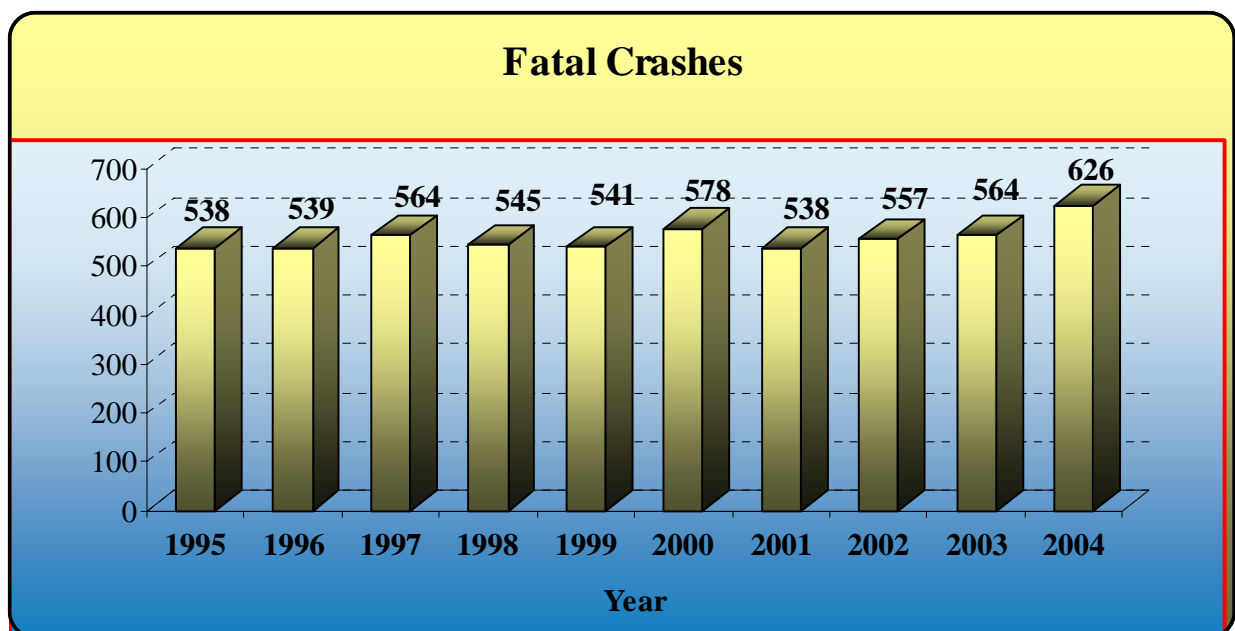
Targeted and identified projects are best undertaken on a statewide approach. This is the direction taken for selective traffic enforcement programs and training, occupant protection strategies, public information and education. The long-term goal for each geographical area is to develop a comprehensive 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 contract with approximately 56 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 contract agencies include, but are not limited to, Arkansas Highway & Transportation Department, Arkansas Administrative Office of the Courts, University of Arkansas System, the Arkansas Department of Health, Arkansas Spinal Cord Commission and Mother's Against Drunk Driving.

Although the larger populated areas of Arkansas present the most exposure to problems involving crashes, the less populated areas exhibit a need for improving their problem locations. On average 75 percent of fatalities occur in rural areas of the state. The statewide projects listed above will utilize their resources in combating this problem. Over the past 10 years fatal crashes have averaged 559 per year. Since 2001 the fatal crash numbers have increased slightly, as depicted in the chart below.

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

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



## **LEGISLATIVE ISSUES**

The 85<sup>th</sup> General Assembly of the State of Arkansas, Legislative Session began on January 10, 2005 and adjourned on May 13, 2005. The next regular session is scheduled to begin in January of 2007. Noteworthy legislative activity that took place during the 85<sup>th</sup> General Assembly was as follows:

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

#### **FRAUDULENT IDENTIFICATION, ALCOHOL PURCHASE**

Act 1976 (SB444) - Under existing law, it is unlawful for a person under age 21 to attempt to or use a fraudulent or altered personal identification document for the purpose of purchasing alcoholic beverages illegally. The act amends the statute to also prohibit a person under age 21 from attempting to purchase alcoholic beverages. The act authorizes a seller of alcoholic beverages or the seller's employee who has reasonable cause to believe that a person has violated the provisions of the statute to employ a nonphysical detention of the person.

#### **HEADGEAR, MOTORIZED BICYCLE**

Act 1762 (HB2754) - The act prohibits any person under the age of 16 from operating a motorized bicycle with a passenger and requires operators of motorized bicycles under the age of 21 to wear protective headgear.

#### **MOTORCYCLES, CHILDREN**

Act 1942 (HB2788) – It is unlawful for the driver of a motorcycle to allow a child to ride as a passenger on a motorcycle on a street or highway unless the child is at least 8 years of age. However, this limitation does not apply to parades.

#### **MOTOR VEHICLE, ACCIDENT REPORT**

Act 199 (HB1391) - The act increases the damage limit for reporting accidents to the Department of Finance and Administration from \$500 to \$1,000.

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

*Senate Bill 445*, was introduced and recommended for study on April 13, 2005 by the Interim Committee on Judiciary, no further action was taken.

The Bill stated in part: An act to provide that the presence of alcohol in the body of a minor constitutes unlawful consumption or possession.

<http://www.arkleg.state.ar.us/ftproot/bills/2005/public/SB445.pdf>

*Senate Bill 1061*, was introduced as an alternative sentencing regarding DWI related offenses. On April 13, 2005 the Bill was recommended for study in the interim committee on Judiciary. It was not passed during this legislative session.

The Bill stated in part: An act to create the transdermal alcohol monitoring program in the office of Driver Services of the Revenue Division of the Department of Finance and Administration: to allow a person who is arrested for driving while intoxicated or for refusing to submit to chemical testing for alcohol to participate in the transdermal alcohol monitoring program: to provide an alternative sentence for a person who is found guilty, pleads guilty, or pleads nolo contendere to the offense of Driving While Intoxicated for electronic monitoring and participation in a transdermal alcohol monitoring program: and for other purposes.

<http://www.arkleg.state.ar.us/ftproot/bills/2005/public/SB1061.pdf>

*Senate Bill 1142*, was introduced and recommended for study on April 7, 2005 by the Interim Committee on Public Transportation, no further action was taken.

The Bill stated in part: An act to authorize an inspection of a motor vehicle for seat belt compliance only and prohibit any further searches of the vehicle, driver or passenger(s).

<http://www.arkleg.state.ar.us/ftproot/bills/2005/public/SB1142.pdf>

*House Bill 1069*, was introduced on January 11, 2005 and withdrawn by Author on January 25, 2005. No further action was taken.

The Bill stated in part: An act to prohibit the possession of or consumption from an open alcoholic beverage container while in the passenger area of a motor vehicle.

<http://www.arkleg.state.ar.us/ftproot/bills/2005/public/HB1069.pdf>

# **PERFORMANCE PLAN**

## **PROBLEM IDENTIFICATION PROCESS**

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

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

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

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

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

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

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

Arkansas' Performance Plan and Highway Safety Plan focus on these identified areas. Short-term goals were set in these areas for the end of 2007. Long-term goals were set through the year 2010.

## **PROGRAM/PROJECT DEVELOPMENT**

### **PROGRAM DEVELOPMENT**

Each year the HSO prepares a Performance Plan and Highway Safety Plan (HSP) that establish 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 2007, the projects presented in the HSP are mostly continuation projects from the prior year.

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

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

After completing their analysis, the HSO program management staff develops funding recommendations for presentation to the HSO Manager and the Coordinator. 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 South-Central Region office for review by September 1. The plan is finalized by September 30.

### **PROJECT DEVELOPMENT**

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

- Conduct problem identification
- Establish goals
- Request proposals (new and continuing projects)

- Review and approve proposals
- Develop funding recommendations
- Prepare draft Highway Safety Plan
- Conduct pre-agreement meeting between HSO staff and sub-grantee/contractor
- Finalize HSP after necessary review and approvals
- Prepare Draft project agreements
- Review and approve final project agreements

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

### ESTABLISHING PERFORMANCE GOALS

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

### GOALS

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

- Absolute numbers
- Percentages
- Rates

The specific goals and target dates were set based on past trends and the staff's experience. Use was made of graphs and charts to present historical trends. Data for a three to ten-year period were used in setting goals. This was supplemented by the judgment of the HSO staff and management.

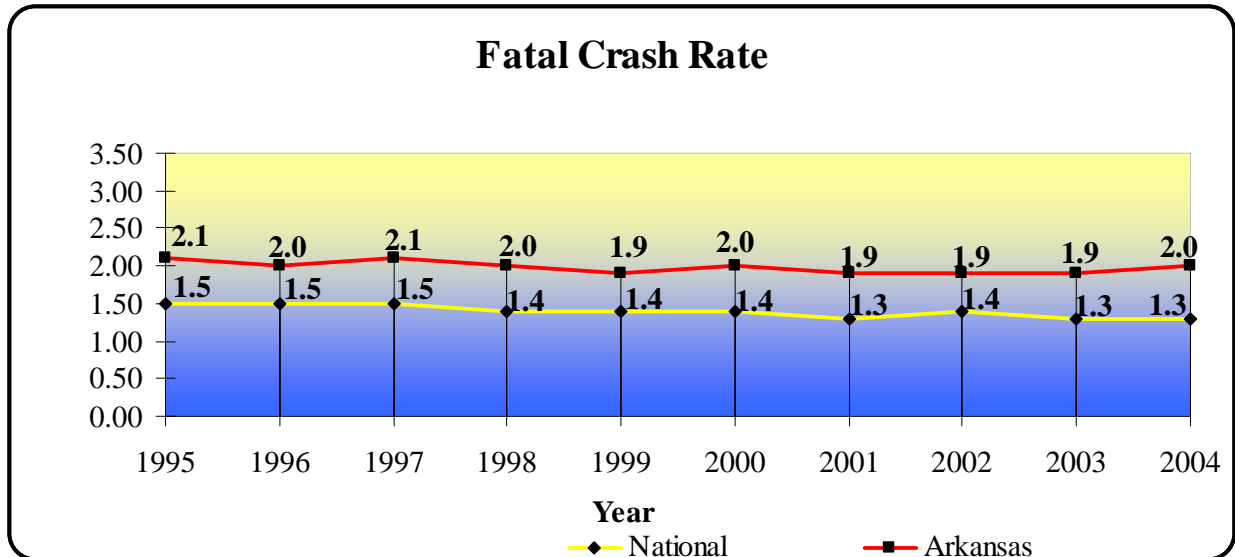
The HSO recognizes that achievement of quantified goals is dependent not only on the work of the HSO, but also on the collaborative and ongoing efforts of a multitude of governmental and private entities involved in improving highway safety. Advances in vehicle technology, coupled with traffic safety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



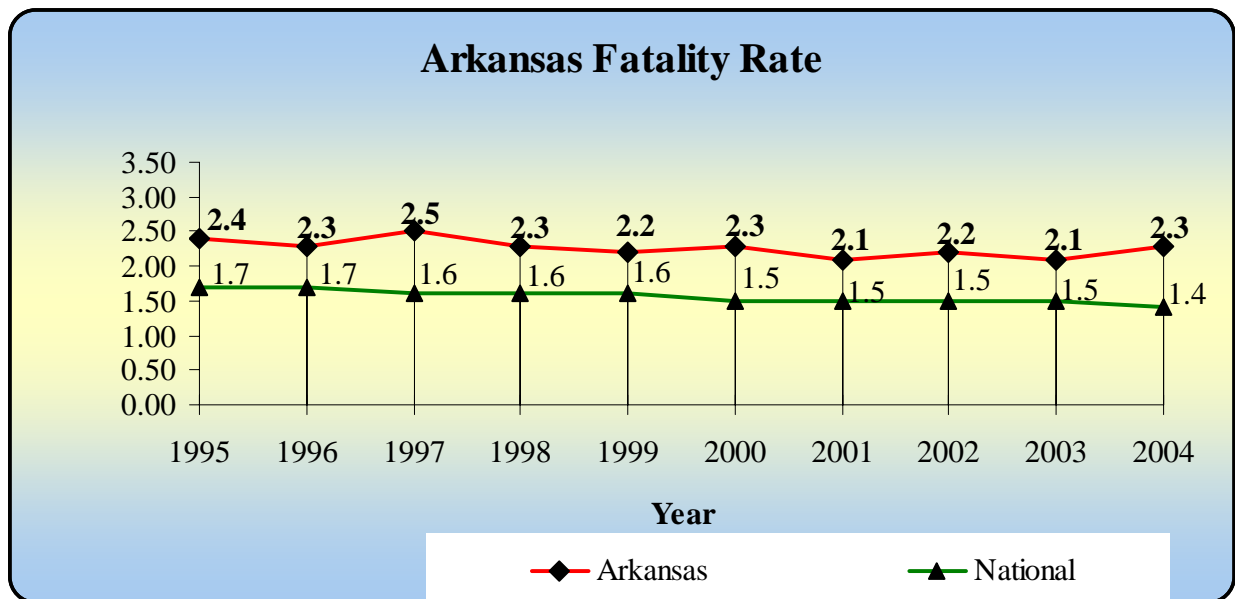
## OVERALL PROGRAM GOALS

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

- State fatal crash rate from 2.0 per 100 million vehicle miles (MVM) traveled as recorded in 2004 to 1.9 per 100 MVM traveled by December 31, 2007, and 1.8 per 100 MVM by the year 2010.

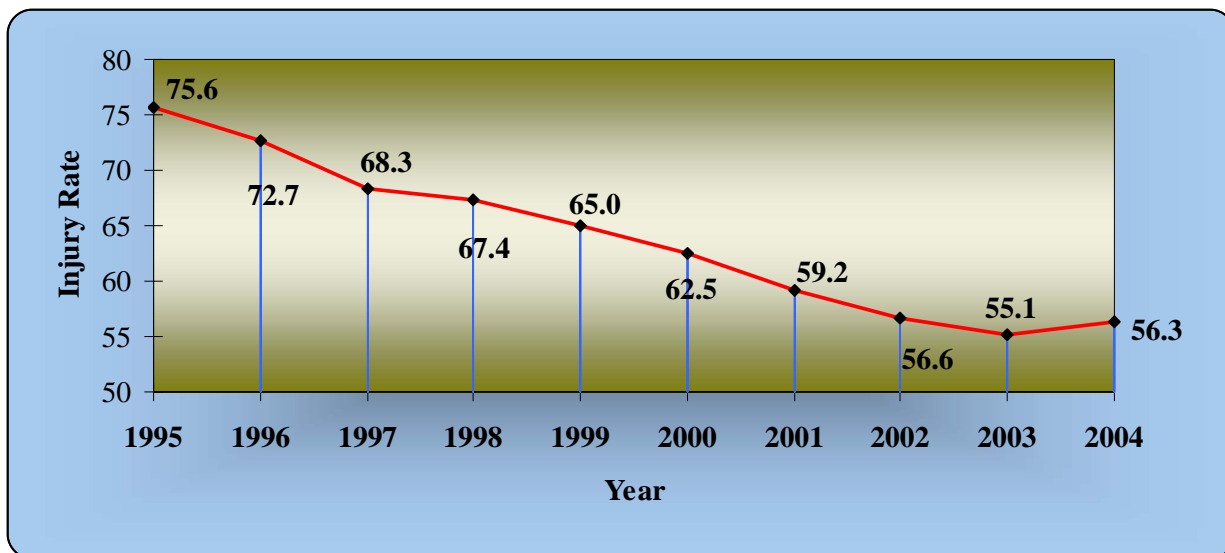


- State fatality rate from 2.3 per 100 MVM traveled as recorded in 2004 to 2.1 per 100 MVM traveled by December 31, 2007, and 1.9 per 100 MVM by the year 2010.



- Maintain state non-fatal injury rate for incapacitating and non-incapacitating injuries below the ten-year average of 63.9 per 100 MVM traveled as recorded in 2004 through 2010.

INJURY RATE (INJURIES PER 100 MVM\*)



\* Million vehicle miles

## PROGRAM AREA GOALS

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

- To reduce alcohol-related fatalities per 100 MVM traveled from .87 alcohol-related fatalities per 100 MVM as recorded in 2004 to .80 alcohol-related fatalities per 100 MVM traveled by 2007 and then reduce to .76 per 100 MVM traveled by 2010.

### **Occupant Protection**

- To increase the overall seat belt use rate of 69.3 percent as recorded in 2006 to 72 percent by 2007 and then increase by 6 percentage points to 78 percent by the year 2010.
- To increase the child restraint use rate for children from birth to 15 years from 81.6 percent as recorded in 2006 to 82 percent by 2007 and then increase by 1 percentage point to 83 percent by the year 2010.

### **Traffic Records**

- To reduce the backlog of crash reports to be entered into the Traffic Analysis Reporting System (TARS) from a nine-month backlog as recorded in July 2006 to a six-month backlog by July 2007 and then decrease to a zero backlog by 2010.

## **Rail-Highway Grade Crossings**

- To maintain the number of rail-highway grade crossing crashes below 80 through the year 2010.

## **Performance measures**

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

# **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 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 17. The costs associated with the overall management and operation of the Highway Safety Program under Planning and Administration are itemized as follows:

#### **Salaries and Benefits**

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

#### **Travel and Subsistence**

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

#### **Operating Expenses**

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

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

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

## Arkansas State Police Estimated 402 P&A Costs - FY07

	Federal	State	Total
<b>Salaries</b>			
50% of 1 Full-time Position	\$ 33,556	\$ 33,556	\$ 67,112
10% of 1 Full-time Position	\$ 5,624	\$ 5,624	\$ 11,248
50% of 1 Full-time Position	\$ 16,648	\$ 16,648	\$ 33,296
100% of 1 Full-time Position	\$ 30,556		\$ 30,556
100% of 1 Full-time Position	\$ 20,781		\$ 20,781
Clip Bonus		\$ 9,780	\$ 9,780
<b>Sub-Total</b>	<b>\$ 107,165</b>	<b>\$ 65,608</b>	<b>\$ 172,773</b>
<b>Benefits</b>			
Payroll Additive (20.198%)	\$ 21,645	\$ 13,252	\$ 34,897
Insurance	\$ 11,904	\$ 4,224	\$ 16,128
<b>Sub-Total</b>	<b>\$ 33,549</b>	<b>\$ 17,476</b>	<b>\$ 51,025</b>
<b>Travel</b>			
Travel & Subsistence	\$ 10,000	\$ 10,000	\$ 20,000
<b>Sub-Total</b>	<b>\$ 10,000</b>	<b>\$ 10,000</b>	<b>\$ 20,000</b>
<b>Operating Expenses</b>			
Association Dues & Publications	\$ 6,800		\$ 6,800
Office Supplies	\$ 2,000	\$ 3,000	\$ 5,000
Printing Materials/Services/Fees	\$ 1,000	\$ 1,000	\$ 2,000
Supplies & Materials	\$ 986	\$ 3,159	\$ 4,145
Copier Lease		\$ 5,400	\$ 5,400
Vehicle Expense		\$ 5,000	\$ 5,000
Dept. of Info. Services Charges		\$ 9,669	\$ 9,669
Office Space Rental Charge		\$ 26,188	\$ 26,188
Office Equipment under \$2,500 ea		\$ 15,000	\$ 15,000
<b>Sub-Total</b>	<b>\$ 10,786</b>	<b>\$ 68,416</b>	<b>\$ 79,202</b>
<b>TOTALS</b>	<b>\$ 161,500</b>	<b>\$ 161,500</b>	<b>\$ 323,000</b>

Federal P&A costs are 10% or less of total estimated new 402 funds available (+\$2,680,800).

10% of 402 funds = \$268,080

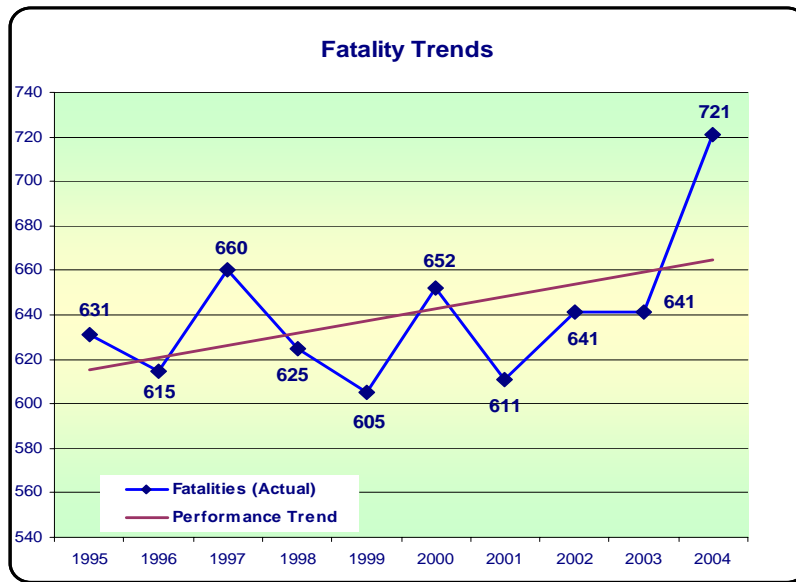
Federal P&A costs are 50% or less of total P&A (323,000).

50% of P&A = \$161,500

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

# ALCOHOL AND OTHER DRUGS COUNTERMEASURES PROGRAMS

## I. Program Overview



During the ten-year period from 1995 through 2004, the percentage of impaired driving fatalities, as a percentage of the total, has ranged from 31 percent in 2000 to 37 percent in 2004. Total fatalities increased from 641 in 2003 to 721 in 2004.

Alcohol and other drug related fatalities increased during the years 2000 to 2003 and then there was a slight decrease from 2003 to 2004. A chart showing the number of fatalities by county for 2003 and 2004 is shown on page 21.



In 2000, the Arkansas Crime Information Center (ACIC) reported 18,264 driving while intoxicated (DWI)/ driving under the influence (DUI) arrests. In 2001, this number increased to

18,330. The number of arrests decreased to 16,093 in 2002 and again in 2003 to 12,425. In 2004 these numbers dropped by 52% with only 6,401 reported arrests. In 2005 the number of arrests did increase to 10,097. The 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, and DWI courtroom defense tactics as contributory factors for the decline in impaired driving enforcement.

Arkansas has a continuing problem with the manufacture, sale and/or distribution of cocaine, methamphetamine, marijuana, and other controlled substances. Arkansas continues as one of the leading states in the nation in methamphetamine production. In 2005, 426 meth labs were put out of business, which is down from 564 in 2004. According to the DEA, approximately 23 kilograms of methamphetamine was seized along with 125 kilograms of cocaine and 2,431 kilograms of marijuana. Each year the request for drug recognition expert (DRE) training exceeds the available resources in personnel. Police agencies continue to be reluctant to release DRE instructors from regular duty to volunteer for the 10 days required for classroom instruction and for the additional time required for field evaluations.

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

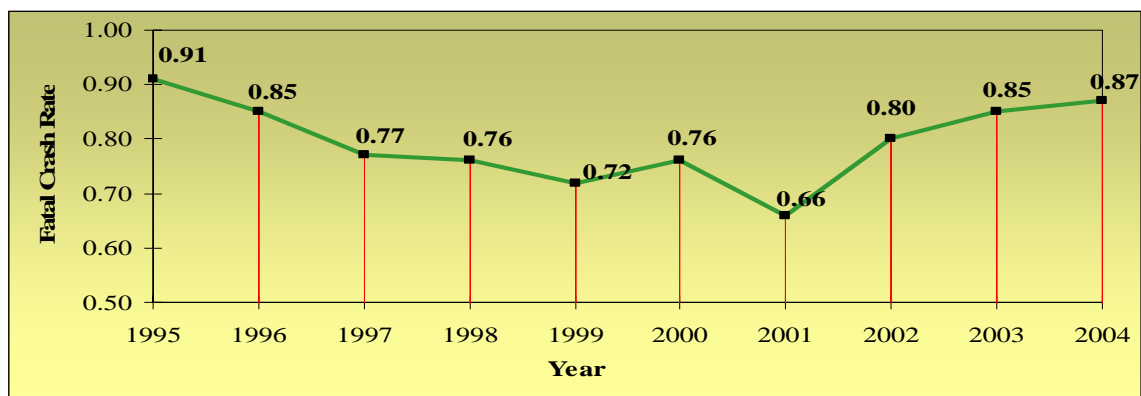
Countermeasures to address the alcohol and other drug driving problems in Arkansas include the following: Selective Traffic Enforcement Projects (STEPS); Prosecutor, Judicial and Law Enforcement Training Projects; a BAC DataMaster Training Project; Youth Intervention and Training Projects; Underage Drinking,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

## II. Performance Measure - Goal

### Program Goal

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

- To reduce alcohol-related fatalities per 100 MVM traveled from .87 alcohol-related fatalities per 100 MVM traveled as recorded in 2004 to .80 alcohol-related fatalities per 100 MVM traveled by 2007.





**ALCOHOL RELATED FATALITY RATE (FATALITIES PER 100 MILLION VMT\*)**

	<b>C O U N T Y</b>	<b>2003</b>	<b>2004</b>	<b>2 Year Total</b>		<b>C O U N T Y</b>	<b>2003</b>	<b>2004</b>	<b>2 Year Total</b>
1	Pulaski	22	31	53	39	Clay	2	3	5
2	Lonoke	14	9	23	40	Poinsett	2	3	5
3	Washington	8	14	22	41	Lafayette	2	3	5
4	White	11	10	21	42	Scott	1	4	5
5	Union	12	6	18	43	Yell	2	2	4
6	Benton	7	11	18	44	Cross	0	4	4
7	Jefferson	11	6	17	45	Carroll	2	2	4
8	Sebastian	12	5	17	46	Clark	2	1	3
9	Craighead	5	12	17	47	Grant	3	0	3
10	Garland	5	10	15	48	Chicot	3	0	3
11	Faulkner	9	6	15	49	Randolph	3	0	3
12	Saline	2	13	15	50	Drew	1	2	3
13	St. Francis	12	2	14	51	Lincoln	3	0	3
14	Johnson	5	9	14	52	Madison	2	1	3
15	Miller	5	5	10	53	Arkansas	3	0	3
16	Crawford	6	3	9	54	Fulton	2	1	3
17	Polk	6	3	9	55	Lawrence	2	1	3
18	Ouachita	5	4	9	56	Jackson	1	2	3
19	Mississippi	6	2	8	57	Franklin	2	1	3
20	Desha	5	3	8	58	Bradley	1	2	3
21	Baxter	4	4	8	59	Van Buren	0	3	3
22	Pope	3	5	8	60	Phillips	2	0	2
23	Boone	4	4	8	61	Izard	2	0	2
24	Crittenden	4	4	8	62	Nevada	2	0	2
25	Monroe	0	8	8	63	Newton	2	0	2
26	Stone	2	5	7	64	Little River	1	1	2
27	Hempstead	6	0	6	65	Sharp	1	1	2
28	Cleburne	5	1	6	66	Ashley	0	2	2
29	Columbia	4	2	6	67	Searcy	0	2	2
30	Greene	1	5	6	68	Prairie	0	1	1
31	Marion	5	1	6	69	Howard	1	0	1
32	Sevier	3	3	6	70	Dallas	0	1	1
33	Independence	2	4	6	71	Woodruff	0	1	1
34	Hot Spring	1	5	6	72	Calhoun	0	0	0
35	Conway	2	3	5	73	Perry	0	0	0
36	Lee	4	1	5	74	Cleveland	0	0	0
37	Logan	2	3	5	75	Montgomery	0	0	0
38	Pike	2	3	5		<b>TOTAL</b>	<b>272</b>	<b>269</b>	<b>541</b>

### III. Project Strategies

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

- To provide DWI adjudication training to approximately 80 municipal judges, 60 probation officers and 150 court clerks.
- To provide a Statewide DRE training conference for all Arkansas certified DREs.
- To provide SFST and TOPS practitioner training to 400 Arkansas law enforcement officers.
- To provide SFST refresher training to 200 Arkansas law enforcement officers.
- To conduct a minimum of two Drug Recognition Expert (DRE) training classes for a total of approximately 50 law enforcement officers.
- To provide SFST instructor development to 25 law enforcement officers.
- To provide DRE instructor development to 15 law enforcement officers.
- To provide a DWI seminar for a minimum of 40 prosecutors and 40 law enforcement officers along with an awards ceremony for law enforcement officers.
- To provide five 16-hour Drug Impairment Training for Education Professionals (DITEP) courses for school resource officers and administrators.
- To provide five four-hour courses on Introduction to Drugged Driving throughout the State.
- To provide an awareness campaign to emphasize the reduction of impaired driving crashes among the 21 to 34 year old age group.
- To conduct an enforcement/media campaign emphasizing impaired driving, such as “Drunk Driving. Over the Limit, Under Arrest”.
- To achieve an average of 1 DWI/DUI arrest or 18 enforcement points per six hours, during DWI/DUI enforcement.
- To conduct four wave of increased enforcement emphasizing DWI/DUI laws for each Section 402 and 410 STEP.
- To conduct an ongoing public information and education campaign as a component of all enforcement projects.
- To provide out-of-state training for three Arkansas Department of Health, Office of Alcohol Testing (OAT) personnel.
- To provide a one-day training seminar for coroners, assistant coroners and medical examiners regarding problems in the collection of blood samples and testing for alcohol and other drugs.
- To provide for the purchase portable breath testing devices, radar equipment, and passive alcohol sensors for selected STEPs.
- To conduct a minimum of 25 victim impact panels statewide.
- To host a drunk and drugged driving (3-D) press conference.
- To conduct three chemical-free event training conferences and chemical-free events.
- To conduct one DUI workshop during the chemical-free event training.
- To distribute and evaluate the use of Alcohol Safety PSAs and document a minimum of \$350,000 worth of donated airtime.
- To provide State Alcohol Safety Education Programs statewide.
- To provide a project/program to analyze and evaluate Alcohol related data to facilitate the development of appropriate and effective counter measures.

- 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 employ an Alcohol Law Enforcement Liaison.
- To employ a Judicial Liaison.
- To employ a Traffic Resource Prosecutor.

#### IV. Tasks

##### Task 1 - Judicial Training

This task is a continuing training activity that provides adjudication training to district court judges and other court officers in the State. The primary objective of this training project is to provide a three-day education program to approximately 80 of Arkansas' 112 district judges with emphasis on impaired driving issues. Sessions may also include, but are not limited to, careless driving, radar, search and seizure, probable cause, pharmacology, interaction with other agencies and sentencing. The faculty will be selected from district judges, substance abuse professionals, law enforcement officers, law professors and judges from other states who routinely teach traffic programs in their home state and at the national level.

This task will also:

- Send six judges and two judicial branch educators to the 2006 American Bar Association Traffic Safety Seminar in Charleston, South Carolina in October. This seminar provides an opportunity for attendees to discuss the latest developments in traffic law, scientific evidence and the effects of drugs and traffic safety.

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

**ADMINISTRATIVE OFFICE OF THE COURTS (AOC) (AL) \$65,800**

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

This task will:

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

- Fund a training conference for the State’s certified Drug Recognition Experts.
- Provide five 4-hour courses to police agencies throughout the State entitled “Introduction to Drugged Driving” that presents educational information on the detection of drivers that are impaired by drugs other than alcohol.
- Provide five “Drug Impairment Training for Education Professionals” (DITEP) courses, for school resource officers and school administrators that will enhance their ability to detect drug impairment in junior and senior high school students.
- Fund an awards ceremony in conjunction with the prosecutor-training seminar, to recognize officers who have displayed exemplary performance while working STEP. Additional recognition will be afforded at this ceremony to projects that meet and/or surpass project objectives by presenting them with equipment that can aid in the detection and arrest of errant drivers.

This task will also provide for professional development (specified training) for law enforcement officers and/or other personnel in matters of alcohol and other drugs programs. Funding will provide for personnel, travel/training, supplies, meeting room expenses, speaker honorariums, operating expenses, printing, transparency and video tape reproduction, DRE kits/training supplies and administrative costs. **As an incentive for STEP projects to achieve and/or surpass project objectives; equipment such as radar, PBTs, PAS flashlights, etc. will be awarded at the annual awards luncheon. Travel, meals and lodging will be provided for selected officers/project coordinators to attend national conferences, e.g. Lifesavers or the IACP DRE/Impaired Driving Training Conference.**

**CRIMINAL JUSTICE INSTITUTE**

**(AL) \$320,800**

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

This task will continue to provide impaired driving victim impact panels statewide to driver education classes and student bodies with special emphasis in counties with the highest number of alcohol related fatality crashes and will provide these students with an informational brochure to enhance awareness of problems associated with underage drinking. Press conferences and public awareness campaigns will be conducted during national 3-D month, Red Ribbon month and Drug and Alcohol Awareness month to encourage Arkansas drivers to make a commitment to drive safe and sober. MADD volunteers and staff will make presentations of the Fatal Vision program to schools and civic groups statewide. A statewide program targeting young adults 21 – 34 years old will continue. Informational and educational materials developed for this age group will continue to be distributed through their employers. Funding will provide for personnel, in-state travel, printing, supplies, materials, promotional items, meeting room expenses and operating costs.

**MOTHERS AGAINST DRUNK DRIVING (MADD)**

**(AL) \$36,000**

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

This is a continuing project to provide training in organizing and implementing chemical-free events to at least 200 youth and 50 adult sponsors in schools and communities. The

training will include emphasis on planning chemical-free events during the 2006-2007 school year resulting in a commitment from at least 50 percent of the participating schools to host one activity of this nature during the year. The chemical-free training will be conducted at the annual Teens of Northeast (TONE) Arkansas conference. A one-day TONE follow-up and youth led training will be held with at least 100 participants to provide recognition and awards for the best events. A special issue of the newsletter TONE NET, devoted to chemical-free activities, and promotional items with traffic safety messages will be distributed to participants. The project will provide an on-going public information campaign to promote chemical-free events to the media. This project will also provide emphasis on notifying the public, especially youth, of the impact of youth impaired driving and the implications of Act 863 of 1993, the underage DUI law and Act 1694 of 2001, the graduated driver licensing law. Funding will provide for personnel, in-state travel, operation expenses, conference expenses, promotional items and supplies.

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

Task 5 – Spinal Cord Injury Prevention Education Project

This task will provide for 45-minute presentations related to true-to-life automobile crash experiences and the consequences, followed by a brief discussion of living with a spinal cord injury and injury prevention measures such as not driving impaired and wearing seat belts. The Arkansas Spinal Cord Commission case managers, individuals with spinal cord injuries, emergency medical technicians, and/or law enforcement officers will make these presentations. This project will also distribute an education flyer to partners on the Internet. Federal funds will provide for speaker honorariums, educational materials and promotional items. Federal funding will also provide for a part-time public health educator to coordinate the project.

**ARKANSAS SPINAL CORD COMMISSION (AL) \$20,500**

Task 6 – 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 \$350,000 in documented public service air time for traffic safety awareness messages. Funding will provide for technical services.

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

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

**ASP (AL) \$6,225**

Task 7 – State-Funded Alcohol Safety Education Programs

This task will provide for alcohol safety education programs through the Arkansas Department of Health, Bureau of Alcohol and Drug Abuse Prevention (BADAP) for those convicted of driving while intoxicated (DWI) or driving under the influence (DUI). The programs will conduct preliminary investigations and pre-sentence screening of

those convicted of DWI/DUI. State funding will provide for personnel, travel, equipment, meeting room expenses, printing, administrative/indirect costs, and operating expenses.

<b>AR DEPT. OF HEALTH – BADAP</b>	<b>AL (STATE)</b>	<b>\$1,200,000</b>
<b>AR DEPT. OF HEALTH – BADAP</b>	<b>J8 (STATE)</b>	<b>\$1,600,000</b>

Task 8 – Statewide Public Information and Education (PI&E)

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

<b>CRANFORD JOHNSON ROBINSON WOODS (CRJW)</b>	<b>(AL)</b>	<b>\$ 20,000</b>
<b>CJRW</b>	<b>(J8PM)</b>	<b>\$ 400,000</b>
<b>ASP</b>	<b>(K8)</b>	<b>\$ 200,000</b>
<b>CJRW</b>	<b>(K8PM)</b>	<b>\$ 1,100,000</b>

Task 9a - Selective Traffic Enforcement Projects (STEPS)

This task provides funding for selected cities to conduct selective traffic enforcement projects. The primary emphasis will be the enforcement of DWI/DUI laws with secondary emphasis on the enforcement of speed and occupant protection laws. A PI&E campaign will supplement enforcement. The primary objectives of these projects are to achieve one DWI/DUI arrest per six hours during alcohol enforcement periods. Optional performance standards may be put in place when the one DWI/DUI arrest per eight hours of enforcement can not be achieved. Alternate performance standards will require specific enforcement activity be conducted and recorded during worked enforcement hours. These projects will conduct increased enforcement with primary emphasis on DWI/DUI laws during four specified periods (mobilization) during the year. At least one mobilization will be conducted surrounding the Labor Day holiday period.

Section 402 funds will provide for selective enforcement pay (compensation at a rate of no more than one and one half of an officer’s regular hourly pay and shall include project hours worked for child safety seat clinics), applicable fringe benefits, in-state travel (HSO approved training only), out-of-state travel (HSO approved conferences only), radar speed measurement devices (cost not to exceed \$4,000 per unit) and portable breath testing devices (cost not to exceed \$1,000 per device) and local funding (approximately \$74,000) will provide for additional enforcement, administration and PI&E.

**Selective Traffic Enforcement Projects**

Harrison Police Department (Boone County)	AL	\$ 35,000
Hope Police Department (Hempstead County)	AL	18,800
Maumelle Police Department (Pulaski County)	AL	21,000
<b>Total</b>	<b>AL</b>	<b>\$ 74,800</b>

Task 9b - 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 enforcement of DWI/DUI laws (Section 410 funding can only be used for alcohol and other drug related countermeasures). A PI&E campaign will supplement enforcement. The primary objective of these projects is to achieve one DWI/DUI arrest per eight/twelve hours during project enforcement periods. Optional performance standards may be in place when the DWI/DUI arrest per specified hours of enforcement can not be achieved. Alternate performance standards will require specific enforcement activity be conducted and recorded during worked enforcement hours. These projects will conduct increased enforcement with primary emphasis on DWI/DUI laws during four specified periods (mobilization) during the year. At least one mobilization will be conducted surrounding the Labor Day holiday period. During this mobilization, 410 funds will be spent only on DWI/DUI enforcement. A media blitz will be associated with the mobilization. Section 410 funding will provide for selective enforcement pay (compensation at a rate of no more than one and one half of an officer’s regular hourly pay), applicable payroll matching, out-of-state travel (HSO approved conferences only) and portable breath testing devices. This task will also provide for the purchase of in-car video cameras for select agencies (at a cost of approximately \$5,000 each). It is expected that advanced technology video cameras will provide enhanced supportive evidence that should result in increased impaired driving convictions.

## Selective Traffic Enforcement Projects

	CITIES/COUNTIES	Funding Source	Federal Funds
1	Benton County Sheriff's Office	J8	\$ 20,000
2	Benton Police Department (Saline County)	J8	17,000
3	Bryant Police Department (Saline County)	J8	37,000
4	Camden Police Department (Ouachita County)	J8	11,000
5	Conway Police Department (Faulkner County)	J8	40,000
6	Drew County Sheriff's Office	J8	5,000
7	Faulkner County Sheriff's Office	J8	21,500
8	Fayetteville Police Department (Washington County)	J8	30,000
9	Fort Smith Police Department (Crawford County)	J8	58,000
10	Hot Springs Police Department (Garland County)	J8	28,600
11	Jefferson County Sheriff's Office	J8	5,000
12	Little Rock Police Department (Pulaski County)	J8	34,500
13	Lonoke County Sheriff's Office	J8	10,000
14	Malvern Police Department (Hot Spring County)	J8	5,000
15	Marion Police Department (Crittenden County)	J8	5,000
16	Monticello Police Department (Drew County)	J8	12,000
17	Mountain Home Police Dept (Baxter County)	J8	5,000
18	North Little Rock Police Dept. (Pulaski County)	J8	33,500
19	Pulaski County Sheriff's Office	J8	68,000
20	Russellville Police Department (Pope County)	J8	28,600
21	Saline County Sheriff's Dept.	J8	30,000
22	Texarkana Police Dept. (Miller County)	J8	55,000
23	Washington County Sheriff's Office	J8	18,000
24	West Memphis Police Department (Crittenden Co.)	J8	75,000
25	Additional Projects	K8	300,000
<b>Total J8</b>			<b>\$ 652,700</b>
<b>Total K8</b>			<b>\$ 300,000</b>

### Task 9c – Statewide Selective Traffic Enforcement Project

This task provides funding for a statewide selective traffic enforcement project. The primary emphasis will be DWI/DUI enforcement. A PI&E campaign will supplement enforcement. This project will conduct increased enforcement with primary emphasis on DWI/DUI laws during at least four specified periods (mobilizations) during the year. At least one mobilization will be conducted surrounding the Labor Day holiday period.

A media blitz will be associated with the mobilization and frequent PSAs will be publicized periodically to remind motorists of the increased potential for being stopped and ticketed. This approach is designed to condition drivers to be more attentive to their driving responsibilities while traveling in and around the State. Vehicles stopped during



increased enforcement campaigns will also be monitored for occupant restraint and impaired driving violations. Federal-aid Section 410 funds will provide for selective enforcement pay (compensated at a rate of no more than one and one half times an officer's regular hourly rate), applicable fringe benefits and portable breath testing devices.

**ARKANSAS STATE POLICE**

**(J8) \$ 100,000**

**(K8) \$ 400,000**

Task 10 – BAC DataMaster and Blood Testing Training Project

This task will provide for:

- The purchase of five (5) BAC DataMasters (evidentiary breath testing instruments) in the second year of a pilot program to place BAC DataMasters in areas of the state where breath testing instruments are not readily available. This will enhance the ability of law enforcement to enforce DWI and DUI laws in those parts of the State. Locations are determined by evaluating geographical need with law enforcement agencies that agree to meet the criteria for certification.
- Two (2) representatives of OAT to attend the first ever Joint Meeting of the International Council on Alcohol, Drugs and Traffic Safety (ACADTS) and the International Association of Forensic Toxicologists (TIAFT) in Seattle, WA., in August 2007.
- The coordination of a two (2) day conference in Little Rock, AR for law enforcement and other personnel involved in various aspects of Alcohol Testing and its relevance to adjudication, prosecution and the law enforcement community. The training will include recent changes in Arkansas legislation and the increase in alcohol-related crashes. This conference will also provide a venue for the Medical Examiner's Office to share information with Coroners concerning Highway Safety.
- Training for employees of OAT in maintenance and troubleshooting for the BAC DataMaster. This would involve reimbursement of travel expenses and training fee's for a manufacturer's representative to come to Little Rock to provide five days of training.
- Three (3) members representing OAT to attend a five (5) day Annual conference of the International Association for Chemical Testing in Wilmington, NC in or around April 2007. These members will also represent OAT at a 1 day National Patent Analytical Systems (NPAS) annual User's/State Program Managers meeting.
- Two OAT staff members to receive seven days of training on alcohol and Highway Safety designed for forensic alcohol toxicologists provided by the University of Indiana, Center for Studies of Law in Action, in Bloomington, Indiana.
- Expenses for the OAT Director and Laboratory Supervisor to travel to the factories that manufacture the evidentiary instruments in the current evaluation of new evidentiary breath test instruments for Arkansas that were not inspected during the FY06 grant year. The purpose of the trips is to inspect manufacturing and repair practices, capabilities and quality control.

**ARKANSAS DEPARTMENT OF HEALTH – OAT**

**(J8) \$139,000**

Task 11 – Alcohol Data Analysis and Evaluation Project

This task will be to develop a project specific to the analysis and evaluation of AL data in order to be better positioned to develop appropriate and effective counter measures. Funding will provide for the cost of a consultant.

**TBD**

**(K8) \$ 50,000**

Task 12 – Law Enforcement Training Academy BAT & Sobriety Checkpoint Mobile Training Project

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

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

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

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

<b>Agency</b>	<b>Federal Funds (K8)</b>
Black River Tech. ALETA (Randolph County)	<b>\$300,000</b>

Task 13 – Judicial Liaison

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

**AOC**

**(K8) \$160,000**

Task 14 - Alcohol Program Law Enforcement Liaison

This task will provide for an Alcohol LEL who will solicit the cooperation of law enforcement agencies statewide to conduct enforcement of impaired driving. The LEL will coordinate law enforcement summits/conferences to encourage agencies to support and participate in promoting the increased and sustained enforcement of impaired driving laws and to conduct selective traffic enforcement. The LEL will also help the law enforcement agencies plan and coordinate media events to announce increased enforcement. The LEL will implement an incentive program to encourage non-STEP agencies to participate in enforcement mobilizations such as the State’s “Drunk Driving. Over the Limit. Under Arrest.” campaigns. Federal funds will pay for salaries, fringe benefits, in-state and out-of-state travel, speaker honorariums and travel, meeting expenses, maintenance and operations, printing, incentive items (traffic safety-related equipment not exceeding \$4,000 each) and administration.

**TBD**

**(K8) \$160,000**

Task 15 – Traffic Resource Prosecutor

This task will provide for a Traffic Resource Prosecutor (TRP) who will serve as a resource to prosecutors in the State on impaired driving and other traffic cases. The TRP will develop and provide training programs for prosecutors, law enforcement officers and other traffic safety professionals with an emphasis on the effective prosecution of impaired driving cases. The TRP will provide technical assistance and legal research to prosecutors on a wide variety of legal issues. The TRP will also train and provide technical assistance to State, local and county law enforcement in methods of evidence gathering, especially newly emerging technology and trial techniques that will improve the ability of prosecutors to effectively prosecute impaired driving cases

Additional duties and responsibilities of the TRP will be to coordinate with the Highway Safety Office to serve as the liaison with additional prosecutors to enable them to become more involved in traffic safety initiatives. Promote heightened awareness by law enforcement officers and prosecutors of victims’ issues. Make presentations and participate in National, State and local meetings on traffic safety issues. Federal funds will pay for salaries, fringe benefits, in-state and out-of-state travel, speaker honorariums and travel, meeting expenses, maintenance and operations, printing, and administration.

**PROSECUTOR COORDINATOR’S OFFICE**

**(K8) \$160,000**

Task 16 - Alcohol and Other Drugs Countermeasures Program Management

This task will provide program management for projects within the Alcohol and Other Drugs Countermeasures program area. This task will provide proper administration of projects within this program area through program planning, oversight/monitoring, evaluation, coordination and staff education and development. This task will also provide for and make available program related materials that are also essential components of program management. Funding will provide for personnel, (see page 17 for positions funded under AL) travel/training and PI&E materials.

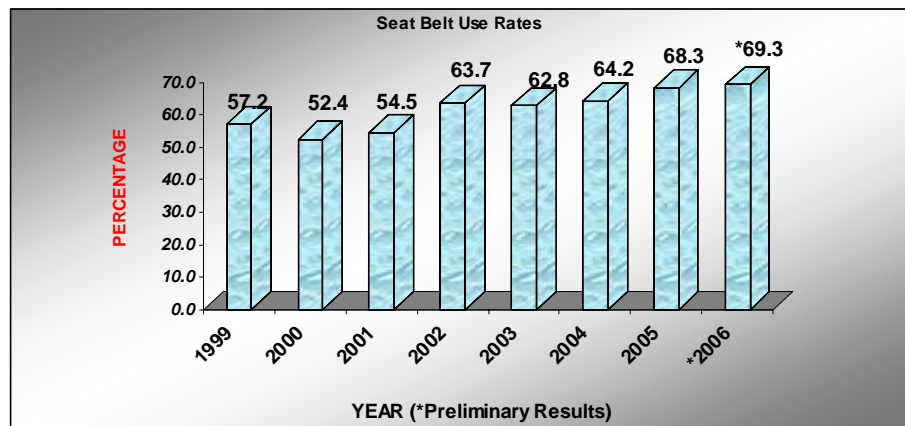
**ASP**

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

## OCCUPANT PROTECTION (OP)

### I. Program Overview

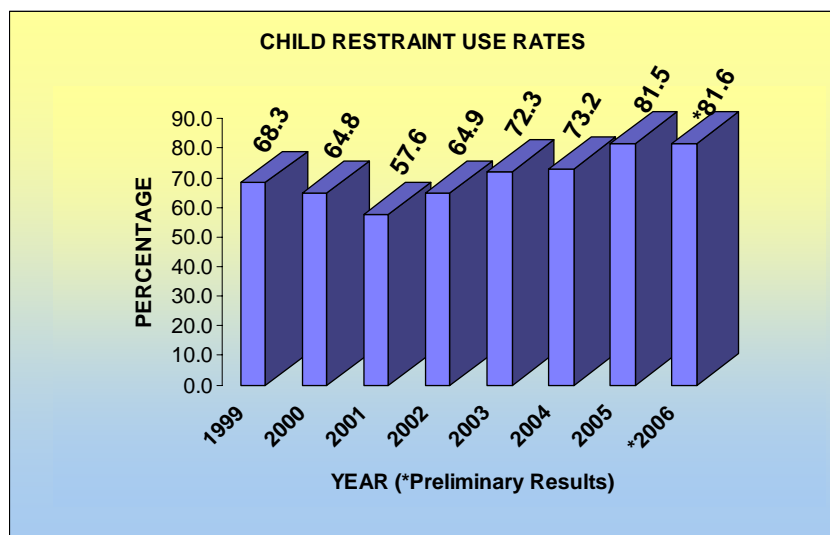
Act 562 of the 1991 Arkansas General Assembly provided for mandatory seat belt usage. The passage of the seat belt law and the implementation of STEPs to enforce the law and provide public information were instrumental in the State's use rate



increasing from 33.6 percent in 1990 to 52.0 percent in 1991. The results of the 2004 seat belt survey showed an increase in the adult seat belt use rate from 62.8 percent in 2003 to 64.2 percent. The results of the 2005 seat belt survey showed an increase of 4.1 percentage points to 68.3 percent. The preliminary results of the 2006 survey show an increase of 1.0 percentage points to 69.3 percent.

Although efforts to pass a primary seat belt law were not successful during the 2005 legislative session, the amended Child Passenger Protection Act of 2001 continues to have a positive effect on child restraint use. The amended law, Act 470 of 2001, increased the required age from 4 years to 6 years and weight limits from 40 pounds to 60 pounds for the use of child passenger safety seats in motor vehicles and requires the use of appropriate restraints for passengers under age 15 in all seating positions. This law went into effect August 13, 2001 and affects approximately 22 percent of the State's population.

The 2004 seat belt survey showed a use rate for children at 73.2 percent. An aggressive enforcement and public information and education campaign emphasizing this new law was implemented during FY's 2002 through 2006. This activity has had a positive impact on the State's child restraint use rates. The 2005 survey showed child restraint use increased to a combined child restraint use rate of 81.5 percent. Preliminary results of the 2006 survey show an increase of .1 to 81.6 percent.



In 2004, 542 motor vehicle occupants died in crashes where the use or non-use of restraints was known. Of these, 69 percent were not restrained. Recognizing the importance of promoting seat belt use, the HSO will 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 2006. These 39 projects included selective enforcement of speeding, seat belt laws and impaired driving. A primary emphasis of these projects was the enforcement of seat belt and child restraint laws. A PI&E component supplemented these projects.

Also a Click It or Ticket (CIOT) Campaign was implemented in 2002 and has continued through 2006. This enforcement mobilization effort was instrumental in raising the adult seat belt use rate in 2005 to 68.3 percent and to 69.3 percent in 2006. The Buckle Up In Your Truck (BUIYT) overlay campaign was added to CIOT during the May 2004 campaign. These projects and the CIOT & BUIYT programs will be continued in FY 2007.

The chart on the following page, Figure 1, indicates the top, middle, and bottom 25 counties with the greatest need for an occupant protection project. All communities selected for Selective Traffic Enforcement Projects fall within the top 50 ranked counties. A methodology was developed to identify counties with the greatest need for an occupant protection project (seat belt use rates contribute to that ranking). The ranking of the 75 counties is based on four different factors utilizing 2002 - 2004 crash data. These factors include fatalities and injuries, fatalities and injuries per 100 registered vehicles, population and seat belt usage. An average score was calculated for each county with each factor weighted equally. The lowest average score for each county represents the greatest need.



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

### Program Goals

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

- To increase the overall seat belt use rate of 69.3 percent as recorded in 2006 to 72 percent by 2007
- To increase the combined (children from birth to 15 years of age) child restraint use rate of 81.6 percent as recorded in 2006 to 82 percent by 2007.

## **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 one wave of increased 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 \$350,000 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.

## **I. Tasks**

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

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



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

<b>Project Funding Details</b>		
	FY 2007	FY 2007
	<u>Federal Share</u>	<u>State Share (CPPF)</u>
Dimensions, Inc.	\$ 75,000	\$60,000
U of A – Fayetteville	\$ 31,600	5,600
<b>Total (OP)</b>	<b>\$ 75,000</b>	<b>\$65,600</b>
<b>Total (SA)</b>	<b>\$ 31,600</b>	

Task 2 – Selective Traffic Enforcement Projects (STEPS)

This task provides funding for selected cities and counties to conduct selective traffic enforcement projects. The primary emphasis will be seat belt/child restraint enforcement with secondary emphasis on alcohol, speed and motorcycle helmet 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. Optional performance standards will be in place when the three vehicle stops per hour of enforcement has not been achieved. Alternate performance standards will require specific enforcement activity be conducted and recorded during worked enforcement hours. These projects will conduct increased enforcement with primary emphasis on occupant protection laws during four specified periods (mobilizations) during the year.

One of the four enforcement periods will include the mobilizations in May surrounding Buckle Up America Week and the Memorial Day holiday period. The occupant protection mobilizations will emphasize pickup trucks as a part of the Region VI pickup demonstration project (BUIYT). A media blitz will be associated with each mobilization. Also, pre and post observational surveys will be conducted to measure results for the periods which emphasize enforcement of occupant restraints. Federal funding will provide for selective enforcement pay (compensated at a rate of no more than one and one half times an officer’s regular hourly rate and shall include project hours worked for child safety seat clinics), applicable fringe benefits, in-state travel (child safety seat training only), out-of-state travel (HSO approved conferences only), child safety seat clinics (including supplies and breaks), radar speed measurement devices (cost not to exceed \$4,000 per unit), portable breath testing devices (not to exceed \$1,000 per device) child seat technician/instructor recertification and renewal and child safety seats, local funding will provide for additional enforcement, administration, vehicle mileage and PI&E, and State child passenger protection funds will provide for child safety seats.

	<b>CITIES/COUNTIES</b>	<b>Funding Source</b>	<b>Federal Funds</b>	<b>State CPPF</b>	<b>Local</b>
1	Benton County Sheriff's Office	OP	\$20,000	\$9,000	\$11,000
2	Benton Police Department	OP	20,000	5,000	15,000
3	Bentonville Police Department	OP	12,000	5,000	7,000
4	Blytheville Police Department	OP	20,000	4,000	16,000
5	Bryant Police Department	OP	12,500	2,500	10,000
6	Camden Police Department	OP157	19,000	1,500	
7	Conway Police Department	OP	42,800	8,000	34,800
8	Drew County Sheriff's Office	OP	5,000		
9	Faulkner County Sheriff's Office	OP	30,000	3,000	27,000
10	Fayetteville Police Department	OP	15,000	8,000	7,000
11	Forrest City Police Department	OP157	15,000		
12	Fort Smith Police Department	OP	52,000	9,000	43,000
13	Harrison Police Department	OP		6,000	
14	Hope Police Department	OP		2,500	
15	Hot Springs Police Department	OP	38,900		38,900
16	Jefferson County Sheriff's Office	OP	5,000		
17	Jonesboro Police Department	OP	62,000	4,000	58,000
18	Little Rock Police Department	OP	71,500	7,000	64,500
19	Lonoke County Sheriffs Office	OP	8,000	6,000	2,000
20	Malvern Police Department	OP	5,000		
21	Marion Police Department	OP	15,000		15,000
22	Maumelle Police Department	OP		2,500	
23	Monticello Police Department	OP157	12,000	2,500	
24	Mountain Home Police Dept	OP	9,000	5,000	4,000
25	North Little Rock Police Dept.	OP	31,500	6,000	25,500
26	Osceola Police Department	OP	12,000	2,000	10,000
27	Paragould Police Department	OP	15,000	5,000	10,000
28	Pulaski County Sheriff's Office	OP	70,000		
29	Rogers Police Department	OP157	30,000		
30	Russellville Police Department	OP	23,000	7,000	16,000
31	Saline County Sheriff's Dept.	OP	20,000	3,000	17,000
32	Sherwood Police Department	OP	15,500	3,000	12,500
33	Siloam Springs Police Department	OP157	15,000		
34	Springdale Police Department	OP	35,000	8,000	27,000
35	Texarkana Police Department	OP	25,000	4,000	21,000
36	Van Buren Police Department	OP	40,000	8,000	32,000
37	Washington County	OP	17,500	5,000	12,500
38	West Memphis Police Department	OP	59,000	7,000	52,000
	Additional Projects	OP157	\$40,000		\$32,800
	<b>Total OP</b>		<b>\$807,200</b>	<b>\$144,500</b>	<b>\$588,700</b>
	<b>Total OP 157</b>		<b>\$131,000</b>	<b>\$4,000</b>	<b>\$32,800</b>

Task 2c – Statewide Selective Traffic Enforcement Project

This task provides funding for a statewide selective traffic enforcement project. 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. This project will conduct increased enforcement with primary emphasis on occupant protection laws during four specified periods (mobilizations) during the year. One of the four enforcement periods will include the mobilizations in May surrounding Buckle Up America Week and the Memorial Day holiday period. This project will conduct increased enforcement with primary emphasis on occupant restraint laws during at least one specified periods (mobilization) during the year. This mobilization will be conducted in May surrounding Buckle Up America Week and Memorial Day holiday period. The occupant protection mobilizations (CIOT) will emphasize pickup trucks (BUIYT) as a part of the South-Central Region pickup demonstration project. 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 and in-state and out-of-state travel (approved highway safety conferences).

**Project Details**

Arkansas State Police	<b>\$400,000 (OP)</b>
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Task 3 – Traffic Safety Non-Commercial Sustaining Announcement Evaluation Program

There is a continuous need to educate the public on the importance of occupant restraint usage and the risks of traffic crashes. This is a continuing project to distribute non-commercial sustaining announcements (NCSAs) to radio and television stations and evaluate their use to obtain a minimum of \$350,000 in documented public service air time for traffic safety awareness messages. Funding will provide for professional services.

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

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

**ASP (OP) \$6,225**

Task 4 – Statewide Law Enforcement Liaison (LEL)

This task will provide for a LEL who will solicit the cooperation of law enforcement agencies statewide to conduct enforcement of traffic laws with primary emphasis on seat belt and child restraint laws. The LEL’s activities may be expanded to also solicit participation of law enforcement agencies to conduct enforcement of DWI/DUI laws. The LEL will coordinate law enforcement summits/conferences to encourage agencies to support and participate in promoting increased seat belt usage and to conduct selective

traffic enforcement. The LEL will also help the law enforcement agencies plan and coordinate media events to announce increased enforcement. The LEL will implement an incentive program to encourage non-STEP agencies to participate in enforcement mobilizations such as the CIOT/BUIYT campaigns and DD-OLUA campaigns. Federal funds will pay for salaries, fringe benefits, in-state and out-of-state travel, speaker honorariums and travel, meeting expenses, maintenance and operations, printing, incentive items (traffic safety-related equipment not exceeding \$4,000 each) and administration.

**Criminal Justice Institute**

**(OP) \$161,300**

Task 5 – Statewide Observational Survey

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

**PETERS AND ASSOCIATES ENGINEERS**

**(OP) \$40,000**

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

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

**Cranford Johnson Robinson & Woods (CJRW)**

**(OP) \$ 100,000**

**ASP/TBD**

**(OP) \$ 30,000**

**CJRW**

**(PM) \$ 450,000**

Task 7 – Statewide Child Passenger Protection Education Project

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

<b>Project Details</b>		
<b>Agency</b>	<b>Federal Funds</b>	<b>State Match</b>
University of Arkansas for Medical Sciences	157 OP \$186,000	\$51,600

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 17 for positions funded under OP), travel/training, and PI&E materials.

**ASP**

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

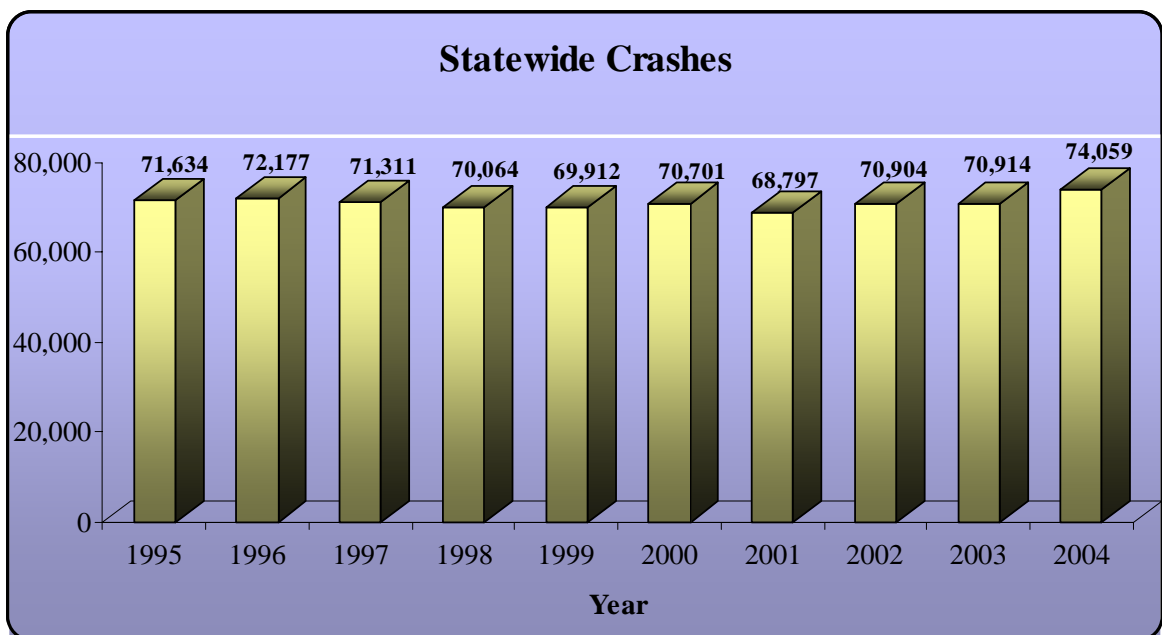
## **TRAFFIC RECORDS PROGRAM**

### **I. Program Overview**

Comprehensive traffic crash records include, but are not limited to, the collection and/or analysis of uniform crash reports, report supplements, road inventory data and BAC test results.

The majority of BAC data, used primarily in the Fatality Analysis Reporting System (FARS), is being provided through the Arkansas Department of Health. An agreement was also reached with the Arkansas Crime Laboratory to provide BAC and drug toxicology reports.

In 2003, the Arkansas State Police (ASP) logged 75,000 crash reports of which 70,914 were entered into the Traffic Analysis Reporting System (TARS) database. The total logged by the ASP for 2004 was 76,500 of which 74,059 reports were entered into the TARS database (Reports entered into TARS do not include duplicates, private property and parking lot crashes). The total logged by the ASP for 2005 was 71,100.



The ongoing goals of the Traffic Records Program are to reduce the backlog of crash report data to be entered into the TARS and to improve the timeliness and accuracy of data entry. In 1998, the backlog of crash reports to be entered had grown to an unmanageable amount. This was due to the new crash report design which necessitated a computer entry re-design and retraining of personnel. By the end of 2001, some reports were still being used which had to be transposed to a form with could be entered. Also with the transfer of the HSO to the ASP in July 2002, there are fewer personnel available who are responsible for verification and validation (reviewing and coding) of crash reports.

A project to outsource data entry duties in order to decrease the backlog of reports was entered into during FY 2000. This project had helped to virtually eliminate the backlog of reports to be entered from a ten-month backlog as recorded at the end of 1998 to a seven-week backlog before crash reports were entered into TARS by April 2002. However, since the transfer of the HSO to the ASP in July 2002 as mentioned above, the backlog had grown to a twelve-month timeframe. This project was modified in 2003 to allow for additional temporary personnel to assist in the reviewing and coding of crash reports as well as data entry in order to decrease the backlog of reports to be entered in TARS. Due to this modification, progress is being made and the backlog has been reduced to nine-months as of July 2006.

The ASP has modified computer software applications (Traffic and Criminal Software or TraCS) that will allow the ASP and other local agencies to enter crash data at the troop/local level within a few days of the crash date. The use of this software will increase the timeliness, accuracy and usefulness of the data. The ultimate goal is to distribute the software to local law enforcement agencies to enter crash data.

## **II. Performance Measure – Goal**

### Program Goal

The goal of projects in the Traffic Records Program is:

- To reduce the backlog of crash reports to be entered into the TARS from a nine-month backlog as recorded July 2006 to a six-month backlog by July 2007.

## **III. Project Strategies**

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

- To provide for the daily operation of the TARS;
- To out-source data entry services of the TARS;
- To acquire additional computer hardware, software and peripherals as needed for TARS improvement and TraCS;
- To modify computer software that will allow the ASP to enter crash data at the troop and local level within a few days of the crash; and,
- To continue specialized training in computer systems software.
- To provide for revisions to current crash from.
- To provide more timely and accurate updates to traffic citation history file.
- To provide 35 additional data elements to NEMSIS.

## **IV. Tasks**

### Task 1 – Program Operation

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

**ASP**

**TR**

**\$ 117,100**

<b>ASP</b>	<b>TR (STATE)</b>	<b>\$ 117,100</b>
<b>INTERNATIONAL DATA PROC. of AM.</b>	<b>HN1 (163)</b>	<b>\$ 250,000</b>
<b>INTERNATIONAL DATA PROC. of AM.</b>	<b>K9</b>	<b>\$ 150,000</b>

Task 2 – TARS Improvement Project

This task will provide for the acquisition of additional computer hardware, software, and peripherals as needed to continue the TARS improvements. A separate request for purchase approval will be provided for any equipment over \$5,000 prior to purchase. The request will include details as to the description, justification and estimated cost of the equipment. Funds will provide for necessary computer purchases.

<b>ASP</b>	<b>TR</b>	<b>\$ 20,000</b>
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Task 3 – Electronic Traffic Crash Record Entry System Project

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

<b>ASP</b>	<b>163 (HN1)</b>	<b>\$ 250,000</b>
<b>ASP</b>	<b>(STATE)</b>	<b>\$ 150,000</b>
<b>ASP</b>	<b>K9</b>	<b>\$700,000</b>

Task 4 – Professional Development

This task provides funds for specified training to highway safety professionals in matters of traffic records. 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.

<b>AHTD</b>	<b>(TR)</b>	<b>\$ 3,000</b>
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Task 5 – Crash Form Revision and Training Project

This task will provide for revisions to the current Arkansas Crash Report Form for further MMUCC and SafetyNet compliance. The project will also involve training (ANSI D-16) to law enforcement officers on the new form. Federal funds will pay for training classes.

<b>ASP</b>	<b>(K9)</b>	<b>\$60,000</b>
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Task 6 – Traffic Case Disposition Exchange Project



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

**AOC**

**(K9) \$ 50,000**

Task 7 – EMS Data Injury Surveillance Continuation Project

This task will include the addition of 35 data elements to make the system compliant with NEMSIS data collection. Efforts will be made to reach a higher level of compliance with data collection and members of the Section staff will become active members of the TRCC to help with data sharing. Federal funds will provide for system user fees.

**DHHS – Office of EMS and Trauma Systems**

**(K9) \$ 21,300**

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 17 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**

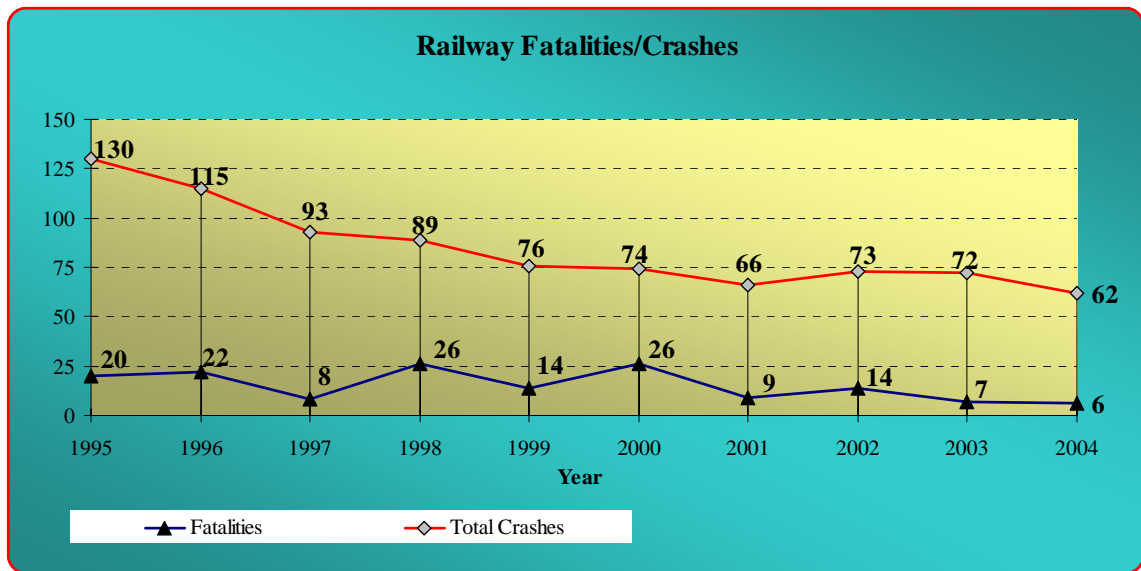
**(TR) \$ 67,900**

## RAIL/HIGHWAY SAFETY PROGRAM

### I. Program Overview

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

There were 62 rail-highway grade crossing crashes recorded in 2004, which is 10 fewer than the previous year. The following chart shows the rail-highway grade crossing crashes for the years 1995 through 2004.



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

### II. Performance Measure – Goal

#### Program Goal

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

- To maintain the number of rail-highway grade crossing crashes below 80 crashes through 2007.

### III. Project Strategies

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

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

#### IV. Tasks

##### Task 1 – Professional Development

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

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

##### Task 2 – Railroad Crossing Safety Courses

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

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

##### Task 3 – Section 154 Transfer Program

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

**AHTD** (154HE) **\$27,300,000**

## **STATE CERTIFICATIONS AND ASSURANCES**

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

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

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

## Certifications and Assurances

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

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

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

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

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

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

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

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

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

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

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

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

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

The State will provide a drug-free workplace by:

- a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b) Establishing a drug-free awareness program to inform employees about:
  - 1) The dangers of drug abuse in the workplace.
  - 2) The grantee's policy of maintaining a drug-free workplace.
  - 3) Any available drug counseling, rehabilitation, and employee assistance programs.
  - 4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
  - 1) Abide by the terms of the statement.
  - 2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.

- f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
  - 1) Taking appropriate personnel action against such an employee, up to and including termination.
  - 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

### **BUY AMERICA ACT**

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

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

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

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

### **CERTIFICATION REGARDING FEDERAL LOBBYING**

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the

undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

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

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

### **RESTRICTION ON STATE LOBBYING**

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

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

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

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant



learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

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

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

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

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

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

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

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

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

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

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

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

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

### Instructions for Lower Tier Certification

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

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

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

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

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

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and

Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

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

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

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

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

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

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

**ENVIRONMENTAL IMPACT**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2007 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).

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**Governor's Representative for Highway Safety**

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**Date**

## HIGHWAY SAFETY PROGRAM COST SUMMARY

State: ARKANSAS Number: 2007-HSP-1 Effective Date: 10-01-2006

Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs		Federal Share to Local
			Previous Balance	Increase/ (Decrease)	
PA	\$ 161,500	\$ 161,500	\$	\$ 161,500	\$
AL	\$ 778,500	\$ 1,274,800	\$	\$ 778,500	\$ 312,400
OP	\$ 1,838,100	\$ 808,800	\$	\$ 1,838,100	\$ 953,900
TR	\$ 208,000	\$ 267,100	\$	\$ 208,000	\$
RH	\$ 7,000	\$	\$	\$ 7,000	\$ 7,000
RS	\$ 2,000	\$	\$	\$ 2,000	
SA	\$ 31,600	\$ 26,000	\$	\$ 31,600	\$ 31,600
PM	\$ 450,000	\$	\$	\$ 450,000	\$ 225,000
K9	\$ 981,300			\$ 981,300	
J8	\$ 891,700	\$ 3,875,100	\$	\$ 891,700	\$ 652,700
J8PM	\$ 400,000	\$	\$	\$ 400,000	\$ 200,000
K8	\$ 1,730,000	\$ 943,400	\$	\$ 1,730,000	\$ 690,000
K8PM	\$ 1,100,000	\$		\$ 1,100,000	\$ 550,000
157OP	\$ 317,000	\$ 88,400	\$	\$ 317,000	\$ 224,000
154HE	\$ 27,300,000	\$	\$	\$ 27,300,000	\$
Total NHTSA 402	\$ 3,476,700	\$ 2,538,200	\$	\$ 3,476,700	\$ 1,529,900
Total NHTSA 408	\$ 981,300			\$ 981,300	
Total NHTSA 410	\$ 1,291,700	\$ 3,875,100	\$	\$ 1,291,700	\$ 852,700
Total NHTSA 410 (new)	\$ 2,830,000	\$ 943,400	\$	\$ 2,830,000	\$ 1,240,000
Total NHTSA 157	\$ 317,000	\$ 88,400	\$	\$ 317,000	\$ 224,000
Total NHTSA 154	\$ 27,300,000		\$	\$ 20,300,000	\$
<b>Grand Total</b>	<b>\$ 36,196,700</b>	<b>\$ 7,445,100</b>	<b>\$</b>	<b>\$ 36,196,700</b>	<b>\$ 3,846,600</b>

**State Official Authorized:**

**Name:** Steve Dozier

**Title:** Governor's Highway Safety Representative

**Date:** 8-19-2006

**Section 163 Funds**

Fiscal Year 2007

Arkansas

AMOUNTS

<b>NHTSA Program Areas</b>	<b>Planned</b>	<b>Share To Local Benefit</b>
Traffic Records *	\$500,000	n/a
<b>Total</b>	<b>\$500,000</b>	<b>n/a</b>

\* Funds used as Section 411

## **DISTRIBUTION LIST**

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