

Arkansas Highway Safety Office



***FY2017 Performance Plan
and Highway Safety Plan***

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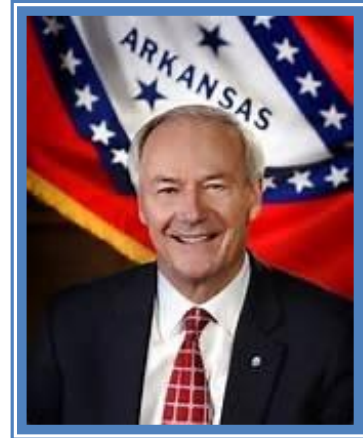
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INTRODUCTION

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

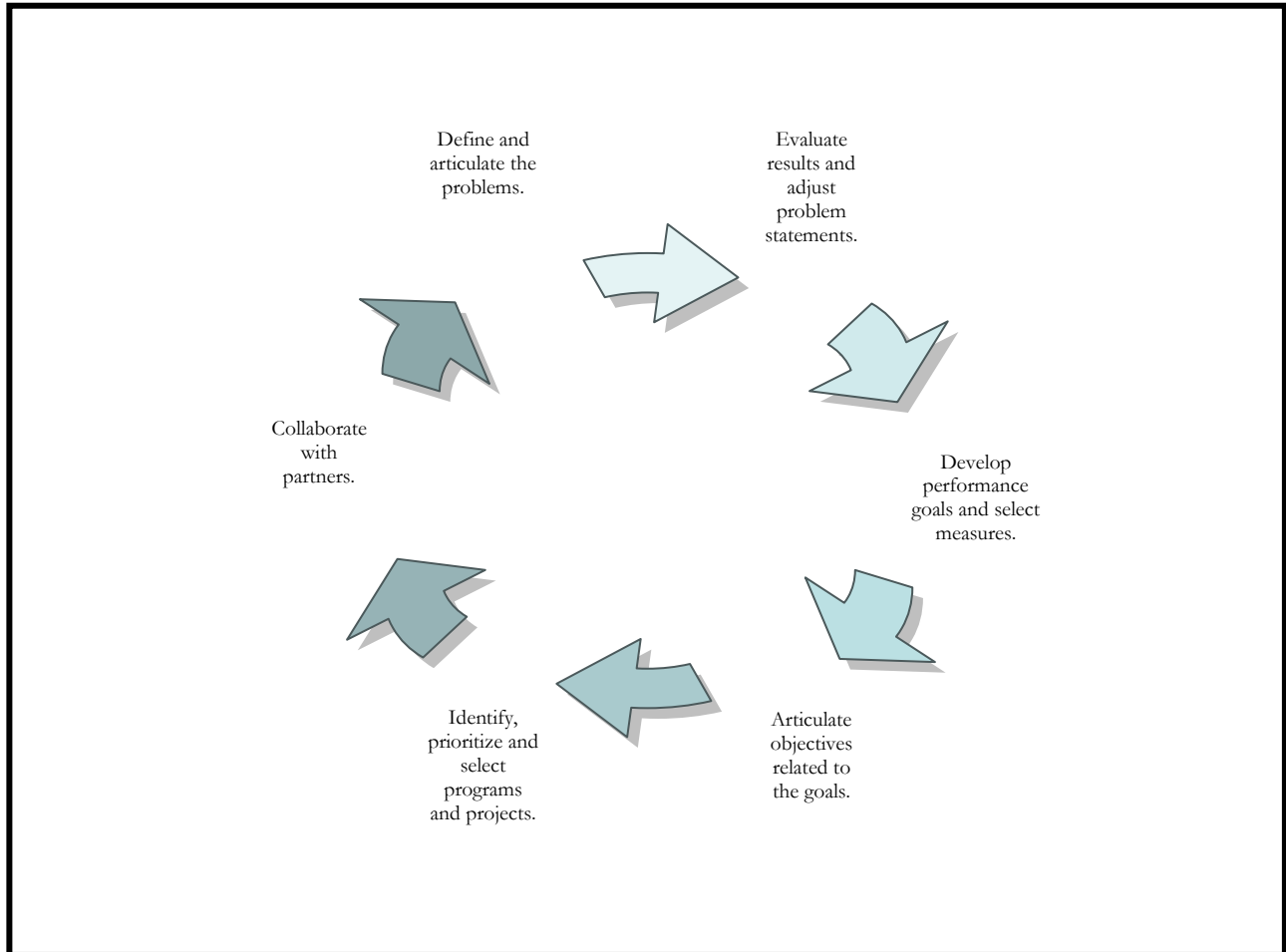
Certain highway safety program areas are designated as National Priority Program Areas, such as Occupant Protection, Impaired Driving, Police Traffic Services, Motorcycle Safety, Bicycle and Pedestrian Safety, Speed Control, Roadway Safety, Emergency Medical Services, and Traffic Records. Other areas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

The Highway Safety Office (AHSO) 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 AHSO 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 Federal (including Section 402), as well as State highway safety funds, will be applied.

During FY 2013, Congress reauthorized highway safety programs through the Transportation Reauthorization titled Moving Ahead for Progress in the 21st Century (MAP 21). Along with Section 402 funding, a new consolidated highway safety incentive grant program under Section 405 became available to states. States could apply for six different grants under this program. In FY’s 2013 through 2015 Arkansas was awarded funds from Section 405 (b) Occupant Protection, (c) Traffic Records, (d) Impaired Driving, (e) Distracted Driving) and (f) Motorcycle Safety. The Program efforts supported by carryforward funds from these grants are described in this plan.

In FY2016 Congress passed the Fixing America’s Surface Transportation (FAST) Act. Under this Act the Section 402 and 405 programs were reauthorized. Also, two new grants were added to the section 405 National Priority Grants Program. They are Section 405 (h) Non-Motorized Safety Grant (based on pedestrian and bicycle fatalities) and (i) Racial Profiling Data Collection Grant. In addition, a new 24-7 Sobriety grant is available as part of the Section 405 (d) Impaired Driving grant. Grant funds anticipated from the FAST Act for FY 2017 are also described in this plan.

HIGHWAY SAFETY PLANNING PROCESS



The Highway Safety planning process, by its nature, is continuous and circular. The process begins by defining and articulating the problems. This leads to a collaborative effort and design with partners, which is an ongoing process. Development of performance goals and select measures is the next step followed by specific articulation of the objectives related to the performance goals. The process then requires identification and prioritization in the selection of programs and projects to be funded. Those program and project 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.

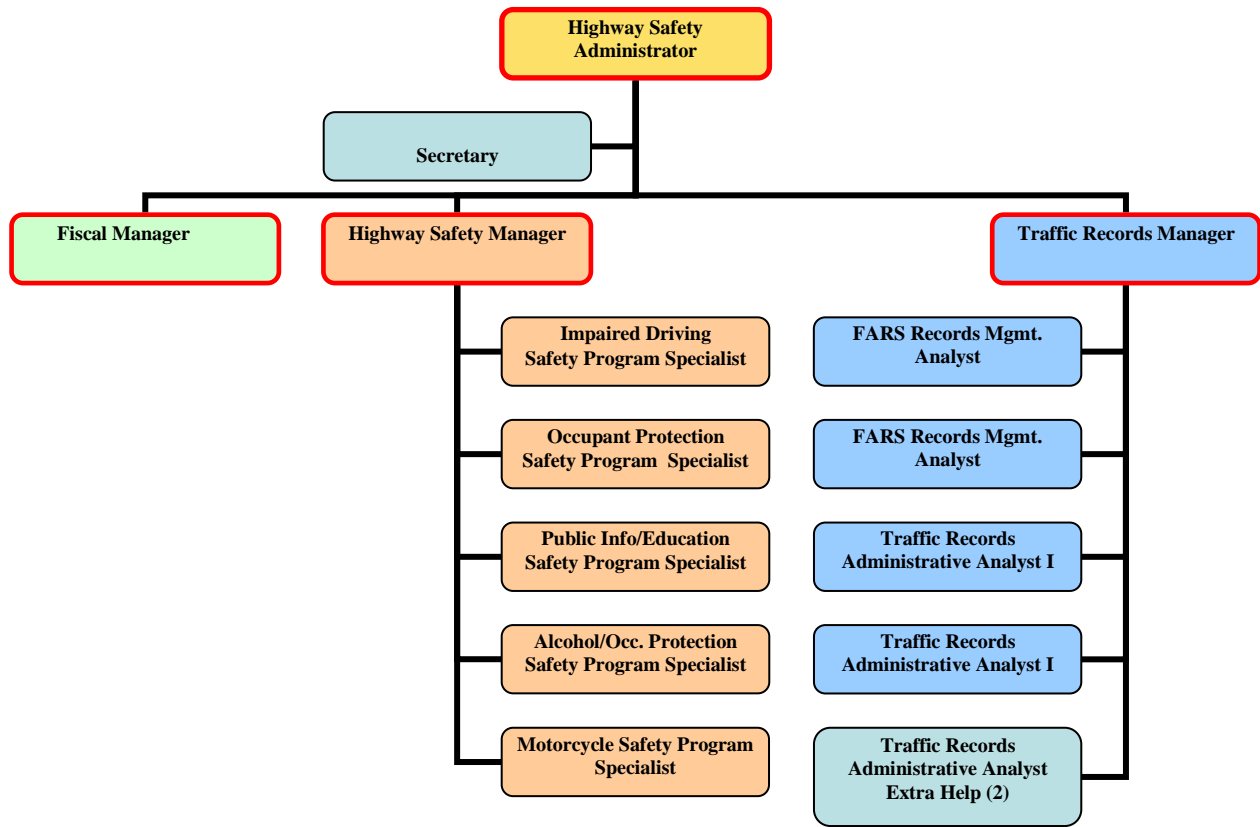
The following page outlines the sequence and timeline schedule that the AHSO has established for the development of the FY 2017 program.

**PERFORMANCE PLAN (PP) AND HIGHWAY SAFETY PLAN (HSP)
DEVELOPMENT SCHEDULE FOR FY 2017 PROGRAM**

<u>Task</u>	<u>Completed By</u>
Begin problem identification:	September
* Collect and analyze data	thru March
* Identify and rank problems	
* Establish goals and objectives	
PMs, HSM and Administrator conduct planning meetings	March
HSM request proposals from sub-grantees/contractors	March
Program Managers (PMs) submit charts and tables of program area data to Highway Safety Manager (HSM)	May
PMs meet with HSM and Administrator to review problem identification	May
Deadline for submission of proposals from sub-grantees/contractors	May
Draft narrative of problem identification, proposed countermeasures and performance measures for HSP	May
Select and rank proposed countermeasures (projects) PMs, HSM and Administrator	May
Estimate available funding	May
PMs submit drafts for program areas	May
PMs submit drafts for 405/Incentive grants to HSM	May
Draft PP, HSP and 405/Incentive grants reviewed by Administrator	June
Submit final PP, HSP and 405/Incentive grants for Director's signature	June
Submit PP, HSP and 405/Incentive grants to NHTSA & FHWA	June
PMs prepare agreements/contracts & submit for review	August
Send agreements/contracts to sub-grantees/contractors for signature	August
Agreements/contracts returned for Director's signature	September
Submit agreements/contracts for Director's signature	September
Mail copy of signed agreements/contracts to sub-grantees/contractors	September
Program implementation	October

HIGHWAY SAFETY OFFICE ORGANIZATION

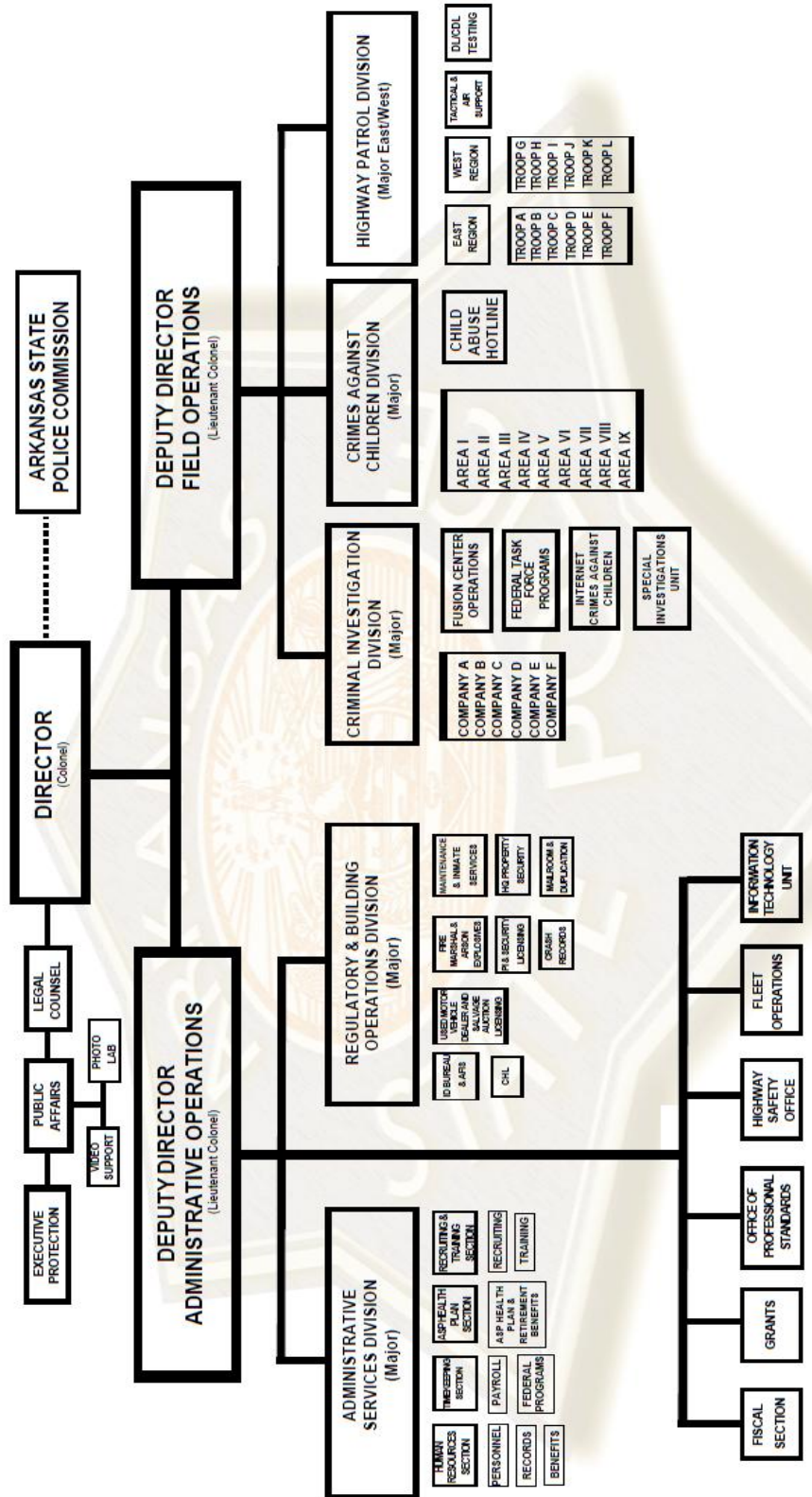
In July of 2002, by virtue of an Agreement of Understanding and the appointment of the Arkansas State Police (ASP) Director as the Governor’s Highway Safety Representative, the Arkansas Highway Safety Office (AHSO) was transferred from the Arkansas Highway and Transportation Department to the Arkansas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



MISSION STATEMENT

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

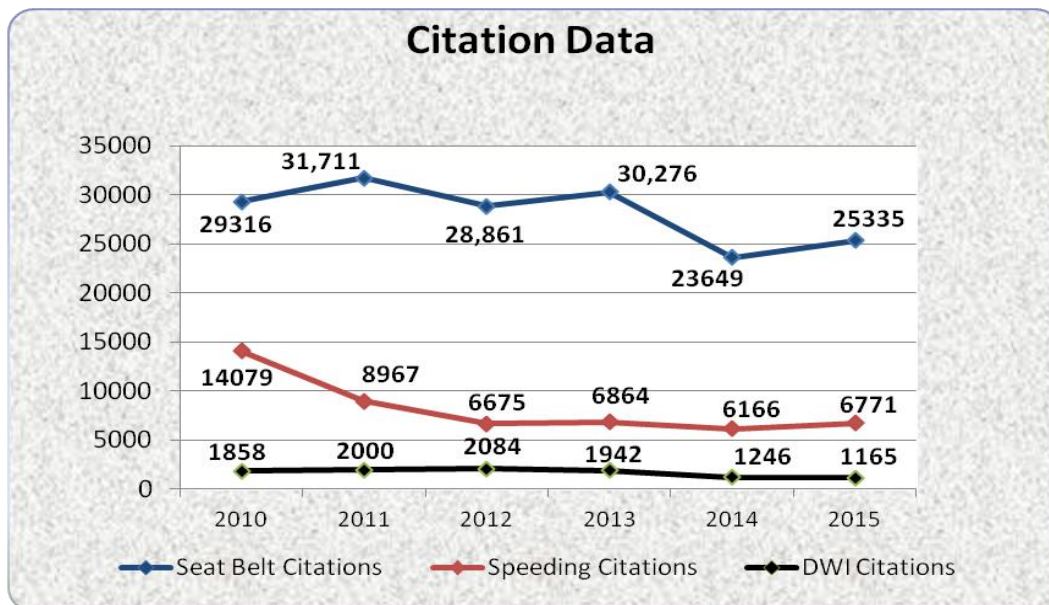
Arkansas State Police Organizational Chart



EXECUTIVE SUMMARY

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. An evidence based *Traffic Safety Enforcement Plan (E-BE)* has been developed to reduce injuries and fatalities throughout the State.

Particular attention is being focused on continued participation in impaired driving, occupant protection and speed issues through Selective Traffic Enforcement Projects (STEPS). This program sponsors active participation by approximately 40 Arkansas law enforcement agencies around the state. The following charts show the citations issued during STEP from 2010 through 2015.



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

FARS data for Arkansas shows that the number of fatalities declined from 571 in 2010 to 466 in 2014. The fatality rate, per 100 MVMT, for the most current period available (2010-2014) shows a decrease from 1.70 to 1.37. Serious injuries (2’s only) declined from 3,331 in 2010 to 3,159 in 2014.

While these figures indicate decreases in fatalities and injuries, (based on the 5-year period 2010-2014) an average of 529 motorists lose their lives and another 3,205 are seriously injured each year on Arkansas’s roadways. In 2014, there were 466 total traffic fatalities compared to 498 the previous year. Over the past five years, alcohol-related fatalities averaged 146 per year. In 2014, there were 135 alcohol-related (involving a driver or motorcycle operator at .08 BAC or above) fatalities reported compared to 121 in 2013. Arkansas’ alcohol-related fatalities in 2014 stood at 29% of the total fatalities.

A major area of concern is occupant protection. In 2014, 48 percent (166/345) of the recorded fatalities were unrestrained (passenger vehicle occupant fatalities only). Arkansas passed a primary enforcement safety belt law which took effect June 30, 2009. Immediately after the law took effect, the use rate rose from 70.4% to 74.4%, while the National use rate stood at 83%. The use rate increased to 78.4% in 2011, but fell to 71.9% in 2012 with the implementation of a new survey protocol. Whether the decline was the result of the new survey protocol which reduced the number of counties surveyed and added a number of rural sites is unclear. In 2014 the use rate returned to 74.4% and is currently at 77.7% for 2015. The AHSO is working to improve this rate through the assessment of programming outcomes and implementation of changes and adjustments where necessary. After analyzing project performance and comparing citations issued with conviction records from Driver Services, it was discovered that after the passage of the primary seat belt law, the number of seat belt convictions in the state peaked and have now declined. Additionally, when STEP seatbelt citations were compared to total seatbelt citations, *STEP activity accounted for the majority of convictions*. If the state is to make progress, agencies must make seat belt enforcement outside of STEP a priority as well. Efforts over the course of 2016 included an emphasis on increasing total enforcement and encouraging agencies to address seat belt enforcement outside STEP to a much higher level. HSO Staff meet with State Police once a month and discussions are ongoing with other law enforcement agencies to step up enforcement efforts, increase citation numbers and expand participation in mobilizations.

Seat Belt Convictions vs Citations	2009	2010	2011	2012	2013	2014	2015
Seat Belt Convictions (Calendar Year)	43,521	53,377	45,371	42,405	39,799	33,841	26,866
STEP Seat Belt Citations (Fiscal Year)	19,385	29,316	31,711	28,861	30,276	23,649	25,335
STEP Citations Percent of Total	45%	55%	70%	68%	76%	70%	94%

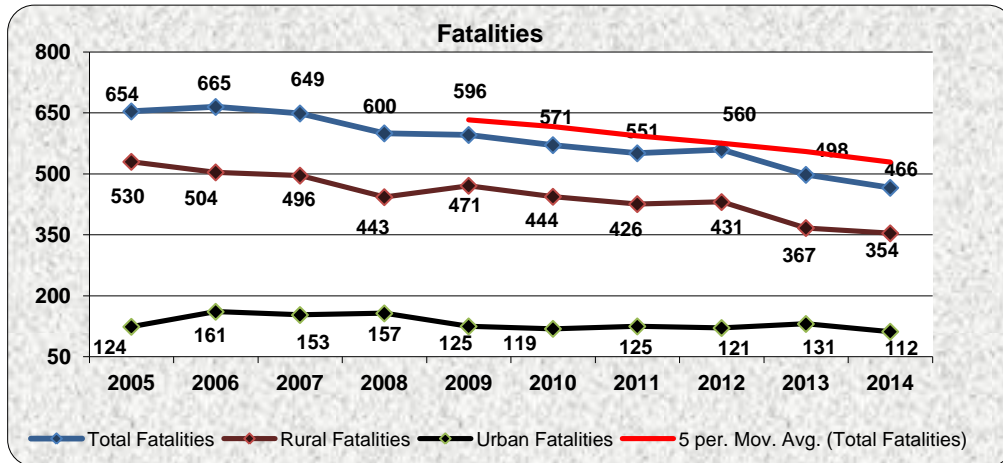
In FY13 the Legislature passed an amendment to allow the addition of court costs to the seat belt citation increasing the cost of a ticket for not wearing a Seatbelt to approximately \$90.

The AHSO also recognizes the significance and impact that motorcycle related crashes are having on the overall fatality picture in this State. In 2010 fatalities were at 84. In 2011 the number decreased to 64 but increased to 72 in 2012. Fatalities declined to 63 for 2013. Fatalities for 2014 were 61. Motorcycle fatalities account for approximately 13 percent of Arkansas' total traffic fatalities. There were 344 motorcycle involved traffic fatalities in Arkansas during the 5-year period 2010-2014.

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. Initiating a project in selective traffic enforcement has the potential to build a local commitment to improving the traffic safety problems. Another possibility is communities with successful traffic safety projects will develop an inherent desire to develop comprehensive and ongoing projects. Towards this end, the AHSO is collaborating with the Arkansas Department of Health utilizing their network of Hometown Health coalitions to implement occupant protection programs. These coalitions identify local businesses and employers, develop relevant information materials and implement evidence based prevention activities in targeted low use counties.

The Arkansas Highway Safety Office will issue sub-grants to approximately 70 different agencies and courts statewide to target Highway Safety issues. Those agencies will include state, county and municipal law enforcement agencies in both urban and rural locations. Other sub-grantees include, but are not limited to, Arkansas Highway & Transportation Department, Arkansas Administrative Office of the Courts, University of Arkansas System, Arkansas Department of Health, and Black River Technical College Law Enforcement Training Academy.

Although the larger populated areas of Arkansas present the most problems involving crashes, the less populated areas exhibit a need for improving their problem locations. From 2005 thru 2014, 77 percent of fatalities occurred in rural areas of the state. That percentage is the same for the period 2010 to 2015.



The statewide projects cited above will utilize their resources to combat this problem. Over the past 10 years crash fatalities averaged 581 per year. Fatality numbers were at 654 in 2005, but this number decreased to 466 in 2014.

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 a significantly increased occupant protection use rate and a reduction of impaired driving. Therefore our emphasis on creating aggressive, innovative and well publicized enforcement and education programs will continue with an increased focus on citations and arrests.

Arkansas’s Evidence-Based Traffic Safety Enforcement Plan

The evidence-based (E-BE) traffic safety enforcement program is focused on preventing traffic crashes, crash-related fatalities and injuries. Analysis of Arkansas’s crashes, crash fatalities and serious injuries are extracted from the “Arkansas State Traffic Records Data and FARS” and are included in the following sections: Executive Summary page 6-8; Impaired Driving pages 37-40; Occupant Protection pages 49-52, Speed page 60. From that crash data, Counties are ranked and priority areas are identified to implement proven enforcement activities throughout the year. Arkansas’s E-BE is implemented through deployment of our resources in the priority areas throughout the year with the exception of mobilizing the entire state during the “Click It or Ticket” mobilizations and the “Drive Sober or Get Pulled Over” (DSOGPO) crackdowns. Each enforcement effort is analyzed at its conclusion and adjustments are made to the E-BE. Arkansas’s comprehensive enforcement program is developed and implemented as follows:

- The approach utilized by the AHSO is through projects developed for selective overtime enforcement efforts in the areas of alcohol, speed, distracted driving and occupant protection. Funding assistance is awarded to law enforcement agencies in priority areas. Additional projects also target these priority areas with public information and education for the specific dates and times of the enforcement efforts. Additional agencies are recruited to participate in Federal and statewide mobilizations and crackdowns.
- The problem identification utilized by the AHSO is outlined above in the narrative portion of the E-BE. Who, what, when, where and why are used to determine where to direct our resources for the greatest impact. Data is broken down by type of crash, i.e. speed, alcohol, restraint usage, impaired driving etc. Arkansas's fatal, and serious injury crash data is utilized to determine priority areas and provide direction on how to make the greatest impact.
- The enforcement program is implemented by awarding selective traffic enforcement overtime grants to law enforcement agencies in priority areas. Funding for overtime salaries and traffic related equipment is eligible for reimbursement. Agencies applying for funding assistance for selective overtime enforcement are encouraged to do problem identification within their city or county to determine when and where to conduct enforcement for the greatest impact. The components of the awards include PI&E and required activity reporting. The enforcement program includes statewide enforcement efforts for the mobilizations and crackdowns which involve extensive national and state media campaigns. All law enforcement working alcohol and seat belt selective overtime must provide proof of their successful completion of the Standardized Field Sobriety Testing (SFST) training and Traffic Occupant and Protection Strategies (TOPS) training.
- The AHSO monitors and assesses each of the awarded selective traffic enforcement overtime grants upon receipt of the activity report and reimbursement request and adjustments are made as needed. Seat Belt survey results along with performance standards results (officer violator contacts/stops and arrests per hour) are evaluated to determine future awards. Adjustments are made to the enforcement plan throughout the year. The AHSO staff reviews the results of each activity/mobilization. Likewise, state, local and county law enforcement agencies are encouraged to review their activity and jurisdictional crash data on a regular basis. Based upon these reviews, continuous follow-up and timely adjustments are made to enforcement plans to improve sustained and High Visibility Enforcement (HVE) effectiveness.

2015 PUBLIC AWARENESS SURVEY RESULTS

As required, a public awareness survey was conducted by the University of Arkansas at Little Rock, Survey Research Center to track driver attitudes and awareness of highway safety enforcement and communication activities and self-reported driving behavior. The 2015 survey addressed questions related to the three major areas of impaired driving, seat belt use and speeding. The following is a summary of the results for the nine required questions covering these three major program areas.

Survey question recommendations from the NHTSA-GHSA working group

Impaired driving

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

88% of respondents interviewed said they have “Never” driven a motor vehicle within 2 hours after drinking alcohol in the past 30 days.

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

Approximately 76% Arkansans said they were aware of some type of impaired or drunk driving enforcement by police in the last 30 days.

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

When respondents were asked what the chances were that someone would get arrested if they drive after drinking, around 26% said this was likely to occur “Half of the time.” This response was followed closely with 30% of Arkansans who said this would occur “Most of the time.”

Seat belt use

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

When Arkansans were asked how often they wear their seat belt when driving, the majority (83%) of those interviewed said they wear their seat belt “Always” and 11% “Most of the time” while driving.

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

Around 4 out of 10 (41%) Arkansans surveyed said they had read, seen, or heard of a special effort by police to ticket drivers in their community for seat belt violations.

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

Around (49%) of all respondents thought the chances of getting a ticket for not wearing a seat belt was likely "Always" or "Most of the time."

Even those respondents who thought the likelihood of getting a ticket was not as high still believed it would happen, either "Half of the time" (20%) or "Rarely" (23%).

Speeding

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

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

S-1b.** On a road with a speed limit of 65 mph, how often do you drive faster than 75 mph?

Arkansans were asked how often they drive above the speed limit in cases when the speed limit is set at 65 miles per hour forty-five percent (37%) of those surveyed said they have exceeded the speed limit "Rarely." Similarly, (49%) said they "Never" drive faster than 70 miles per hour in this case.

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

Over one-half (51%) of Arkansans surveyed said they did recall reading, seeing, or hearing anything about speed enforcement efforts by police.

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

Responses when asked about the chances of getting a ticket if those interviewed were to drive over the speed limit, one half or 50% of the respondents said the likelihood of getting a ticket was either "Always" or "Most of the time."

LEGISLATIVE ISSUES

The 90th General Assembly of the State of Arkansas, Legislative Session began on January 12, 2015 and adjourned on April 2, 2015. During this session the following bills were passed that impact highway safety issues in Arkansas. A special session followed beginning May 26, 2015. The next regular session is scheduled to begin in January of 2017. Relevant legislative activity (bills signed into law/Acts) during the 90th General Assembly was as follows:

90th Regular Session of 2015

Act 1049 AN ACT TO AMEND THE LAWS CONCERNING LEARNER'S PERMITS.

AFTER THE APPLICANT HAS SUCCESSFULLY PASSED ALL PARTS OF THE EXAMINATION OTHER THAN THE DRIVING TEST, THE OFFICE MAY, IN ITS DISCRETION, ISSUE TO THE APPLICANT AN INSTRUCTION PERMIT WHICH SHALL ENTITLE THE APPLICANT WHILE HAVING THE PERMIT IN HIS OR HER IMMEDIATE POSSESSION TO DRIVE A MOTOR VEHICLE UPON THE PUBLIC HIGHWAYS FOR A PERIOD OF TWELVE (12) MONTHS WHEN ACCOMPANIED BY A LICENSED DRIVER WHO IS AT LEAST TWENTY-ONE (21) YEARS OF AGE AND WHO IS OCCUPYING A SEAT BESIDE THE DRIVER, EXCEPT IN THE EVENT THAT THE PERMITTEE IS OPERATING A MOTORCYCLE

<http://www.arkleg.state.ar.us/assembly/2015/2015R/Acts/Act1049.pdf>

Act 877 AN ACT CONCERNING THE USE OF AN IGNITION INTERLOCK DEVICE

THE OFFICE OF DRIVER SERVICES SHALL PLACE A RESTRICTION ON A PERSON WHO HAS VIOLATED § 5-65-103 FOR A FIRST OR SECOND OFFENSE THAT REQUIRES THE PERSON'S MOTOR VEHICLE TO BE EQUIPPED WITH A FUNCTIONING IGNITION INTERLOCK DEVICE IN ADDITION TO ANY OTHER PENALTY AUTHORIZED BY THIS CHAPTER. THE RESTRICTION MAY CONTINUE FOR A PERIOD OF UP TO ONE (1) YEAR AFTER THE PERSON'S DRIVING PRIVILEGE IS NO LONGER SUSPENDED OR RESTRICTED UNDER § 5-65-104 SHALL CONTINUE UNTIL THE PERSON HAS COMPLETED HIS OR HER MANDATORY PERIOD FOR USING AN IGNITION INTERLOCK DEVICE.

<http://www.arkleg.state.ar.us/assembly/2015/2015R/Bills/SB877.pdf>

Act 1199 TO ENACT THE ARKANSAS TEEN DRIVER AND PARENTAL EDUCATION ACT OF 2015. PROVIDES FOR IMPROVEMENTS TO THE ARKANSAS STATE POLICE WEBSITE AND DISTRIBUTION OF MATERIALS AND INFORMATION ON THE REQUIREMENTS FOR TEENS TO OBTAIN DRIVERS LICENSE.

<http://www.arkleg.state.ar.us/assembly/2015/2015R/Acts/Act1199.pdf>

Act 1699 AN ACT REPEALING THE REDUCTION IN A FINE FOR A PERSON WHO IS WEARING A SEAT BELT; AND FOR OTHER PURPOSES. REPEALS THE \$10 REDUCTION IN FINE FOR ANOTHER OFFENSE IF DRIVER IS WEARING A SEATBELT.

<http://www.arkleg.state.ar.us/assembly/2013/2013R/Acts/Act965.pdf><http://www.arkleg.state.ar.us/assembly/2015/2015R/Bills/HB1699.pdf>

Act 299 AN ACT COMBINING THE CRIMINAL OFFENSES OF DRIVING WHILE INTOXICATED AND BOATING WHILE INTOXICATED; CONCERNING THE OMNIBUS DWI ACT, THE UNDERAGE DUI LAW, ADMINISTRATIVE SUSPENSIONS OF A PERSON'S DRIVER'S LICENSE, AND VEHICLE REGISTRATION.

<http://www.arkleg.state.ar.us/assembly/2015/2015R/Acts/Act299.pdf>

90th Special Session of 2015

Act 6 CONCERNING THE OFFENSES OF DRIVING WHILE INTOXICATED, UNDERAGE DRIVING UNDER THE INFLUENCE, DRIVING OR BOATING WHILE INTOXICATED, AND DRIVING OR BOATING UNDER THE INFLUENCE WHILE UNDERAGE. THE GENERAL ASSEMBLY INTENDS FOR THIS ACT TO ESTABLISH THAT THE CURRENT OFFENSES OF DRIVING WHILE INTOXICATED AND UNDERAGE DRIVING UNDER THE INFLUENCE, AS WELL AS THE OFFENSES OF DRIVING OR BOATING WHILE INTOXICATED AND DRIVING OR BOATING UNDER THE INFLUENCE WHILE UNDERAGE THAT WERE CREATED BY ACTS 2015, NO. 299, § 6, BE STRICT LIABILITY OFFENSES, WHICH ARE OFFENSES THAT REQUIRE NO CULPABLE MENTAL STATE BE PROVEN.

<http://www.arkleg.state.ar.us/assembly/2015/2015S1/Acts/Act6.pdf>

PROBLEM IDENTIFICATION PROCESS

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

The AHSO coordinates with the following State and local agencies to obtain data and other information.

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

The AHSO also collaborates with the following groups:

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

Data together with other pertinent information are discussed, reviewed, analyzed, and evaluated with various agencies and groups 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 AHSO recommends specific countermeasures that can be implemented to promote highway safety in an effort to reduce the incidence and severity of traffic crashes in the State.

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

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

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

Arkansas' Performance Plan and Highway Safety Plan will focus on these identified areas. The goals are based on information derived from 5 year moving and linear averages, Guidelines from NHTSA and FHWA, meetings with collaborating agencies, input from staff at the Arkansas Highway Transportation Department and the recommendations of Arkansas Highway Safety Office staff.

CORE OUTCOME MEASURES						2010	2011	2012	2013	2014	2017 Target
C-1	Traffic Fatalities (FARS)	5-Year Moving Average	616	593	576	552	529	574			
	Limit increase in total fatalities to 9% from 529 (2010-2014) to 574 (2013-2017)										
C-2	Serious Injuries in Traffic Crashes (State Crash File)	5-Year Moving Average	3,206	3,361	3,392	3,312	3,205	3,195			
	Limit increase in serious traffic injuries to 5 percent from 3,205 (2012-2014) to 3,295 (2013-2017)										
C-3	Fatalities/VMT (FARS/FHWA)	5-Year Moving Average	1.86	1.79	1.73	1.66	1.58	1.73			
	Limit increase in fatalities/VMT to 9 percent from 1.58 (2010-2014) to 1.73 (2013-2017)										
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	5-Year Moving Average	268	251	242	224	207	164			
	Reduce unrestrained passenger vehicle occupant fatalities, all seat positions from 207 (2010-2014) to 164 by 2017										
C-5	Alcohol-Impaired Driving Fatalities (FARS)	5-Year Moving Average	180	171	164	154	146	125			
	Reduce alcohol impaired driving fatalities 146 (2010-2014 avg) to 125 by 2017										
C-6	Speeding-Related Fatalities (FARS)	5-Year Moving Average	88	86	88	90	80	81			
	Hold speeding-related fatalities from 80 (2010-2014) to 81 (2013-2017)										
C-7	Motorcyclist Fatalities (FARS)	5-Year Moving Average	76	73	72	70	69	64			
	Reduce motorcyclist fatalities 9 percent from 69 (2010-2014) to 64 (2013-2017)										
C-8	Unhelmeted Motorcyclist Fatalities (FARS)	5-Year Moving Average	45	40	39	40	40	37			
	Reduce unhelmeted motorcyclist fatalities 7 percent from 40 (2010-2014) to 37 by (2013-2017)										
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	5-Year Moving Average	100	88	77	69	63	34			
	Reduce drivers age 20 and younger involved in fatal crashes by 5 percent from 63 (2010-2014) to 34 by (2010-2017)										
C-10	Pedestrian Fatalities (FARS)	5-Year Moving Average	39	41	42	42	42	45			
	Hold increase in pedestrian fatalities to 2 percent from 42 (2010-2014 avg) to 45 by 2016										
C-11	Bicyclist Fatalities (FARS)	5-Year Moving Average	4	4	5	5	5	6			
	Hold increase in bicyclist fatalities from 5 (2010-2014 avg) to 6 by (2013-2017)										
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	78.4%	71.9%	76.7%	74.4%	77.7%	78.0%			
	Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 1.3 percentage points from 77.7 percent in 2014 to 78.0 percent in 2016										

PROGRAM DEVELOPMENT AND GRANT SELECTION

Each year the AHSO prepares a Performance Plan and Highway Safety Plan (HSP) that establishes the goals and objectives and describes the projects recommended for funding during the next Federal Fiscal Year (October 1 through September 30). For Fiscal Year 2017, the projects presented in the HSP include new and continuing STEP and other projects that target identified problem areas.

The process of developing the Performance Plan and HSP begins in the preceding federal fiscal year. A Performance Plan and HSP Development Schedule (shown on page 3) are issued to the AHSO 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 involves planning meetings with select highway safety partners such as the Strategic Highway Safety Steering Committee, the Criminal Justice Institute, Arkansas State Highway and Transportation Department, University of Arkansas for Medical Sciences, Arkansas Impaired Driving Task Force and the Traffic Records Coordinating Committee to identify emerging problems. Priority for project implementation is based on problem identification and indicators developed from crash data. Strategies and countermeasures from NHTSA's "Countermeasures that Work" along with innovative approaches developed through collaborative efforts with partner agencies are utilized to address problems.

Based on problem identification, state and local entities are targeted for implementation of new projects or for continuation of existing projects and proposals are requested. All proposed projects continuing into the next fiscal year are identified and preliminary funding estimates are developed. If new projects are recommended, requests for proposals are issued to select new sub-grantees/contractors. Proposals submitted by State and local agencies and vendors are assigned to the appropriate program Specialists for review.

The assigned Program Specialist reviews the application against established criteria. During the preliminary review, applications are assessed to determine they are complete and appropriate and their relevancy towards meeting Highway Safety Goals. If information is missing or there are questions that need to be answered, the agency is contacted to obtain the necessary information and to provide clarification if needed.

Crash statistics are compiled for all counties in the state and rankings determined. Rankings include identified problem areas and are utilized to determine the severity of problems in the respective locations. Applications are assessed to determine the need for the type of funding requested and where they fit within the rankings.

- Highest-ranking locals are given priority.
- Lower-ranking agencies may be funded for a project because the county in which they reside ranks high or to ensure emphasis on enforcement of priority areas throughout the state.
- Some communities may be given projects to involve them as active participants in national mobilizations
- Other agencies may be given consideration when crash data indicates a problem.

Supporting arguments and issues of concern are presented to the review team prior to individual review and scoring of applications.

- Staff members review each application completely.
- Each reviewer completes a scoring sheet for the application being reviewed
- Comments may be added as needed for clarification
- Grant awards are determined based upon a compilation of points awarded, Risk Assessment levels, and other factors as appropriate.
- Final selections are made only with approval of the HSO Administrator.

Staff completes a risk assessment ranking agencies as Low, Medium or High Risk. New agencies cannot be ranked Low Risk. If the applicant is a current or prior grantee, past performance is analyzed for completeness/timeliness of reports and claims, any negative findings or unresolved problems, the level at which program objectives were met, public awareness including any earned media, and the overall success of past and/or current grant(s). Staff look at the percent of prior funds utilized, previous equipment purchases, and the size of the organization. They also consider whether the agency contact is new to the traffic safety program and may need extra guidance. Information on whether the applicant agency has had any audit findings is also assessed. Utilizing this information a determination is made as to whether the proposed project should be funded. Based on the risk assessments, different levels of monitoring may be recommended.

Grant funding is dependent on the number of proposals received, amount of funds available, and other criteria. Some proposals or portions thereof may not be funded. Based upon the reviews, scoring, and risk assessment a priority list of projects is developed. This includes projects which are determined to have the greatest effect on reducing collisions, injuries, and fatalities on the state's highways. Funding recommendations are submitted by the AHSO program management staff for approval by the AHSO Manager and the Administrator.

Following the determination of funding priorities, a draft plan is prepared and submitted to the HSO Administrator and the Governor's Highway Safety Representative (GR) for approval. A copy of the approved plan is sent to the National Highway Traffic Safety Administration Region 7 office for review by July 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
- 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 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 AHSO program management staff monitors each project continuously throughout the year. Program Managers provide projects not meeting grant requirements with technical assistance whenever possible. Projects that consistently fail to meet grant requirements may be limited to certain enforcement hours, restricted to mobilizations only, suspended for a period of time or terminated.

ESTABLISHING PERFORMANCE GOALS

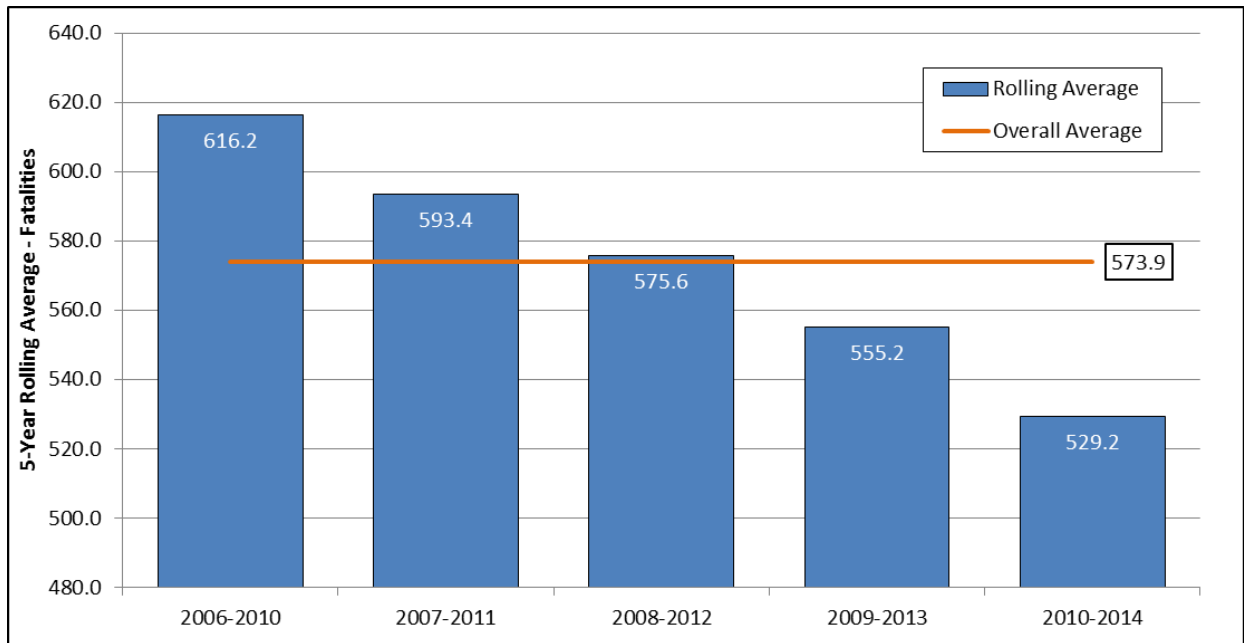
Performance goals evolve from the problem identification process. Identified emphasis areas were selected and reviewed to assure that they are consistent with the guidelines and emphasis areas established by the U.S. Department of Transportation, and National Highway Traffic Safety Administration. Using the experience and expertise of the AHSO and AHTD professional staff, FARS and state crash data, appropriate overall statewide performance goals and performance measures for selected emphasis areas have been established. Projections are based on 5 year moving and linear averages and consideration of collaboration between AHTD and Highway Safety Office Staff. Specific goals and target dates are based on past trends and the staff's experience. Historical trends were established through the use of graph and chart information. Personnel from the Arkansas Highway Transportation Department (AHTD), Federal Highways Administration (FHWA) and Arkansas Highway Safety Office (AHSO) held several meetings and conducted an in depth analysis of data for fatalities, fatality rate and serious injuries. The goals/targets outlined in this FY17 HSP are based on this analysis.

The AHSO recognizes that the achievement of quantified goals is dependent not only on the work of the AHSO, but also on the collaborative and ongoing dedication and efforts of a multitude of governmental and private entities involved in improving highway safety. Advances in vehicle technology, coupled with traffic safety legislation, expanded participation by the public health and private sectors, and aggressive traffic safety education, enforcement and engineering programs are the best method to make those goals achievable. Contributing factors having the potential to affect goals were also considered. Projections are based upon a sustained level of activity and additional programs and activities targeting identified problems.

OVERALL PROGRAM GOALS

Staff from the Arkansas Highway Safety Office (AHSO) and Arkansas Highway Transportation Department (AHTD) conducted several planning meetings during 2015 and agreed upon the following goals/targets: total fatalities, fatalities/VMT, and Serious Traffic Injuries. The targets are based on a 5- year moving average as well as other methods to justify the targets established.

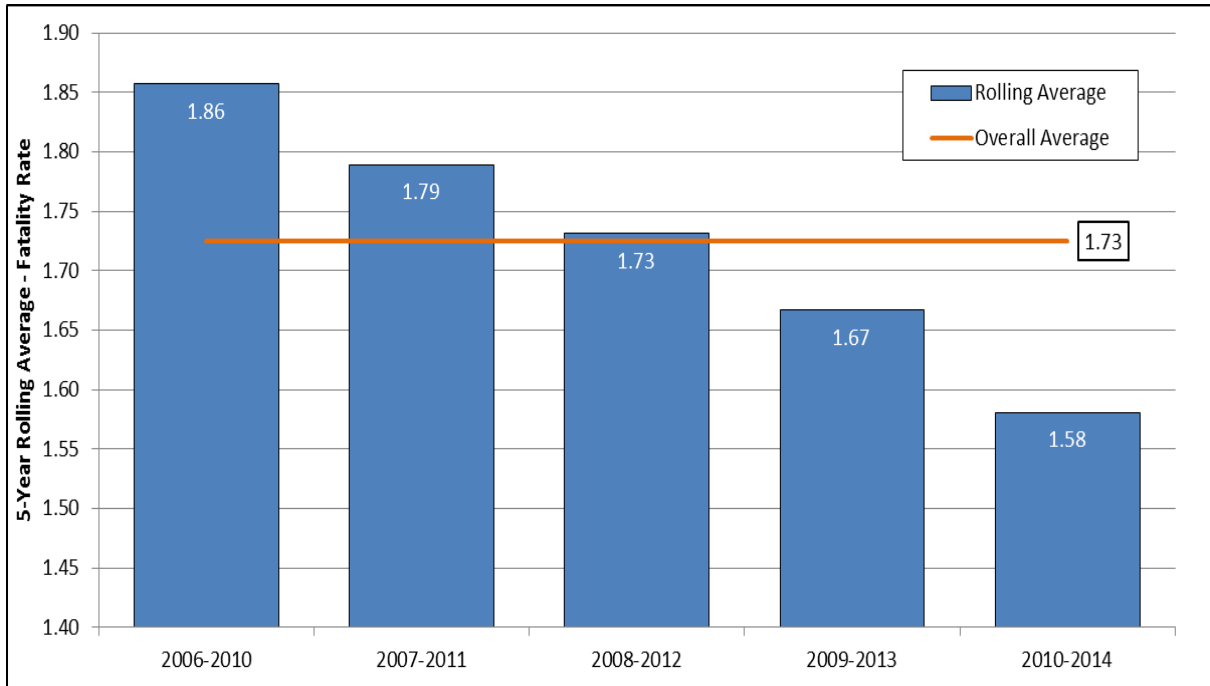
- *Limit the increase in total fatalities to 9 per cent from 529 (2010-2014) to **574** (2013-2017)*



Justification for target:

After meeting with the AHTD, highway police, FHWA and MPO representatives, it was decided to use the 5 rolling average values of the most recent data available according to FARS, which is 2014, and set the 2017 target value as the average of those rolling average values. Based on the recent substantial increase in 2015 fatalities (538), lower gas prices, increased VMT, growing trend of crash occurrences due to wet-weather, and the large number of work zones, a choice was made to set the target (based on 5-Year Rolling Average Values) at **574** for **2013-2017**.

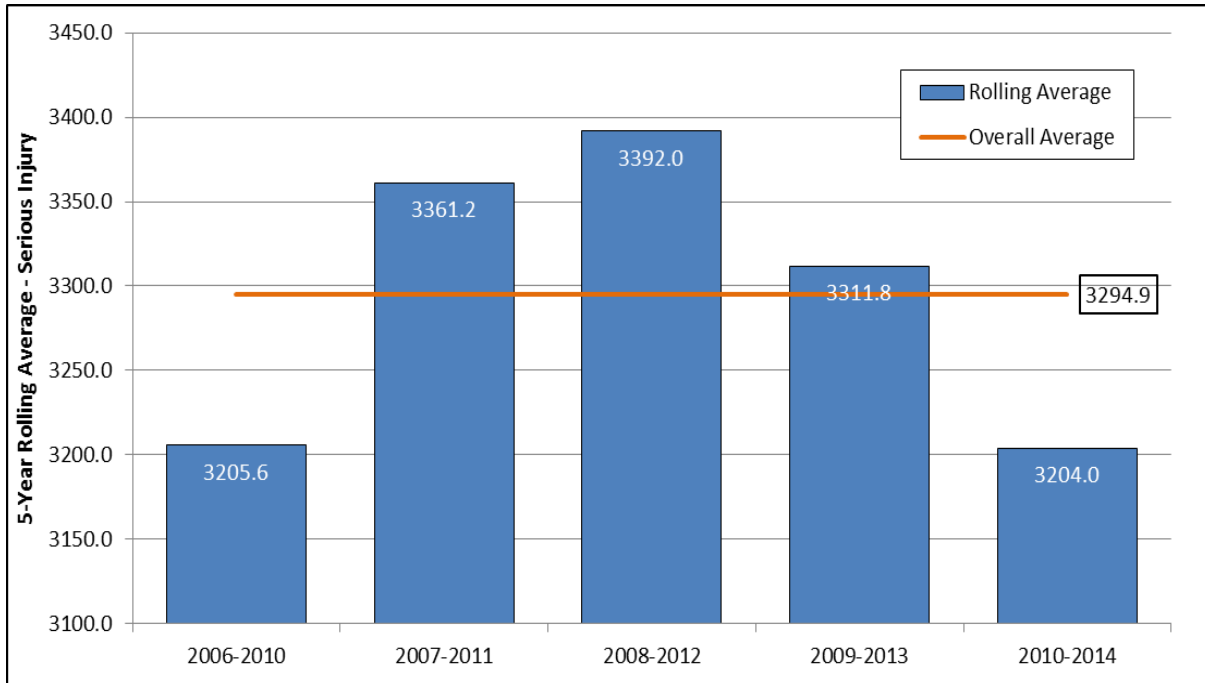
- Limit increase in fatalities/VMT to 9 percent from 1.58 (2010-2014) to **1.73** (2013-2017).



Justification for target:

Using the same rationale indicated above (for total fatalities) After meeting with the AHTD, highway police, FHWA and MPO representatives, it was decided to use the 5 rolling average values of the most recent data available according to FARS, which is 2014, and set the 2017 target value as the average of those rolling average values. Based on the recent substantial increase in 2015 fatalities, lower gas prices, increased VMT, growing trend of crash occurrences due to wet-weather, and the large number of work zones, a choice was made to set the target (based on 5-Year Rolling Average Values) at **1.73** for **2013-2017**.

- Limit increase in Serious traffic injuries to 5 percent from 3,150 (2010-2014) to **3,295** (2013-2017).



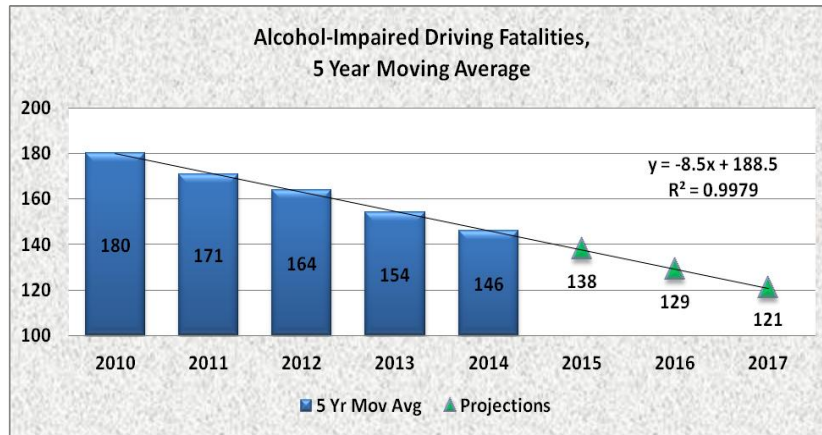
Justification for target:

Again using the same rationale as for total fatalities and fatalities VMT and after meeting with the AHTD, highway police, FHWA and MPO representatives, it was decided to use the 5 rolling average values of the most recent data available according to FARS, which is 2014, and set the 2017 target value as the average of those rolling average values. Based on the recent substantial increase in 2015 fatalities, lower gas prices, increased VMT, growing trend of crash occurrences due to wet-weather, large number of work zones, and taking into considerations the probability of more serious injuries in lieu of fatalities given advances in vehicle technology, safety features etc., a decision was made to set the target (based on 5-Year Rolling Average Values) at **3,295** for **2013-2017**.

PROGRAM AREA GOALS

Alcohol and Other Drugs Countermeasures

- Reduce alcohol-impaired driving fatalities 14% from 146 (2010-2014) to **125** (2013-2017)



Justification for target:

The average percent change in the three most recent years, 2012, 2013, and 2014, in relation to a 5-year baseline period that precedes each of these years by three years provides a basis for extrapolating a projection for the 5-year period 2013–2017. That average percent change, as reflected in the figures below, has been a reduction of 24.8% across the three most recent years. If a total reduction of this same magnitude is realized through 2017, compared to a baseline of the average annual fatality count for the period 2010-2014 (146.4), the average fatality count expected in 2017 would be about 110.

<u>BASELINE</u>	<u>RECENT YEAR</u>	<u>% CHANGE</u>
(2005-2009 avg.) 180.8	(2012) 144	- 20.4%
(2006-2010 avg.) 180.4	(2013) 121	- 32.9%
(2007-2011 avg.) 171.2	(2014) 135	- 21.1%
	Average % Change	- 24.8%

Current Multi-Year Base

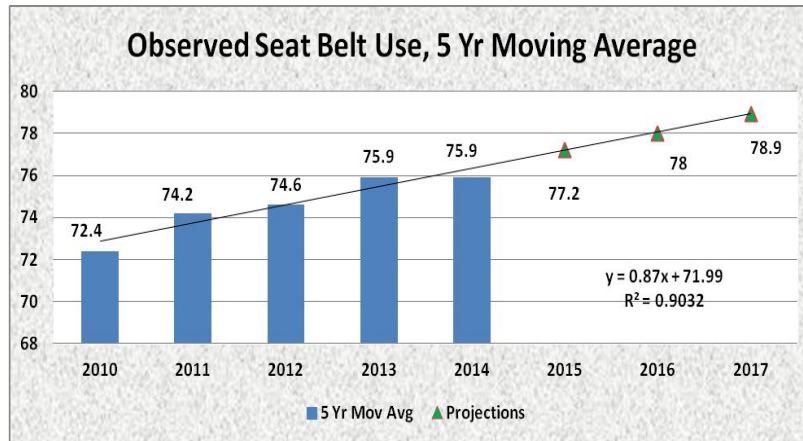
(2010-2014) avg. 146.4

2017 Projection 110

Looking at the projection from the 5-year average (121) with an R value of .997 and the estimate calculated using the alternate (5-yr avg) baseline (110) which reflects more mixed performance levels, a choice was made to go with a target of **125** for **2013-2017**.

Occupant Protection

- Increase observed seat belt use for passenger vehicles, front seat outboard occupants by 1.3 points from 77.7% in 2015 to **78.0%** in 2017.



Justification for target:

The average percent change in the three most recent years, 2012, 2013, and 2014, in relation to a 5-year baseline period that precedes each of these years by three years provides a basis for extrapolating a projection for the 5-year period 2013–2017. That average percent change, as reflected in the figures below, has been an increase of 3.1% across the three most recent years. If an increase of this same magnitude is realized through 2017, compared to a baseline of the observed seat belt use rate average during the period 2010-2014 (73.5%), the expected use rate in 2017 would be 78%.

<u>BASELINE</u>	<u>RECENT YEAR</u>	<u>% CHANGE</u>
(2005-2009 avg.) 70.2	(2012) 72	+ 2.6%
(2006-2010 avg.) 72.2	(2013) 77	+ 6.6
(2007-2011 avg.) 74.0	(2014) 74	+ 0.0%

Average % Change - 3.1%

Current Multi-Year Base

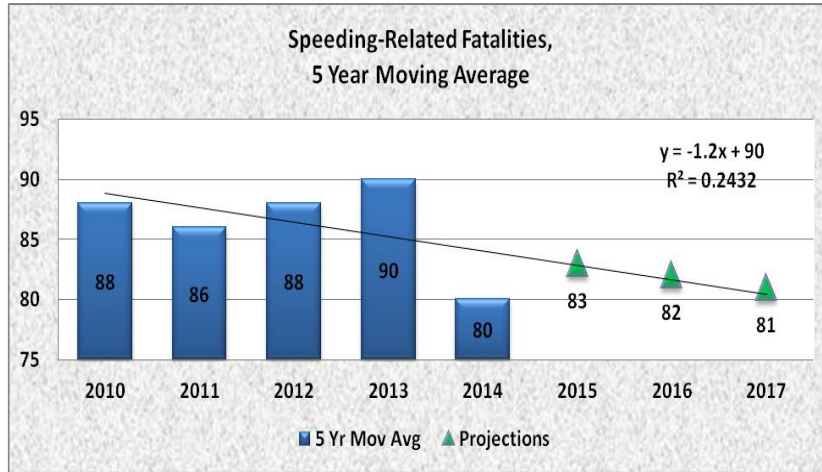
(2010-2014) avg. 75.8

2017 Projection 78

The estimate based on the alternate (5-yr avg) baseline calculation is more positive. The projection from the 5-year trend analysis has a relatively high R value .903 and suggests a target of (78.9). A choice was made to go with a goal of **78% for 2013-2017**.

Speed

- Hold speeding related fatalities at **81** (2010-2014) for (2012-2017).



Justification for target:

The average percent change in the three most recent years, 2012, 2013, and 2014, in relation to a 5-year baseline period that precedes each of these years by three years provides a basis for extrapolating a projection for the 5-year period 2013–2017. That average percent change, as reflected in the figures below, has been a net decrease of 21.9% across the three most recent years. If a total reduction of this same magnitude is realized through 2017 the fatality count expected in 2017 would be 62.

<u>BASELINE</u>	<u>RECENT YEAR</u>	<u>% CHANGE</u>
(2005-2009 avg.) 87.4	(2012) 76	- 13.0%
(2006-2010 avg.) 87.8	(2013) 73	- 16.9%
(2007-2011 avg.) 85.8	(2014) 55	- 35.9%

Average % Change - 21.9%

Current Multi-Year Base

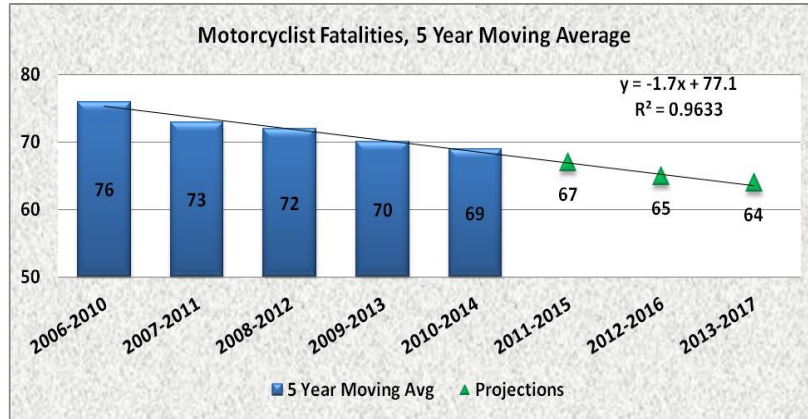
(2010-2014) avg. 79.6

2017 Projection 62

The 5-year trend analysis projection of (81) is less optimistic than the estimate calculated using the alternate (5-yr avg) baseline (62.0). Based on past fluctuation in speeding fatalities over the past years and consistent with the 5 year average method, a choice was to set the goal at **81 (based on the 5 year average)** for **2013-2017**.

Motorcycle Safety

- Reduce motorcyclist fatalities by 9 percent from 69 (2010-2014) to **64** (2013-2017).



Justification for target:

The average percent change in the three most recent years, 2012, 2013 and 2014, in relation to a 5-year baseline period that precedes each of these years by three year provides a basis for extrapolating a projection for the 5-year period 2013–2017. That average percent change, as reflected in the figures below, has been an increase of -11.1% across the three most recent years. If a decrease of this same magnitude is realized through 2017, compared to a baseline of the average annual fatality count for the period 2010-2014, the fatality count expected in 2017 would be about 61.

<u>BASELINE</u>	<u>RECENT YEAR</u>	<u>% CHANGE</u>
(2005-2009 avg.) 71.6	(2012) 72	- .6%
(2006-2010 avg.) 75.8	(2013) 63	- 16.9%
(2007-2011 avg.) 73.4	(2014) 61	+ 16.9%

Average % Change - 11.1%

Current Multi-Year Base

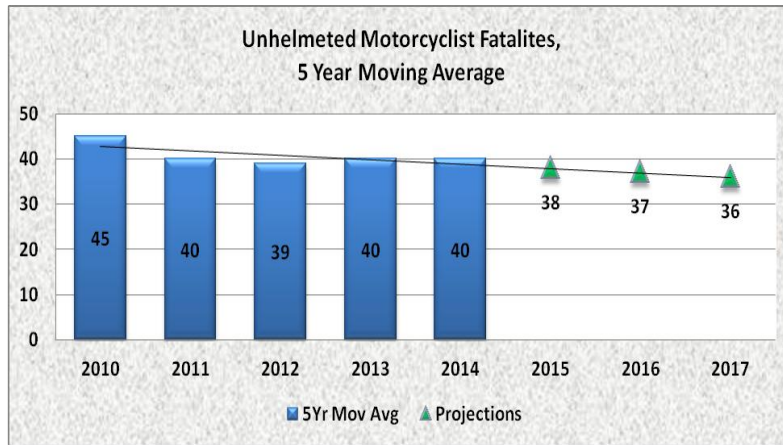
(2010-2014) avg. 68.8

2017 Projection 61

The 5-year trend analysis projects a target of 64 for 2013-2017 and has an R value of .963. The estimate using the alternate 5-yr avg baseline calculation results in a projected target of 61. A choice was made to go with a target of **64** (based on the 5 year average) for **2013-2017**.

Motorcycle Safety Cont.

- Reduce un-helmeted motorcyclist fatalities 7% from 40 (2010-2014) to 37 (2013-2017).



Justification for target:

The average percent change in the three most recent years, 2012, 2013, and 2014 in relation to a 5-year baseline period that precedes each of these years by three years provides a basis for extrapolating a projection for the 5-year period 2013–2017.. The average percent change, as reflected in the figures below, has been an -6.3% across the three most recent years. If a total decrease of this same magnitude is realized through 2017, compared to a baseline of the average annual fatality count for the period 2010-2014 (40.0), the fatality count expected in 2017 would be about 38.

<u>BASELINE</u>	<u>RECENT YEAR</u>	<u>% CHANGE</u>
(2005-2009 avg.) 41.0	(2012) 42	+ 2.4%
(2006-2010 avg.) 40.0	(2013) 40	+ 10.3%
(2007-2011 avg.) 40.4	(2014) 36	+ 10.9%

Average % Change - 6.3%

Current Multi-Year Base

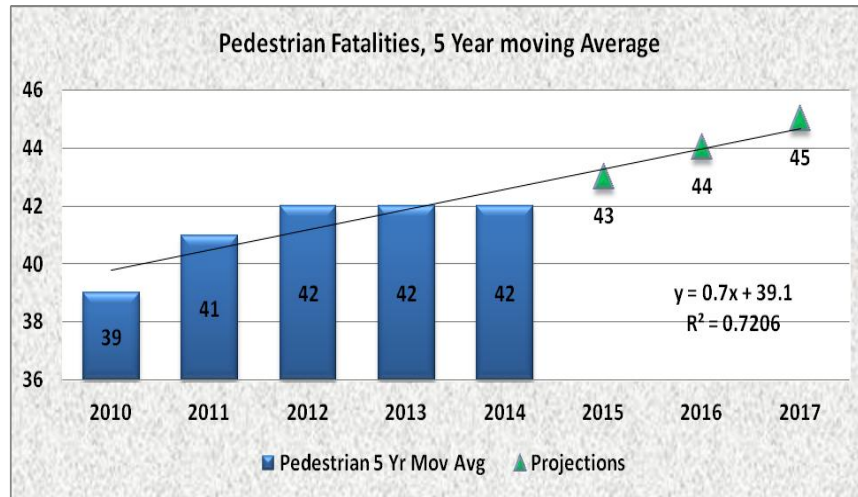
(2010-2014) avg. 68.8

2017 Projection 38

The 5-year moving average projection for un-helmeted motorcyclist fatalities suggests a target of 36 for 2013-2017. the 5-yr avg baseline (38) takes earlier gains into account, but fails to suggest a safety improvement. While high variability calls all models into question, historical data suggests improvement is possible. With a goal of returning to earlier performance levels, a choice was made to set this target at 37 for 2013-2017.

Pedestrian Safety

- Limit the increase in pedestrian fatalities to 2% from 42 (2010-2014) to **45** (2013-2017).



Justification for target:

The average percent change in the three most recent years, 2012, 2013, and 2014, in relation to a 5-year baseline period that precedes each of these years by three year provides a basis for extrapolating a projection for the 5-year period 2013–2017 at 45.3 .

<u>BASELINE</u>	<u>RECENT YEAR</u>	<u>% CHANGE</u>
(2005-2009 avg.) 39.0	(2012) 47	+ 20.5%
(2006-2010 avg.) 39.2	(2013) 46	+ 17.3%
(2006-2010 avg.) 39.2	(2013) 45	+ 13.0%

Average % Change - 8.3%

Current Multi-Year Base

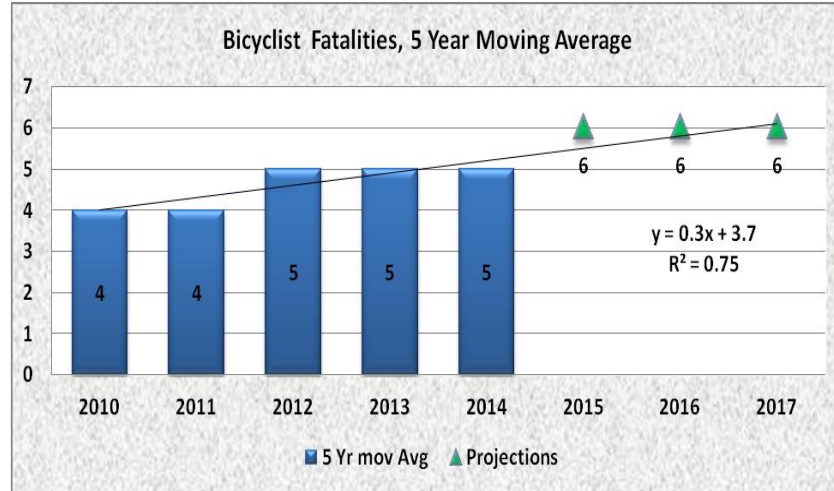
(2010-2014) avg. 41.8

2017 Projection 45

Based on the 5- year moving average method the projection would be (45). The estimate arrived at using the alternate 5-yr average base-line calculation takes this and earlier gains into account and agrees with that number. A 2013-2017 goal that represents a safety improvement over the baseline period cannot be justified in terms of historical performance. However in 2014 the number of pedestrian fatalities dropped to 36 and new educational public awareness programs are ongoing along with other safety measures. Therefore, a choice was made to optimistically hold this target to **45** for **2013-2017**.

Bicyclist Safety

- Hold increase in bicyclist fatalities from 5 (2010-2014) to **6** (2013-2017).



Justification for target:

The average percent change in the three most recent years, 2012, 2013, and 2014, in relation to a 5-year baseline period that precedes each of these years by three years provides a basis for extrapolating a projection for the 5-year period 2013–2017.. That average percent change, as reflected in the figures below, has been an increase of 45.2% across the three most recent years. If a total increase of this same magnitude is realized through 2017, compared to a baseline of the average annual fatality count for the period 2010-2014 (5), the fatality count expected for 2017 would be about 6.

<u>BASELINE</u>	<u>RECENT YEAR</u>	<u>% CHANGE</u>
(2005-2009 avg.) 3.8	(2012) 6	+ 57.4%
(2006-2010 avg.) 3.6	(2013) 4	+ 11.1%
(2007-2011 avg.) 4.2	(2014) 7	+ 66.7%

Average % Change - 45.2%

Current Multi-Year Base

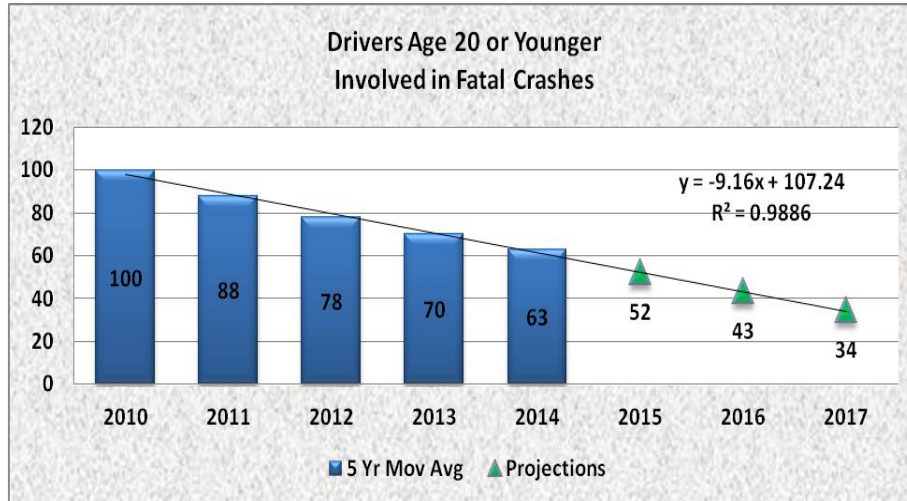
(2010-2014) avg. 5.0

2017 Projection 7

The small numbers for this measure, together with their variability, render all models used in the analyses of questionable value. Historical data may be the best guide in goal-setting. The often substantial gains demonstrated in past years, in the context of the many recent reversals for this measure, suggest that future gains that at least approach earlier safety levels should be attainable. With that in mind, the choice was made to hold the target at **6** for **2013-2017**.

Teen Driver Safety

- Reduce drivers age 20 or younger involved in fatal crashes by 45% from 63 (2012-2014) to **34** (2013-2017).



Justification for target:

The average percent change in the three most recent years, 2012, 2013, and 2014, in relation to a 5-year baseline period that precedes each of these years by three years provides a basis for extrapolating a projection for the 5-year period 2013–2017. That average percent change, as reflected in the figures below, has been a reduction of 37.4% across the three most recent years. If a total reduction of this same magnitude is realized through 2017, compared to a baseline of the average annual number of involvements for the period 2010-2014 the involvements expected in 2017 would be about 39.

<u>BASELINE</u>	<u>RECENT YEAR</u>	<u>% CHANGE</u>
(2005-2009 avg.) 111.2	(2012) 69	- 37.9%
(2006-2010 avg.) 99.8	(2013) 63	- 36.9%
(2007-2011 avg.) 88.0	(2014) 55	- 37.5%

Average % Change - 37.4%

Current Multi-Year Base

(2010-2014) avg. 62.6

2017 Projection 39

The estimate derived using the alternate (5-yr avg) baseline calculation – which is fairly close with the 5-year trend analysis projection – is likely more reliable. This indicates that future gains may be anticipated; but may not reflect as sharp a rate of improvement as seen at the end of the last decade. Acknowledging that improvements in the current GDL law are necessary to continue past gains a decision was made to set the target at **34** for **2012-2016**.

Traffic Records

- Reduce the backlog of crash reports to be manually entered into the TARS system from a 9.2 month backlog as of November 2014 to 3 month backlog by November 2016.
- Increase the # of courts using Contexte (real-time) from 48 in 2015 to 55 in 2016.

Justification for target:

One of the primary issues related to the crash reports backlog is the on-going problem with retaining personnel. The implementation of the eCite and eCrash projects and increasing the number of courts using Contexte has been successful in reducing the backlog in the submission of citations to the courts. It is hoped that all backlog issues will be resolved by June 1, 2017.

PERFORMANCE MEASURES

- Number of traffic fatalities
- Traffic fatality rate per 100M VMT
- Number of serious injuries
- Number of traffic alcohol-related fatalities
- State seat belt use rate as determined through observational surveys
- Number of unrestrained passenger vehicle occupant fatalities
- Number of speeding fatalities
- Number of motorcycle fatalities
- Number of un-helmeted motorcycle fatalities
- Number of pedestrian fatalities
- Number of bicyclist fatalities
- Number of teen fatalities
- Time from crash to entry into the system
- Increase number of courts using Contexte

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 (AHSO) of the Arkansas State Police (ASP). The organizational chart of the AHSO is shown on page 4.

The management and fiscal staff will build on and maintain their expertise in all aspects of the program by attending available training sessions. The staff will attend meetings and other sessions in the performance of their normally assigned functions. The percentage of funding distribution for positions by program area is provided on page 35. The costs associated with the overall management and operation of the Highway Safety Program under Planning and Administration are itemized as follows:

Salaries and Benefits

The entire salaries and benefits for one full-time position and a portion of the salaries and benefits for three full-time positions, fulfilling management, fiscal, and clerical 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 including the expenses for development and implementation of a state grants management system (GMS). The GMS may be developed, operated, and maintained through a contractor to be determined. Also, Arkansas will host the NHTSA Region 7 state partners regional meeting in FY 2017. Meeting expenses will be provided under this component. The location is to be determined.

PERSONNEL: POSITION AND PERCENT 402 FUNDING DISTRIBUTION

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

Arkansas State Police-AHSO Estimated 402 P&A Costs – FY2017			
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	Federal	State	Total
Salaries			
Salaries	\$ 140,100	\$ 109,600	\$ 249,700
Sub-Total	\$ 140,100	\$ 109,600	\$ 249,700
Benefits			
Payroll Additive (23.0%)	\$ 32,300	\$ 25,200	\$ 57,500
Insurance	\$ 14,300	\$ 5,400	\$ 19,700
Sub-Total	\$ 46,600	\$ 30,600	\$ 77,200
Travel			
Travel & Subsistence	\$ 12,000		\$ 12,000
Sub-Total	\$ 12,000		\$ 12,000
Operating Expenses			
Operating Expenses	\$ 27,400	\$ 235,900	\$ 263,300
NHTSA Regional Meeting	\$ 10,000		\$ 10,000
Grants Mgmt System	\$ 125,000		\$ 125,000
Other Operating Expenses (Survey)	\$ 15,000		\$ 15,000
Sub-Total	\$ 177,400	\$ 235,900	\$ 413,300
TOTALS	\$ 376,100	\$ 376,100	\$ 752,200

Federal P&A costs are 13% or less of total estimated new 402 funds available (+\$3,319,930).

13% of 402 funds = \$431,591

Federal P&A costs are 50% or less of total P&A (752,200).

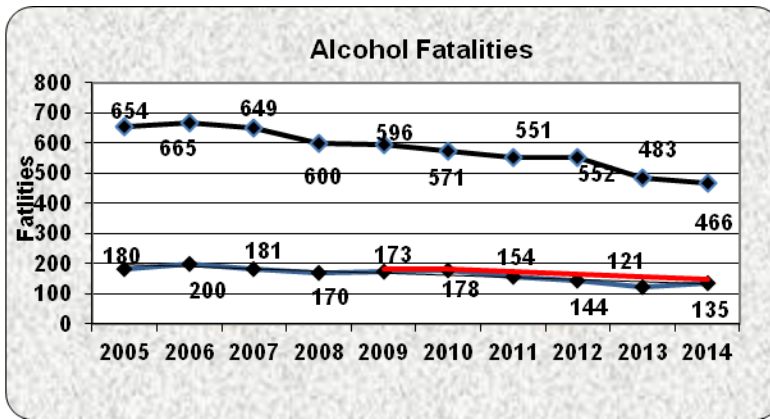
50% of P&A = \$376,100

Arkansas State Police-AHSO Estimated 406 P&A Costs – FY2017			
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	Federal	State	Total
Grants Mgmt System (TBD)	\$ 50,000		\$ 50,000
Sub-Total	\$ 50,000		\$ 50,000
TOTAL	\$ 50,000		\$ 50,000

Note: Operating expenses include but are not limited to association dues, office supplies, printing materials, services, fees, copier leases, vehicle expense, state IT and communication charges, office space rental, office equipment under \$5,000 and meeting expenses. Also includes contract costs for development, operation and maintenance of a grants management system and public awareness survey.

ALCOHOL AND OTHER DRUGS COUNTERMEASURES PROGRAMS

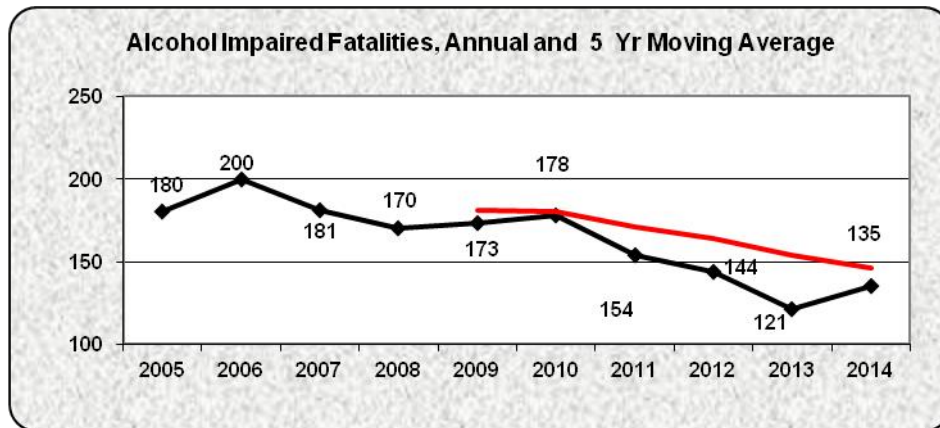


I. Program Overview

For the period from 2010 through 2014 the percentage of impaired driving fatalities, as a percentage of the total were at 29 percent. Fatalities for 2010 were at 571 but declined to 466 in 2014.

Alcohol related fatalities have declined from 2010 through 2014. The State experienced a

decrease from 178 in 2010 to 135 in 2014. A chart showing the number of alcohol related fatalities by county for 2010-2014 is shown on page 41.



In 2012, the Arkansas Crime Information Center (ACIC) reported 9,720 driving while intoxicated (DWI)/ driving under the influence (DUI) arrests. The 2014 preliminary data shows 7,034 DWI/DUI arrests. Over the past several years arrest numbers have trended downward. As previously stated, current efforts include an emphasis on increasing enforcement and arrest numbers both inside and outside of STEP.

DWI/DUI ACIC NIBRS - ASP			
YEAR	ACIC NIBRS	ASP	GRAND TOTALS
2011	9902	7386	17288
2012	9720	6883	16603
2013	7941	6052	13993
2014	7034	4848	11882
2015	7108	4821	11929

***NOTE: ITEMS IN RED FONT INDICATE PRELIMINARY COUNTS. THE ACIC IS STILL COLLECTING NIBRS DATA FOR 2015 AND THE TOTALS WILL CHANGE.**

According to the Drug Enforcement Administration's 2016 Drug Threat Assessment for Arkansas, the drug threat to the state of Arkansas covers the full spectrum of all types of drugs trafficked and abused, trafficking modalities and types of criminal organizations. In addition to the geographical location, other factors include the industrial, cultural and economic diversity within the area. These elements influence drug-related crimes and social problems within the state. Some of the factors that make Arkansas an attractive place to reside, including its climate, extensive Interstate Highway System and rural nature contribute to its attractiveness as a drug transit and staging region.

The availability and rate of drug abuse in Arkansas remains high, coinciding with the smuggling of methamphetamine, cocaine, and marijuana for local consumption and further distribution. Though smuggling methods involve all forms of transportation, the largest quantities of drugs are seized on the highways via interdiction efforts. Each year, tens of thousands of pounds of marijuana, hundreds of kilograms of cocaine, and multiple pounds of methamphetamine are seized on Arkansas' interstates, particularly Interstates 30, 40 and 55.

Methamphetamines continue to be the most significant concern for law enforcement in Arkansas. According to the 2016 HIDTA Drug Threat Survey 59% of respondents report ice and 16% report powder methamphetamine as the greatest drug threat in Arkansas. 95% of individuals seeking treatment for methamphetamine abuse are caucasian between 12-34 years of age.

Diverted Pharmaceuticals continue to be a major issue in Arkansas. They have in many instances, become the initial drug of abuse by teenagers. With the signing into law of a Prescription Drug Monitoring Program (PDMP) in 2011, and its implementation in mid-year 2013, Arkansas gained a crucial tool to deter, identify, and reduce doctor-shopping, pharmacy-shopping, prescription forgery and the diversion of prescription medication. However, Arkansas continues to experience an unacceptable rate of pharmaceutical-related overdoses and overdose deaths. Oxycodone and Methadone, in combination with other drugs such as Soma, Xanax, and/or alcohol are major contributors to this alarming trend. In July of 2015 Act 1222 was passed in AR allowing first respondents to administer Naloxone, an opioid antagonist developed to counteract the effects of opiate overdose.

Crack and powder cocaine continue to be a significant and long term problem for the state. The 2016 HIDTA Drug Threat Survey identified crack as second only to methamphetamine as the drug that contributes to that most contributes to violent crime in the state. Law enforcement agencies in Arkansas continue to report the demand for and availability of cocaine as high. For crack cocaine most of the individuals seeking treatment are black while for powder cocaine those seeking treatment are equally distributed between Caucasian and black.

Marijuana is the most widely abused and most widely available drug within the state. Marijuana availability is fueled by both the abundance of Mexico-produced as well as locally grown marijuana. The issues related to marijuana are exacerbated by the increase in potency seen in high grade strains of marijuana produced in states with legalized medicinal marijuana. Based on the information provided by the Arkansas Department of Human Services (ADMIS) statistics, 5,388 persons sought treatment at certified or licensed treatment facilities for marijuana/hashish use in 2014. The abuse of marijuana traverses all age, racial and economic boundaries. In a 2012 Arkansas state election, voters defeated a ballot measure on Election Day by a narrow 51 percent majority that would have made Arkansas the first state in the South to legalize medical marijuana. Proponents of marijuana use have worked tirelessly for decades and continue to push for the decriminalization, legalization, and/or legalization for medicinal purposes of marijuana.

The introduction of new synthetic drugs including Cannabinoids and Cathinones is also a major concern for law enforcement. These drugs were introduced primarily through the internet, as well as “head shops” and via word of mouth as “legal drugs” which lent a sense of legitimacy to what is a very problematic industry. The Arkansas legislature acted quickly and decisively on the relatively new drug threat posed by Synthetic Cathinones. They are now a Schedule I substance, recognized by law as having no legitimate medicinal use and are illegal to possess or sell. Synthetic Cannabinoids were added as a Schedule IV substance, as was Salvia Divinorum. Respondents of the 2016 state drug survey reported Synthetic cannabinoids and cathinones as being transported, distributed and abused primarily by Caucasians. Synthetic cannabinoids and cathinones are widely available and the majority of respondents to the drug threat survey report no change or an increase in the availability and demand.

In Arkansas the percentage of fatally injured drivers testing positive for drugs fluctuated between 16% and 26% from 2010 to 2014, according to data from the Fatality Analysis Reporting System (FARS). The average was 20% per year. Also during that five year period the number of fatally injured drivers not tested for drugs decreased from 44% in 2010 to 40% in 2014. Currently the Arkansas Crime Lab does not test fatalities for substances other than alcohol if alcohol is at .08 or more but may start doing additional testing in 2017.

Arkansas chartered the Arkansas Statewide Impaired Driving Prevention Task Force (ASIDPTC) in July 2013. Established under authority of the State of Arkansas’ Governor’s Representative (GR) for Highway Safety, the full membership meets bi-monthly. The structure follows NHTSA guidance to include stakeholders from the Arkansas Highway Safety Office, the law enforcement community and the criminal justice system (prosecution, adjudication, and probation). Additional invited members include the areas of driver licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication. A statewide impaired driving prevention plan developed by this task force was submitted to NHTSA in August 2013. The plan outlines a comprehensive strategy to address impaired driving behavior.

After the original review of the goals set forth in the plan and research into policy priorities for the 2015 Arkansas Legislative Session, the task force began to focus on the review of documents and reports from across the disciplines represented within the membership including the FY15 Highway Safety Plan and Performance Measures, Traffic Safety Facts Arkansas 2009 – 2013 by NHTSA, Department of Transportation Seat Belt Use in 2013, Age Specific Injury and Fatality Mechanism Statistics from the Arkansas Department of Health and the National Mobilization Calendar. An Ad Hoc committee comprised of representatives from the Arkansas Department of Health Injury and Violence Prevention Section, Arkansas State Police Highway Safety Office, Mothers Against Drunk Driving and Arkansas Criminal Justice Institute convened three meetings to review the “Countermeasures That Work: A Highway Safety Countermeasure Guide For State Highway Safety Offices, Seventh Edition, 2013” in order to better inform the group at large about interventions to consider for future prevention activities across the state.

Upon review of the 2015 Legislative Regular and Extra-Ordinary Legislative Session outcomes, there were lessons learned and benefits realized from the work of the task force. Discussions continue regarding recruitment of members from disciplines not currently represented. The Arkansas Office of Driver Control and the Drug and Alcohol Safety Education Program have designated a representative. Arkansas Alcoholic Beverage Control Enforcement and the Office of the State Drug Director are in the process of identifying their representatives. The plan is adjusted as necessary based on outcomes of the activities and strategies that are implemented. The plan was last updated and submitted to NHTSA on June 2015.

II. Performance Measure Target

Reduce alcohol-impaired driving fatalities 14% from 146 (2010-2014) to 125 (2013-2017)



Alcohol Related Fatalities By County For 2010-2014

COUNTY	2010	2011	2012	2013	2014	TOTAL	COUNTY	2010	2011	2012	2013	2014	TOTAL
ARKANSAS	3	0	0	0	2	5	LEE	0	0	1	0	0	1
ASHLEY	1	0	5	0	1	7	LINCOLN	1	0	0	0	2	3
BAXTER	0	1	2	1	1	5	LITTLE RIVER	0	1	0	2	0	3
BENTON	10	4	9	2	2	27	LOGAN	4	1	1	1	0	7
BOONE	3	0	1	2	0	6	LONOKE	3	3	7	3	1	17
BRADLEY	2	4	1	1	0	6	MADISON	1	3	0	2	3	9
CALHOUN	0	1	1	0	1	3	MARION	0	1	0	2	0	3
CARROLL	6	6	0	0	0	12	MILLER	3	5	0	2	0	10
CHICOT	1	3	1	0	0	5	MISSISSIPPI	4	1	5	5	2	17
CLARK	2	0	2	0	3	7	MONROE	1	2	2	2	0	7
CLAY	1	0	1	0	1	3	MONTGOMERY	0	0	0	0	3	3
CLEBURNE	3	9	3	2	1	18	NEVADA	1	1	4	1	0	7
CLEVELAND	1	0	1	2	0	4	NEWTON	0	0	0	0	0	0
COLUMBIA	3	2	4	3	1	13	OUACHITA	2	1	1	1	0	5
CONWAY	3	1	3	2	1	10	PERRY	3	1	0	1	0	5
CRAIGHEAD	3	4	5	4	4	20	PHILLIPS	1	1	0	0	2	4
CRAWFORD	1	2	1	1	6	11	PIKE	0	3	0	1	0	4
CRITTENDEN	6	4	3	2	5	20	POINSETT	0	1	1	1	0	3
CROSS	0	0	0	2	1	3	POLK	0	0	1	2	1	4
DALLAS	0	0	0	1	0	1	POPE	3	3	5	1	1	13
DESHA	0	0	0	1	0	1	PRAIRIE	1	2	0	2	1	6
DREW	1	1	1	0	0	3	PULASKI	18	19	18	19	17	91
FAULKNER	5	3	6	3	4	21	RANDOLPH	2	3	1	0	1	7
FRANKLIN	1	1	2	0	3	7	ST FRANCIS	1	2	0	0	2	5
FULTON	0	1	1	1	1	4	SALINE	6	4	3	6	3	22
GARLAND	6	4	5	9	7	31	SCOTT	4	0	0	0	0	4
GRANT	1	0	2	0	0	3	SEARCY	0	1	1	0	1	3
GREENE	2	2	3	1	2	10	SEBASTIAN	7	0	2	3	3	15
HEMPSTEAD	4	3	1	3	3	14	SEVIER	0	0	0	0	0	0
HOT SPRING	1	0	1	3	5	10	SHARP	1	1	1	2	1	6
HOWARD	2	1	0	0	0	3	STONE	2	1	0	0	0	3
INDEPENDENCE	5	4	1	2	4	16	UNION	2	2	2	0	1	7
IZARD	0	0	1	0	0	1	VAN BUREN	5	2	2	1	2	12
JACKSON	1	1	2	1	0	5	WASHINGTON	7	10	3	3	10	33
JEFFERSON	5	6	5	3	6	25	WHITE	4	3	1	3	2	13
JOHNSON	1	4	2	1	0	8	WOODRUFF	0	0	1	0	3	4
LAFAYETTE	2	1	2	0	1	6	YELL	3	2	2	0	2	9
LAWRENCE	3	0	1	2	2	8	Total	178	154	144	121	135	734

III. Project Strategies

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

- To provide DWI adjudication training to approximately 90 district judges
- To provide a Statewide DRE training conference for Arkansas certified DREs
- To provide SFST and TOPS practitioner training to 425 Arkansas law enforcement officers
- To provide ARIDE Training to approximately 100 law enforcement officers
- To provide SFST refresher training to 225 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 24 law enforcement officers
- To provide DRE instructor development to 10 law enforcement officers
- To provide an impaired driving conference for 120 law enforcement officers and prosecutors, along with an awards ceremony for law enforcement officers.
- To provide awareness campaign to emphasize the reduction of impaired driving crashes among the 21 to 34 year old age group
- To conduct a high visibility enforcement/media campaign emphasizing impaired driving, such as “Drive Sober or Get Pulled Over”
- To purchase equipment for STEP and other law enforcement agencies participating in mobilizations
- To achieve an average of 1 DWI/DUI arrest per eight/twelve hours, during DWI/DUI enforcement
- To conduct at least three mobilizations of increased enforcement emphasizing DWI/DUI laws
- To conduct an ongoing public information and education campaign as a component of all enforcement projects
- To provide applicable training for Arkansas Department of Health, Office of Alcohol Testing (OAT) personnel
- To provide for the purchase portable breath testing devices, radar equipment, and passive alcohol sensors for selected STEPs
- To distribute and evaluate the use of Alcohol Safety PSAs and document a minimum of \$300,000 worth of donated airtime
- To provide State Alcohol Safety Education Programs statewide
- To provide a BAT mobile unit with facilities, equipment and evaluation tools to train and assist law enforcement officers and agencies in impaired driving checkpoints
- To maintain three pilot DWI courts
- To provide initial and supplemental training for Arkansas DWI courts.
- To employ at least one Law Enforcement Liaison to encourage DWI enforcement statewide
- To implement the statewide impaired driving plan developed by the Impaired Driving Task Force.
- To implement a Court Monitoring Program
- To implement a statewide In-Car Camera and Video Storage System

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 is to provide education to approximately 90 Arkansas district judges with emphasis on impaired driving issues. Training may include, but is not limited to, careless driving, radar, search and seizure, probable cause, pharmacology, interaction with other agencies and sentencing. The faculty will be selected from district judges, substance abuse professionals, law enforcement officers, law professors and judges from other states who routinely teach traffic programs in their home state and at the national level.

This task will:

- Fund a three-day judicial training program for approximately 90 State traffic court judges in late September 2017 at a location TBA titled “Updated Impaired Driving Case Fundamentals” by paying for staff at the National Judicial College. The material will include an overview of sentencing practices and evidence based options for traffic offenses; circumstances providing legal basis for stops, searches, seizures arrests and admissibility of testimonial or physical evidence; describe pharmacology to effectively evaluate expert testimony; identify and utilize assessment, treatment, and counseling resources to assist with imposing appropriate sentences and identify new technology and practices used in sentencing.
- Fund seven District Court Judges and one judicial educator to attend the 2017 American Bar Association Traffic Court Seminar in the spring of 2017 (place TBD).
- Funding will reimburse in-state and out-of-state travel, tuition, meals and lodging.
- Purchase portable breath test devices to be provided to 40 District Courts in Arkansas including the 12 established DWI Courts to help establish the sobriety of defendants arriving in court while possibly under the influence of alcohol.

ADMINISTRATIVE OFFICE OF THE COURTS**(AL) \$125,000****Task 2 - Law Enforcement and Prosecutor Training Project**

This task will:

- Provide DWI and standardized field sobriety test (SFST)/traffic occupant protection strategies (TOPS) training and education for approximately 425 law enforcement officers.
- Provide SFST refresher training to 225 law enforcement officers.
- Provide drug recognition expert (DRE) training/education to approximately 24 law enforcement officers.
- Provide instructor development training to 24 SFST/TOPS officers and 10 DRE officers.
- Fund a training conference for approximately 120 prosecutor/law enforcement officer participants specific to the prosecution of DWI cases.
- Fund a training conference for the State’s certified Drug Recognition Experts.
- Conduct Advanced Roadside Impaired Driving (ARIDE) 16-hour training program created by NHTSA to address the gap in training between the Standardized Field Sobriety Testing (SFS) and the Drug Evaluation and Classification (DEC) Program by providing officers with general knowledge related to drug impairment and by promoting the use of DREs. Provide this training to approximately 100 officers.

- Fund an awards ceremony in conjunction with the prosecutor-training seminar, to recognize officers who have displayed exemplary performance while working STEP. Additional recognition will be afforded at this ceremony to projects that meet and/or surpass project objectives by presenting them with equipment that can aid in the detection and arrest of errant drivers.

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

CRIMINAL JUSTICE INSTITUTE	AL	\$ 453,000
CRIMINAL JUSTICE INSTITUTE	M5TR	\$ 50,000

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

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

ARKANSAS BROADCASTERS ASSOCIATION	(AL)	\$37,500
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Task 4 – State-Funded Alcohol Safety Education Programs

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

AR DEPT. OF HUMAN SERVICES–DASEP	AL(STATE)	\$1,000,000
AR DEPT. OF HUMAN SERVICES–DASEP	K8FR (STATE)	\$600,000
AR DEPT. OF HUMAN SERVICES–DASEP	M5X (STATE)	\$2,100,000

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

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

“DSGPO”, and state mobilizations. This task may also provide for the placement of traffic safety messages relating to impaired driving public information campaigns in the media. The media placements may include television, radio, internet and print. Section 410 and 405 (d) funds will be allocated for paid media. Section 402, 410 and 405 funding could also provide for PSA creation and production, PI&E materials creation and production, and meeting expenses including meals and/or educational items.

CRANFORD JOHNSON ROBINSON WOODS (CJRW)	(AL)	\$ 20,000
CJRW	(M5X)	\$ 100,000
CJRW	(K8FR)	\$ 200,000
CJRW	(M5PEM)	\$ 600,000

Task 6a - Selective Traffic Enforcement Projects (STEPS)

This task provides funding for selective traffic enforcement projects in selected cities and counties. The project emphasis will be sustained enforcement of DWI/DUI laws throughout the year (Section 405(d)) funding can only be used for alcohol and other drug related countermeasures). A PI&E campaign will supplement enforcement. The primary objective of these projects is to achieve one DWI/DUI arrest per eight/twelve hours during project enforcement periods. Participating agencies conduct checkpoints and/or saturation patrols at least four nights during the National impaired driving campaign and checkpoints and/or saturation patrols for state impaired driving campaigns during the year. A media blitz will be associated with mobilizations.

Section 405(d) funding will provide for selective enforcement pay 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 (AHSO approved conferences only) and traffic enforcement related equipment costing less than \$5,000 each, including but not limited to portable breath testing devices, passive alcohol sensors, and in-car cameras. A list of the city and county agencies are shown on the next page.

Cities/Counties		Funding Source	Federal Funds	Local Match
1	Arkadelphia P.D.	M5X	8,200	
2	Benton County Sheriff's Office	M5X	35,000	35,000
3	Benton P.D.	M5X	17,000	17,000
4	Bryant P.D.	M5X	10,000	10,000
5	Camden P.D.	M5X	12,000	12,000
6	Carroll County Sheriff's Office	M5X	15,000	15,000
7	Centerton P.D.	M5X	6,000	
8	Conway P.D.	M5X	27,500	27,500
9	Crittendon County Sheriff's Office	M5X	9,000	9,000
10	Dardanelle P.D.	M5X	5,000	
11	El Dorado P.D.	M5X	20,000	
12	Faulkner County Sheriff's Office	M5X	30,000	
13	Fayetteville P.D.	M5X	38,000	38,000
14	Fort Smith P.D.	M5X	30,000	30,000
15	Garland Co. Sheriff's Office	M5X	20,000	
16	Harrison P.D.	M5X	19,000	19,000
17	Hope P.D.	M5X	10,000	10,000
18	Hot Springs P.D.	M5X	20,400	20,400
19	Jonesboro P.D.	M5X	13,200	13,200
20	Marion P.D.	M5X	10,000	10,000
21	Miller County Sheriff's Office	M5X	14,000	
22	Mountain Home P.D.	M5X	12,000	12,000
23	North Little Rock P.D.	M5X	4,000	4,000
24	Osceola P.D.	M5X	5,000	5,000
25	Paragould P.D.	M5X	4,000	4,000
26	Pulaski Co. Sheriff's Office	M5X	20,000	20,000
27	Rogers P.D.	M5X	5,000	1,700
28	Saline County Sheriff's Office	M5X	20,000	
29	Searcy P.D.	M5X	8,000	8,000
30	Sherwood P.D.	M5X	10,500	10,500
31	Siloam Springs P.D.	M5X	10,000	
32	Springdale P.D.	M5X	15,000	15,000
33	Texarkana P.D.	M5X	40,000	40,000
34	Trumann P.D.	M5X	4,000	
35	Van Buren P.D.	M5X	24,000	24,000
36	Washington Co. Sheriff's office	M5X	2,500	2,500
37	Additional Cities and counties	M5X	1,000,000	250,000
Total 405 d)			1,553,300	662,800

Task 6b – Statewide Selective Traffic Enforcement Project

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

A media blitz will be associated with the mobilizations and frequent PSAs will run to remind motorists of the increased potential of being stopped and ticketed/arrested. This approach is designed to condition drivers to be more attentive to their driving responsibilities while traveling. Vehicles stopped during increased enforcement campaigns will be monitored for occupant restraint and impaired driving violations. Federal funds will provide for selective enforcement pay (compensated at one and one half times an officer's regular hourly rate), applicable fringe benefits, in /out of state travel, portable breath testing devices. State match (approx. \$112,500) will provide for administration, vehicle expense, in-car cameras, services and supplies.

ARKANSAS STATE POLICE**(M5X) \$450,000**Task 6c – Statewide In-Car Camera and Video Storage System

To aid apprehension and prosecution of DWI/DUI violators, this task provides for in-car video cameras and a backend video storage system. The video storage system is necessary to effectively manage, preserve, and secure video evidence. The system will provide reliable archiving and instant recall of video data to enhance trooper's abilities to testify in court and increase drunk driver conviction rates. The storage system will link to and share data with eCite (Task 5 – Electronic Citation System page 59). Federal funds will purchase the following equipment: 200 in-car cameras at a cost of approximately \$4,900 each.

ARKANSAS STATE POLICE**(M5X) \$500,000**Task 7 – BAC Intoximeter and Blood Testing Training Project

This task will provide for:

- 2 OAT personnel to attend International Association for Chemical Testing conference (IACT) in spring 2017 in Colorado Springs, CO.
- 2 OAT personnel to attend the Association of Ignition Interlock Program Administrators (AIIPA) conference in May 2017 in Richmond, VA.
- 1 OAT personnel to attend Lifesavers National Conference on Highway Safety Priorities in spring 2017 in Charlotte, NC.
- 1 OAT personnel to attend Intoximeter Maintenance Class (Date TBD) 2017 in St. Louis, MO.
- 1 OAT personnel to attend 7-day training course on Alcohol and Highway Safety: Testing, Research and Litigation at Indiana University in Bloomington, IN (Date TBD)
- Blood kits usable for alcohol or drug testing.
- Purchase of tanks to be used in the Intoximeter EC/IR II.
- Provide for a state AIIPA membership
- Purchase of 5 evidential breath test instruments (stationary or mobile Intoximeter EC/IR II) to be used for state saturation of DWI testing. (Cost approx. \$8,600 each)

ARKANSAS DEPARTMENT OF HEALTH – OAT

(M5BAC) \$78,000

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

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 students an 8-hour educational and certification program for the professional, safe and legal management and operation of sobriety checkpoints. Upon request the BAT mobile will be made available and

Agency	Federal Funds (M5TR)
Black River Tech. ALETA	\$ 103,500

delivered to agencies in areas of the State where sobriety checkpoints are or will be conducted. A technical advisor/instructor will accompany the BAT mobile to monitor all aspects of the sobriety checkpoint(s). The BAT mobile will be present at public events such as county fairs and local festivals to aid in the promotion of highway safety and to deter impaired driving.

A Breath Alcohol Testing (BAT) Mobile, purchased in 2009, will provide law enforcement officers and agencies with a mobile platform that will allow on-site processing of impaired driving suspects. This will reduce transport time thereby reducing officer down-time and increase public awareness of enforcement activities. Included with this package is a new generation breath testing instrument for mobile units, interior video recording system, floodlights, hydraulic leveling jacks, roof air conditioner with generator upgrade, digital signal processing camera, vehicle seating, sobriety checkpoint sign, table top display board and miscellaneous supplies. FY2017 purchases will include collapsible traffic cone kits, safety vests, and LED warning lights at a cost of approximately \$1,500.

Task 9 – DWI Courts

This task works with court jurisdictions statewide to improve adjudication of traffic laws related to impaired driving. Activities include soliciting and generating interest statewide for the development and implementation of additional DWI Courts. Arkansas has 3 pilot DWI courts. An additional 6 courts completed training in 2011 and implemented their DWI courts in 2012. A 10th court completed training mid-2012, an 11th court in the summer of 2014 and a 12th court in December 2015. This Task provides funding to maintain the operations for three pilot DWI courts and assist with training costs for new courts. AHSO will provide funding for initial and enhanced DWI Court Trainings offered through NHTSA/NDICI. Federal funds provide for salaries, fringe benefits, in and out-of state travel, meeting expenses, maintenance and operations, printing and administration. State/local funds provide additional administrative costs at approximately \$550,000. A list of current DWI Courts follows:

CURRENT DWI COURTS

INDEPENDENCE COUNTY	(M5CS) \$ 49,500
GARLAND COUNTY	(M5CS) \$ 53,200
SHERWOOD	(M5CS) \$ 15,000
NORTH LONOKE COUNTY	(M5CS) \$ 15,000
BENTON COUNTY	(M5CS) \$ 15,000
CLARK COUNTY	(M5CS) \$ 15,000
CRAIGHEAD COUNTY	(M5CS) \$ 15,000
CRAWFORD COUNTY	(M5CS) \$ 15,000
BENTON COUNTY	(M5CS) \$ 15,000
FAULKNER COUNTY	(M5CS) \$ 15,000
VAN BUREN COUNTY	(M5CS) \$ 15,000
PULASKI COUNTY	(M5CS) \$ 15,000
ADDITIONAL DWI COURTS TBD	(M5CS) \$ 500,000

Task 10 – Statewide Law Enforcement Liaison (LEL)

This task will provide for an LEL to recruit law enforcement agencies statewide to conduct enforcement with a primary emphasis on impaired driving. The LEL will solicit participation of these agencies to conduct enforcement of DWI/DUI laws. The LEL will coordinate law enforcement summits/conferences to encourage agencies to support and participate in selective traffic enforcement. The LEL will help law enforcement agencies plan and coordinate media events announcing increased enforcement, and implement a program to encourage non-STEP agencies to participate in DSGPO enforcement mobilizations. Federal funds will pay for salaries, fringe benefits, travel, speaker honorariums, meeting expenses, maintenance/operations, printing, traffic safety-related equipment \$5,000 or less, and administration. A law enforcement challenge associated with the DSOGPO mobilizations will be promoted. A fully equipped patrol vehicle may be awarded with Federal Funds costing approximately \$49,000.

CRIMINAL JUSTICE INSTITUTE	(AL) \$ 275,000
CRIMINAL JUSTICE INSTITUTE	(M5HVE) \$1,000,000

Task 11 – Courtroom Monitoring Program

The Court Monitoring program follows DWI/DUI cases through the court process to identify gaps in prosecutorial, judicial, and law enforcement training that contribute to declining enforcement numbers and loopholes in the judicial implementation of Arkansas's ignition interlock law. It will be implemented in 15 judicial circuits with emphasis on counties ranking highest for alcohol/drug related crashes involving fatalities or injuries.

TO BE DETERMINED	(M5CS) \$115,000
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Task 12 - Alcohol and Other Drugs Countermeasures Program Management

This task provides program management for projects in the Alcohol and Other Drugs Countermeasures program area and administration for projects in this area through program planning, oversight/monitoring, evaluation, coordination and staff education and development. It provides materials that are essential components of program management. Funding is designated for personnel, (positions funded under AL on pg 35) travel/training and PI&E materials.

ASP**(AL) \$191,600**Task 13 – Toxicology Testing of MVC Samples

This task will provide for the outsourcing of toxicology analysis in cases in which alcohol testing was performed without drug analysis. Because of the large number of toxicological cases received, the AR State Crime Lab (ASCL) started in 2015 to perform drug testing on motor vehicle crashes (MVC) cases only if the blood alcohol results were less than .08%. The ASP –HSO notified ASCL that FARS requires drug confirmation on all MVCs. With the current infrastructure, it would be difficult for ASCL to perform and keep the back log and turn-around times down. Federal funds will provide for outsourcing toxicology testing of backlogged cases; validation of current equipment; purchase of new toxicology analysis equipment; - Liquid Chromatography Mass Spectrometer (LC/MS/MS) at a cost of \$400,000, a Nitrogen/Air Generator for LC/MS/MS at a cost of \$20,000, Gas Chromatography Headspace at a cost of \$40,000, Elisa Plate Reader at a cost of \$5,000 and a Positive Pressure Manifold at a cost of \$4,500; LC/MS/MS Software Licenses at a cost of \$28,000; Drug Standards for validation of current equipment; and validation of new equipment. ASCL will provide \$117,500 in match.

AR STATE CRIME LAB**(M5BAC) \$191,600**

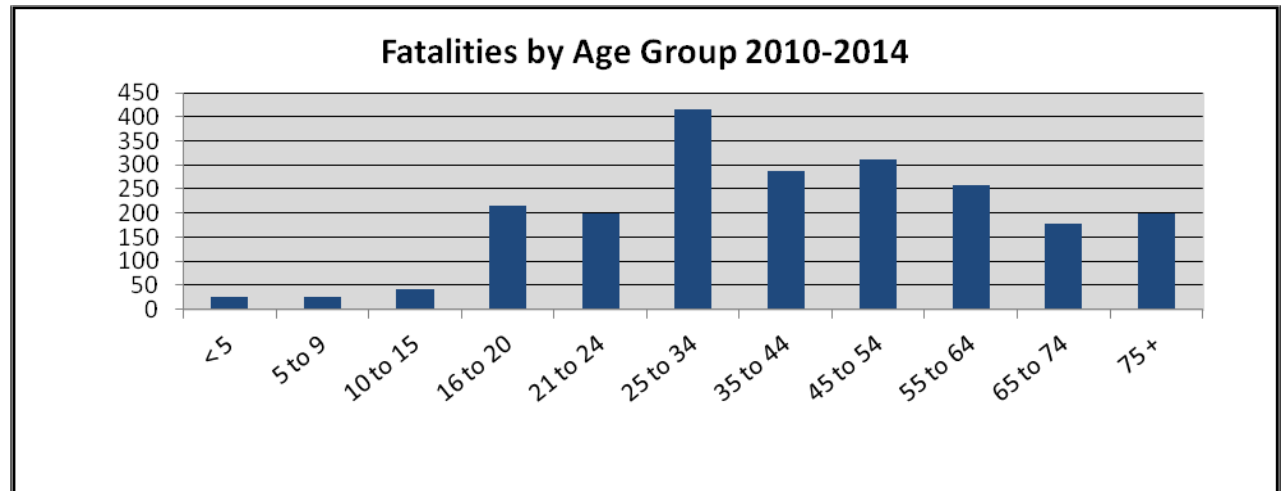
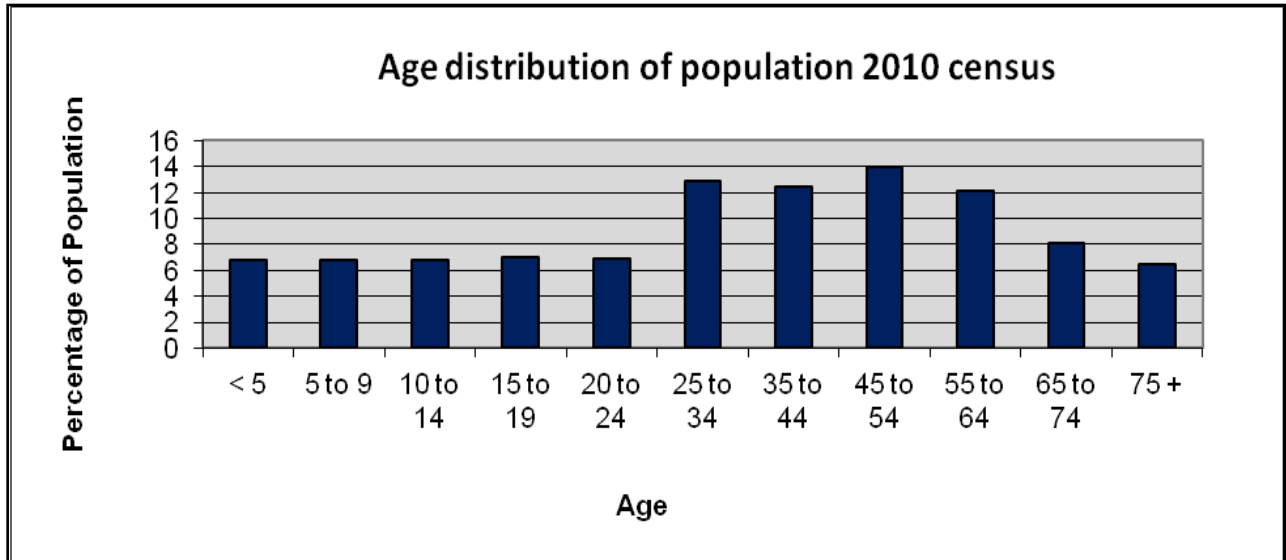
OCCUPANT PROTECTION**I Program Overview**

From 2010-2014 Arkansas had 2,646 fatalities. Of these fatalities 1,914 or 72.3 percent were passenger vehicle occupants (excludes large truck, bus and other/unknown occupants) where use of a seat belt was a factor in the outcome of the crash.

Seat belt use has been proven to reduce the risk of fatal injury to front-seat passenger car occupants by 45 percent and 60 percent for light-truck occupants. In 2015, Arkansas' weighted seat belt usage rate was 77.7 percent while the national usage rate was 88.5 percent.

Fatalities by Person Type											
Person Type		2010		2011		2012		2013		2014	
		Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants	Passenger Car	209	37	180	33	212	38	157	33	155	33
	Light Truck – Pickup	113	20	115	21	105	19	86	18	100	21
	Light Truck – Utility	71	12	88	16	75	13	79	16	73	16
	Light Truck – Van and Light Truck Other	19	3	20	3	10	2	18	4	17	4
	Large Truck –	21	4	23	4	16	3	16	3	0	0
	Bus	2	0	0	0	0	0	0	0	0	0
	Other/Unknown Occupants	11	2	12	2	16	3	13	3	8	2
	Total Occupants	446	78	438	79	434	78	369	76	362	78
Motorcyclists	Total Motorcyclists	84	15	64	12	72	13	61	13	61	13
Nonoccupants	Pedestrian	37	7	42	8	47	8	45	9	36	8
	Bicyclist and Other Cyclist	2	0	6	1	6	1	4	1	7	2
	Other/Unknown Nonoccupants	1	0	1	0	1	0	4	1	0	0
	Total Nonoccupants	41	7	49	9	54	10	53	11	43	9
Total	Total	571	100	551	100	560	100	498	100	466	100

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

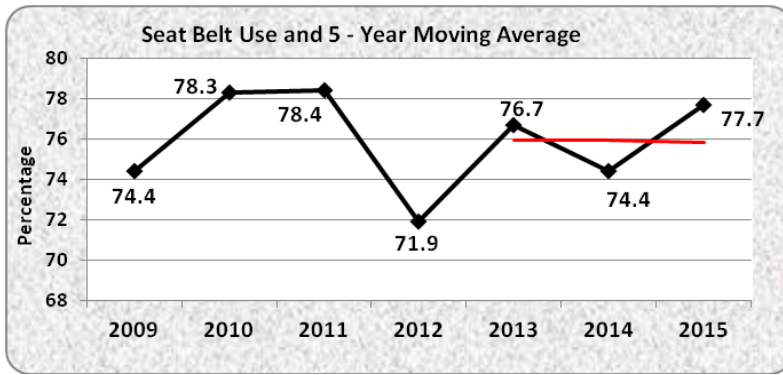


Young drivers from age 16 to age 30 and particularly those between 16 and 25 make up a higher percentage of fatalities versus their percentage of the overall population.

Men are over represented in vehicle fatalities. Men represented 67 percent of the fatalities but they are only 49 percent of the population. White's are 77 percent of the population and 80 percent of the vehicle fatalities. African Americans are 15 percent of the population and 15 percent of the vehicle fatalities.

The following table depicts a ranking of counties for 2010-2014 in terms of motor vehicle occupant fatalities.

<u>County</u>	<u>Fatalities</u>	<u>Rank</u>	<u>County</u>	<u>Fatalities</u>	<u>Rank</u>
Pulaski	171	1	Jackson	19	39
Benton	72	2	Boone	18	40
Craighead	67	3	Clay	18	41
Washington	59	4	Johnson	18	42
Jefferson	53	5	Marion	18	43
Scott	53	6	Randolph	18	44
Faulkner	50	7	Logan	17	45
Hot Spring	49	8	Madison	16	46
White	49	9	Calhoun	15	47
Garland	48	10	Franklin	15	48
Crittenden	46	11	Poinsett	15	49
Lonoke	44	12	St. Francis	15	50
Mississippi	38	13	Desha	14	51
Pope	38	14	Howard	14	52
Miller	36	15	Little River	14	53
Greene	35	16	Stone	14	54
Union	34	17	Arkansas	13	55
Cleburne	33	18	Drew	13	56
Hempstead	33	19	Phillips	13	57
Conway	31	20	Bradley	12	58
Independence	31	21	Montgomery	12	59
Van Buren	31	22	Pike	12	60
Yell	30	23	Sebastian	12	61
Columbia	28	24	Sharp	12	62
Carroll	27	25	Cross	11	63
Clark	27	26	Izard	11	64
Crawford	27	27	Lafayette	11	65
Prairie	27	28	Lincoln	11	66
Sevier	27	29	Cleveland	10	67
Grant	26	30	Fulton	10	68
Monroe	24	31	Searcy	10	69
Nevada	24	32	Woodruff	10	70
Polk	24	33	Chicot	8	71
Saline	22	34	Dallas	7	72
Lawrence	21	35	Lee	7	73
Ouachita	20	36	Newton	6	74
Ashley	19	37	Perry	4	75
Baxter	19	38			



Act 562 of the 1991 Arkansas General Assembly provided for a mandatory seat belt use law and in June of 2009 Arkansas enacted a primary safety belt law. Seat belt use surveys showed the adult seat belt use rate at 78.3% for 2010 and 78.4% in 2011 but use declined to 71.9% in 2012. This decline may have been associated with a new survey protocol which reduced the

number of counties surveyed and added more rural sites. The 2015 survey shows the weighted use rate at 77.7%. The AHSO is placing continued emphasis on enforcement efforts in an attempt to improve this rate.

Arkansas is for the most part a rural state. Data from Arkansas’ Statewide Seat Belt Use Survey, quarterly surveys conducted by the AHSO, and local surveys done by law enforcement, show that the counties outside of the larger metropolitan areas have lower seat belt use rates. Weighted rates are not calculated for urban versus rural. Therefore we utilized non-weighted results in the chart below to make this comparison.

Comparison of Arkansas Rural and Urban Seat Belt Rates
Non Weighted Results

	2011	2012	2013	2014	2015
Urban	80.2%	80.0%	82.1%	82.0%	83.0%
Rural	71.1%	67.5%	70.3%	68.4%	74.3%
Overall	76.0%	74.0%	76.7%	75.9%	79.1%

The AHSO has a sub grant with the Criminal Justice Institute of the University of Arkansas for law enforcement liaison (LEL) services. The LEL(s) conducts recruitment of non-step agencies statewide. Since most of the larger cities have an existing STEP grant, this is primarily a rural effort. The Federal Highway Administration (FHWA) classifies rural areas as those having populations under 50,000. The majority of Arkansas counties qualify as rural by this definition. A program will be implemented to encourage smaller agencies in these rural counties to participate in CIOT.

In FY 2017 plans are to continue a new project, in collaboration with the Arkansas Department of Health’s (ADH) Injury Prevention and Control Branch. This project will work with the ADH network of statewide coalitions to mobilize major employers to develop strategies and implement activities to raise seat belt use rates. It will target eight of the counties with the lowest belt usage rates

The AHSO will continue to contract with an advertising/public relations firm to provide high-visibility public information campaigns. Other projects will continue to educate young drivers about seat belts; the public about child passenger safety (CPS); 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) will be

continued in FY17. The primary emphasis of these projects is enforcement of seat belt and child restraint laws. A PI&E component will supplement these projects.

The Click It or Ticket (CIOT) Campaign has been instrumental in raising the adult seat belt use rate and will continue to play an important part in Arkansas' efforts to increase the usage rate. The number of agencies participating in CIOT increased to 259 agencies, with 76 reporting in 2015. The projects mentioned above, along with the CIOT program, are an integral part of the FY 2017 Highway Safety Plan. Efforts in FY17 will include emphasis on increasing total enforcement and encouraging agencies to address seat belt enforcement outside STEP at a much higher level. HSO Staff will continue to meet with State Police once a month and encourage other law enforcement agencies to step up enforcement efforts, increase citation numbers and participation in mobilizations.

The communities selected for Selective Traffic enforcement Projects fall within the top 50 ranked counties. Law Enforcement Agencies in counties determined to have the greatest need for an occupant protection project were identified and recruited to be a part of this effort. (See chart on previous page.) Smaller agencies that are unable to support a STEP project will be recruited to participate in mobilizations and work with the ADH coalitions on strategies to improve belt use in their areas. The ASP provides additional coverage for high-risk areas with local STEP projects.

II. Performance Measures – Goals

Program Goals

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

- Increase observed seat belt use for passenger vehicles front seat outboard occupants by 1.3% from 77.7% in 2015 to 79.0% in 2017.
- Reduce unrestrained passenger vehicle occupant fatalities by 20% from 207 (2010-2014) to 164 (2013-2017).

III. Project Strategies

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

- To achieve three vehicle stops per hour during seat belt enforcement periods.
- To conduct two waves of high visibility enforcement emphasizing occupant restraint laws.
- To work with a network of statewide coalitions to mobilize communities in developing strategies and implementing activities to raise seat belt use rates.
- 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 three half-day child safety seat training for law enforcement officers.
- To obtain a minimum of \$300,000 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 a Law Enforcement Liaison to encourage enforcement of Occupant Protection laws statewide.
- To conduct a statewide survey of seat belt, child restraint and motorcycle helmet use.

IV. Tasks

Task 1 – Comprehensive Occupant Protection/Injury Prevention Program

This task provides funding to increase usage of occupant protection systems and decrease the number of pedestrian/bicyclist fatalities and injuries by providing presentations, materials and technical assistance to businesses and civic groups, community service organizations, news media, health professionals, law enforcement agencies and the general public. An important component of this project will be an ongoing PI&E campaign with special emphasis on child restraint usage. This project may also provide child safety seat technician and instructor training and one-day child safety seat training for law enforcement officers. In addition to occupant protection activities, this task will include a comprehensive injury prevention effort. This project will continue to assist the Safe Community coalition in 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 project provides traffic safety expertise and tactical support to the coalitions. Funding will provide for salaries and benefits for part-time personnel, travel, printing material, meeting expense, instructor honorarium, child safety seats, and operating expenses. The Project will be funded from Occupant Protection (OP), Safe Communities (SA), and State Child Passenger Protection Funds (CPPF).

Comprehensive Occupant Protection/Injury Prevention Program Project Funding Details			
	FY 2017	FY 2017	FY 2017
	<u>Federal Share</u>	<u>State Share (CPPF)</u>	<u>Local Share</u>
U of A – Fayetteville	\$ 19,200 (SA)	\$ 5,000	\$14,200
Total (OP)		\$ 5,000	
Total (SA)	\$ 19,200		\$14,200

Task 2a – Selective Traffic Enforcement Projects (STEPS)

This task provides funding for selected cities and counties to conduct sustained selective traffic enforcement projects throughout the year. The primary emphasis will be seat belt/child restraint enforcement. A PI&E campaign will supplement enforcement. A child safety seat clinic/checkpoint may also supplement enforcement efforts. The primary objectives of these projects are to achieve an average of three vehicle stops per hour during seat belt enforcement periods. These projects will conduct increased enforcement with primary emphasis on occupant protection laws during two specified periods (Click It or Ticket (CIOT) mobilizations) during the year. These mobilizations will be conducted in November surrounding the Thanksgiving holiday period and in May surrounding the Memorial Day holiday period. A media blitz will be associated with each mobilization. Also, pre and post observational surveys will be conducted to measure results for the periods which emphasize enforcement of occupant restraints. Federal funding will provide for selective enforcement pay (compensated at a rate of no more than one and one half times an officer's regular hourly rate and shall include project hours worked for child safety seat clinics, and conducting pre and post surveys), applicable fringe benefits, in-state travel (child safety seat training only), out-of-state travel (AHSO approved conferences only), child safety

seat clinics (including supplies and breaks), child seat technician/instructor recertification and renewal, child safety seats, and traffic enforcement related equipment costing less than \$5,000 each, including but not limited to, radars and LIDARS; local funding will provide for additional enforcement, administration, vehicle mileage and PI&E; and State child passenger protection funds will provide for child safety seats. **A list of the city and county agencies are shown on the next page.**

Cities/Counties		Funding Source OP	State Funds	Local Funds
1	Arkadelphia P.D.	20,000	4,000	
2	Benton County Sheriff's Office	48,000	20,000	28,000
3	Benton P.D.	15,000	8,000	7,000
4	Bryant P.D.	15,700	3,000	7,000
5	Camden P.D.	10,000	3,000	7,000
6	Carroll County Sheriff's Office	2,500	1,000	1,500
7	Centerton P.D.	6,000		
8	Conway P.D.	35,800	3,000	32,800
9	Crittenden County Sheriff's Office	9,000		9,000
10	Dardanelle P.D.	10,000		
11	El Dorado P.D.	7,000		
12	Faulkner County Sheriff's Office	60,000		
13	Fayetteville P.D.	72,000	7,000	53,900
14	Fort Smith P.D.	60,000		
15	Garland Co. Sheriff's Office	20,000		
16	Harrison P.D.	15,000	2,000	13,000
17	Hope P.D.	10,200	3,500	6,700
18	Hot Springs P.D.	27,000		27,000
19	Jonesboro P.D.	50,000	15,000	35,000
20	Marion P.D.	10,000		10,000
21	Miller County Sheriff's Office	2,000	2,000	
22	Mountain Home P.D.	18,000	8,000	12,000
23	North Little Rock P.D.	30,000	18,000	12,000
24	Osceola P.D.	10,000	4,000	6,000
25	Paragould P.D.	16,000	8,000	8,000
26	Pulaski Co. Sheriff's Office	18,000		18,000
27	Rogers P.D.	20,000	7,000	13,000
28	Saline County Sheriff's Office	15,000		
29	Searcy P.D.	18,000		18,000
30	Sherwood P.D.	17,300		17,300
31	Siloam Springs P.D.	5,000	2,000	
32	Springdale P.D.	30,000	11,000	19,000
33	Texarkana P.D.	5,000		3000
34	Trumann P.D.	8,000		
35	Van Buren P.D,	42,000	16,000	26,000
36	Washington Co. Sheriff's office	7,500	4,000	3,500
37	Additional cities & Counties (OP)	50,000		50,000
	Additional Cities and counties (M2)	1,000,000		250,000
Total OP		815,000	162,500	489,700
Total M2HVE		1,000,000		250,000

Task 2b – Statewide Selective Traffic Enforcement Project

This task provides funding for a statewide selective traffic enforcement project. The primary emphasis will be sustained seat belt/child restraint enforcement. A PI&E campaign will supplement enforcement. Child safety seat clinics/checkpoints may also supplement enforcement efforts. This project will conduct increased enforcement with primary emphasis on occupant restraint laws during at least two specified mobilizations during the year. These mobilizations will be conducted in May surrounding the (CIOT) Memorial Day holiday period and in November surrounding the Thanksgiving holiday period. Also, pre and post observational surveys will be conducted to measure results for the mobilization period. Federal funds will provide for selective enforcement pay (compensated at a rate of no more than one and one half times an officer’s regular hourly rate and shall include project hours worked for child safety seat clinics and observational surveys) and applicable fringe benefits, other personnel costs, in-state and out-of-state travel (approved highway safety conferences/training), traffic safety-related equipment costing less than \$5,000 each and state match (approximately \$212,100) will provide for administration, vehicle expense, and supplies.

Project Details

Arkansas State Police	\$ 498,200 (OP)	402
Arkansas State Police	\$ 350,000 (M2HVE)	405 (b)

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

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

ARKANSAS BROADCASTERS ASSOCIATION (OP) \$37,500

Task 4 – Statewide Law Enforcement Liaison (LEL)

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

CRIMINAL JUSTICE INSTITUTE (OP) \$275,000
CRIMINAL JUSTICE INSTITUTE (M2HVE) \$300,000

Task 5 – Statewide Observational Survey

This task will provide for the FY 2017 statewide observational survey of seat belt, restraint. The survey will provide the county, regional and statewide use rates. Funding will provide for personnel, in-state travel, printing costs and overhead expenses/indirect costs.

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

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

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

CRANFORD JOHNSON ROBINSON & WOODS (CJRW)	(OP)	\$100,000
UALR	(PA)	\$15,000
CJRW	(PM)	\$200,000
CJRW	(M2HVE)	\$200,000
CJRW	(M2PE)	\$200,000

Task 7 – Statewide Child Passenger Protection Education Project

This task will provide continuation of the statewide child passenger protection education project. This project will provide certification training primarily for, but not limited to, health care and childcare professionals to educate parents on the proper use of child restraint devices. The certification training will be the approved curriculum of the National Highway Traffic Safety Administration, Standardized Child Passenger Safety Course. This project will target rural and minority populations. At a minimum, this public education project will address 1) all aspects of proper installation of child restraints using standard seat belt hardware, supplemental hardware, and modification devices (if needed), including special

installation techniques, 2) appropriate child restraint design, selection and placement, and 3) harness adjustment on child restraints. Funding will provide for salaries, fringe benefits, training, in-state and out-of-state travel, printing, pre-printed material, operating expenses, child safety seats, cps website maintenance and indirect costs.

Project Details		
Agency	Federal Funds	
	M2CPS	State Match
University of Arkansas for Medical Sciences	\$280,000	\$70,000

Task 8 - Motor Vehicle Crash (MVC) Community/Coalition-based Prevention Initiative

This project will conduct a statewide Motor Vehicle Crash (MVC) Prevention collaboration of community-level, coalition-based tasks, activities, strategies and interventions to affect measurable individual and community-level change that will result in the reduction of motor vehicle crash incidents, injury and death.

The goal of this project is to increase occupant restraint use by mobilizing the Arkansas Department of Health’s Hometown Health Initiative (HHI) to conduct evidence-based strategies to reduce injuries and deaths as a result of motor vehicle crashes. The project conducted a program targeting eight identified high risk counties with low seat belt use. It worked in collaboration with the UAMS teen project with activities, strategies and interventions to affect measurable individual and community-level change. The project identified the top employers in eight high risk counties, used NETS resource and evaluation materials to focus on adults and the workforce. These strategies will promote increased compliance with occupant protection laws, community level changes in attitudes and awareness and cooperation among stakeholder groups and increased outreach to law enforcement agencies to participate in enforcement campaigns. Funding will provide for salaries, benefits, training, in/out of state travel, printing and operating expenses.

ARKANSAS DEPARTMENT OF HEALTH (OP) \$88,000

Task 9 – Occupant Protection Program Management

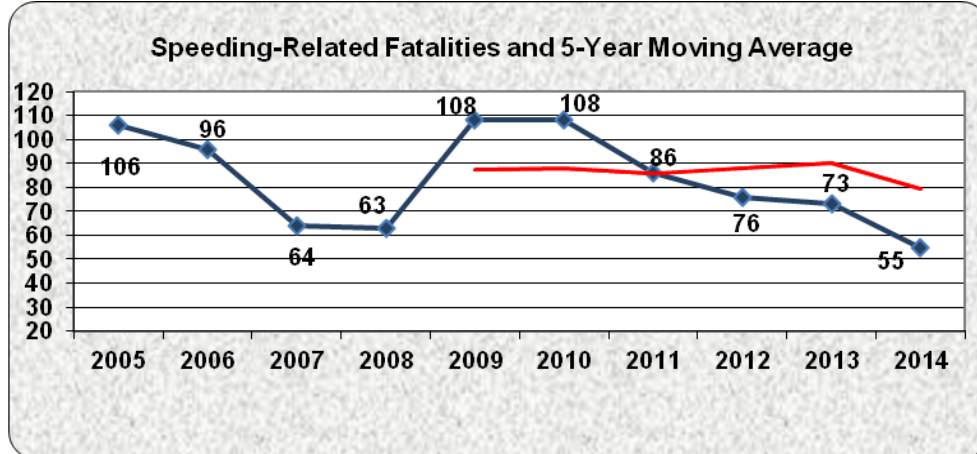
This task will provide program management for projects within the Occupant Protection program area. This task will provide proper administration of projects within this program area through program planning, oversight/monitoring, evaluation, coordination and staff education and development. This task 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 35) for positions funded under OP), travel/training, and PI&E materials.

ASP (OP) \$191,600

SPEED ENFORCEMENT /POLICE TRAFFIC SERVICES

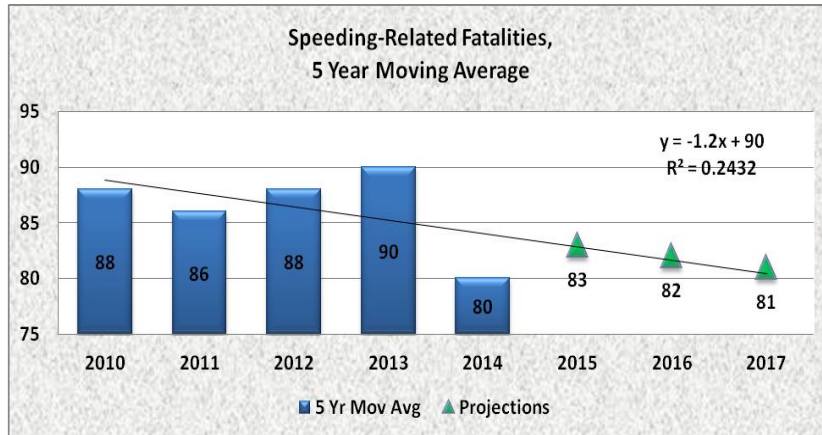
I. Program Overview

Total fatalities rose to 108 in 2010 but have been steadily dropping from since 2011, to 73 in 2013 and 55 in 2014.



II. Performance Measure - Goal

Hold the 5 year average of 80 (2010-2014) for speeding fatalities to 81 (2013-2017).



III. Project Strategies

The strategies of projects for the speeding component are:

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

IV. Tasks**Task 1a—Selective Traffic Enforcement Projects (STEPS)**

This task provides funding for selected cities and counties to conduct sustained selective traffic enforcement projects. Speed enforcement will be a vital component of these enforcement efforts. The primary objectives of these projects are to achieve an average of three vehicle stops per hour during enforcement periods. Federal funding will provide for selective enforcement pay (compensated at a rate of no more than one and one half times an officer's regular hourly rate, applicable fringe benefits, and radar and laser speed measurement devices (cost less than \$5,000 per unit). **A list of the city and county agencies are shown on the next page.**

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

This task provides funding for a statewide selective traffic enforcement project. The primary emphasis will be speed enforcement throughout the year. A PI&E campaign will supplement enforcement. Federal funds will provide for selective enforcement pay (compensated at a rate of no more than one and one half times an officer's regular hourly rate) applicable fringe benefits, and radar/laser speed measurement devices (costing less than \$5,000 per unit).

ARKANSAS STATE POLICE**(SE) \$ 70,000**

Cities/Counties	Funding Source	Federal Funds	Local Match
1 Arkadelphia P.D.	SE	6,700	
2 Benton Co. S.O.	SE	3,000	3,000
3 Benton P.D.	SE	5,000	5,000
4 Bryant P.D.	SE	1,000	1,000
5 Camden P.D.	SE	6,000	6,000
6 Carroll Co. S.O.	SE	15,000	15,000
7 Centerton P.D.	SE	18,000	
8 Conway P.D.	SE	2,500	2,500
9 Crittenden Co. S.O.	SE	1,000	1,000
10 Dardanelle P.D.	SE	1,000	
11 El Dorado P.D.	SE	5,000	
12 Faulkner Co S.O.	SE	2,000	
13 Fayetteville P.D.	SE	11,000	11,000
14 Ft. Smith P.D.	SE	10,000	10,000
15 Garland Co. S.O.	SE	1,000	
16 Harrison P.D.	SE	11,700	11,700
17 Hope P.D.	SE	3,400	3,400
18 Hot Springs P.D.	SE	2,200	2,200
19 Jonesboro P.D.	SE	8,600	8,600
20 Marion P.D.	SE	1,000	1,000
21 Miller Co. S.O.	SE	1,500	1,500
22 Mountain Home P.D.	SE	5,000	5,000
23 North Little Rock P.D.	SE	1,000	1,000
24 Osceola P.D.	SE	1,600	1,600
25 Paragould P.D.	SE	2,000	2,000
26 Pulaski Co. S.O.	SE	2,000	2,000
27 Rogers P.D.	SE	15,000	5,000
28 Saline Co. S.O.	SE	5,000	
29 Searcy P.D.	SE	4,000	4,000
30 Sherwood P.D.	SE	4,000	4,000
31 Siloam Springs P.D.	SE	4,000	
32 Springdale P.D.	SE	5,000	5,000
33 Texarkana P.D.	SE	2,000	2,000
34 Trumann P.D.	SE	1,500	
35 Van Buren P.D.	SE	1,500	1,500
36 Washington Co. S.O.	SE	10,000	10,000
37 Additional Cities & Counties	SE	50,000	50,000
Total SE		230,200	177,500

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

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

CRANFORD JOHNSON ROBINSON & WOODS (CJRW) (PM) \$ 100,000

TRAFFIC RECORDS PROGRAM

I. Program Overview

A Traffic Records Assessment was conducted for the State of Arkansas July – October 2015 by the National Highway Traffic Safety Administration’s assessment team. The findings and recommendations of this team, together with input from the TRCC along with future recommendations by the NHTSA GO Team will be the basis for Arkansas’ 2017-2021 Traffic Records Strategic Plan. In conjunction with the strategic plan, the goals of the Traffic Records Program are to reduce the backlog of crash report data to be entered into the Traffic Analysis Reporting System (TARS) and improve the accuracy of data.

The Program will continue efforts to reduce the backlog and improve the accuracy of data. This will be accomplished through two projects. One will continue the paperless system by using a computer image of the crash report for review and data entry into the eCrash system. Another project will continue capturing the data that is uploaded by the troopers and other law enforcement officers through the eCrash system. The transition from the TraCS system to the eCrash system has further streamlined the entry of crashes by ASP with 47 local law enforcement agencies using eCrash with an additional 43 agencies having been trained as of June 15, 2016. This has increased the amount of data captured and rendered unnecessary the merging of data into the database further decreasing the backlog of reports.

The Arkansas State Police (ASP) logged 62,515 crash reports in 2014, of which 60,947 were entered into the TARS database. The total logged by the ASP for 2015 was 69,084, the number to be entered is yet to be determined. Reports entered into TARS do not include duplicate, private property or parking lot crashes.

II. Performance Measure—Goal

Program Goal

The goals of projects funded in the Traffic Records Program are:

- Reduce the backlog of crash reports to be manually entered into the TARS system from a 9.2 month backlog as of November 2015 to 3 month backlog by November 2017.
- Increase the # of courts using Contexte (real-time) from 69 in 2016 to 75 in 2017

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 necessary computer hardware, software and peripherals for TARS and eCrash.
- To develop and implement computer software that will allow the ASP and other agencies to enter crash data at the troop and local level within a few hours of the crash;
- To continue specialized training in computer systems software;
- To provide more timely and accurate updates to traffic citation history file;
- To maintain and increase the number of required data elements for MMUCC compliance;
- To implement an electronic citation system to most local agencies.

IV. TasksTask 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.

ASP	TR	\$141,800
ASP	TR (STATE)	\$141,800
SOURCECORP	M3DA	\$500,000

Task 2 – TARS Improvement Project

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

ASP	TR	\$50,000
ASP	M3DA	\$60,000
ASP	M3DA (STATE)	\$15,000

Task 3 – Electronic Traffic Crash Record Entry System Project

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

ASP	K4TR	\$180,000
ASP	M3DA	\$700,000
ASP	M3DA (STATE)	\$225,000
LOCAL LAW ENFORCEMENT AGENCIES-TBD	M3DA	\$200,000

Task 4 – EMS Data Injury Surveillance Continuation Project

This task will include maintenance of the data elements necessary to continue system compliance with NEMESIS data collection. Members of the Section staff will continue as active members of the TRCC to help with data sharing. Federal funds will provide for system user fees and software maintenance.

DOH – Office of EMS and Trauma Systems	M3DA	\$ 45,000
DOH - EMS	(STATE)	\$ 16,300

Task 5—Electronic Citation System

This task will provide for a vendor to continue development and implementation of a system which electronically captures and submits traffic citations by state and local law enforcement. This system will facilitate faster, more accurate and more efficient issuance of a citation to the violator and will capture citation data for timely reporting to various entities. The system is currently allowing submission of citations directly to the Administrative Office of the Courts for their dissemination to various courts and to the Office of Driver Services. Funding will provide for vendor/contract services; equipment with an acquisition cost of less than \$5,000 each, including laptops, handheld 2D barcode scanners and printers. In addition, provide for two part time individuals to help support the eCite application on a 7 day 24 hour basis. Funding will also provide for sub-grants to local departments to purchase computer hardware to utilize the eCite software.

ASP	K4TR	\$ 300,000
ASP	M3DA	\$ 600,000
ASP	M3DA (STATE)	\$ 200,000
LOCAL LAW ENFORCEMENT AGENCIES-TBD	M3DA	\$ 200,000

Task 6—Traffic Records Professional Development

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

ASP	(TR)	\$ 10,000
ASP	(K4TR)	\$ 20,000
AHTD	(TR)	\$ 3,300

Task 7 – 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 35 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)	\$ 84,700
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ROADWAY SAFETY PROGRAM**I. Program Overview**

This task provides funds to 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. Funding is also provided for specified training to highway safety professionals in matters of roadway and rail-highway safety.

II. Project Strategies

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

- To provide professional development for highway safety professionals.
- To provide funding for hazard elimination projects

III. 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	(RH)	\$3,500
AHTD	(RS)	\$3,500

Task 2 – 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.

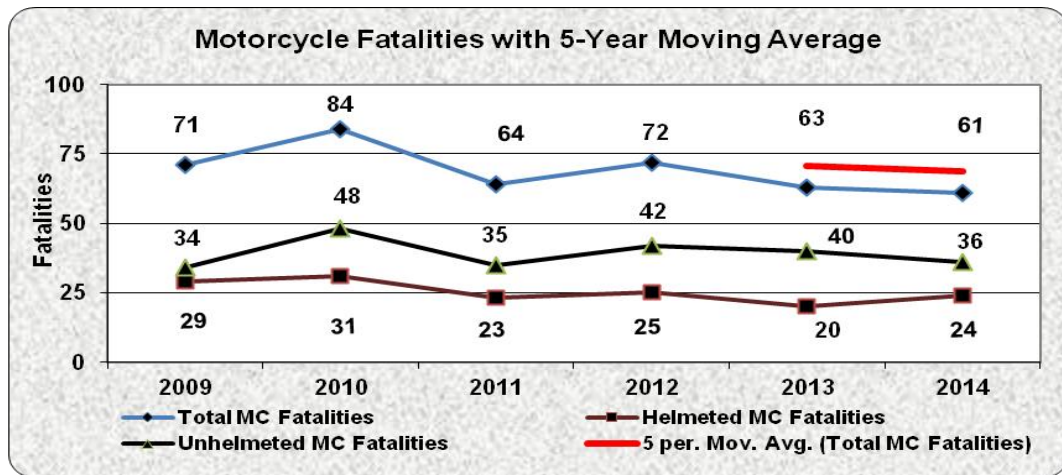
AHTD	(154HE)	\$7,000,000
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MOTORCYCLE SAFETY PROGRAM

I. Program Overview

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

Arkansas reported 64 motorcycle related fatalities in 2011. This number rose to 72 for 2012. In 2014 fatalities are at 61. Motorcyclist fatalities currently account for approximately 13 percent of Arkansas’ total traffic fatalities.



There were 344 motorcyclist fatalities in Arkansas during the 5-year period from 2010-2014. Motorcycle fatalities were at 23 in 1997 when the state’s motorcycle helmet law was repealed. Only person(s) under the age of 21 are now required to wear protective headgear. In the years following the change in the law motorcycle fatalities tripled. Arkansas reported 1,372 motorcycle involved crashes for 2014.

The table on the next page provides a ranking of the counties in order, from highest to lowest of the number of motorcycle crashes in 2014.

2014 ARKANSAS MOTORCYCLE CRASHES BY COUNTY

Rank	County	Crashes		Rank	County	Crashes
1	WASHINGTON	177		39	RANDOLPH	7
2	PULASKI	169		40	UNION	7
3	BENTON	123		41	YELL	7
4	GARLAND	81		42	FULTON	6
5	SEBASTIAN	61		43	IZARD	6
6	CARROLL	45		44	CLARK	5
7	FAULKNER	43		45	CROSS	5
8	CRAIGHEAD	42		46	GRANT	4
9	CRAWFORD	39		47	LITTLE RIVER	4
10	BAXTER	33		48	POINSETT	4
11	WHITE	33		49	PRAIRIE	4
12	NEWTON	32		50	CLAY	3
13	POPE	28		51	DALLAS	3
14	MADISON	27		52	LOGAN	3
15	SALINE	24		53	NEVADA	3
16	LONOKE	22		54	STONE	3
17	POLK	22		55	CLEVELAND	2
18	JEFFERSON	21		56	DREW	2
19	INDEPENDENCE	20		57	HOWARD	2
20	FRANKLIN	18		58	JACKSON	2
21	GREENE	17		59	LAWRENCE	2
22	MILLER	16		60	LINCOLN	2
23	CONWAY	15		61	MONROE	2
24	CLEBURNE	14		62	MONTGOMERY	2
25	CRITTENDEN	14		63	ARKANSAS	1
26	HEMPSTEAD	14		64	BRADLEY	1
27	MARION	13		65	CHICOT	1
28	MISSISSIPPI	13		66	DESHA	1
29	SEARCY	12		67	LAFAYETTE	1
30	BOONE	11		68	OUACHITA	1
31	HOT SPRING	10		69	PIKE	1
32	JOHNSON	10		70	SCOTT	1
33	VAN BUREN	10		71	SEVIER	1
34	COLUMBIA	9		72	WOODRUFF	1
35	PERRY	9		73	CALHOUN	0
36	SHARP	9		74	LEE	0
37	ST FRANCIS	9		75	PHILLIPS	0
38	ASHLEY	7		Total		1372

2014 Alcohol Related Motorcycle Crashes by County

Ranking	County	Crashes	Ranking	County	Crashes
1	PULASKI	23	19	CONWAY	2
2	WASHINGTON	12	20	GREENE	2
3	GARLAND	11	21	IZARD	2
4	SEBASTIAN	6	22	JEFFERSON	1
5	BAXTER	6	23	JOHNSON	1
6	BENTON	6	24	LAFAYETTE	1
7	CARROLL	4	25	LINCOLN	1
8	FAULKNER	4	26	LOGAN	1
9	INDEPENDENCE	3	27	LONOKE	1
10	WHITE	3	28	MADISON	1
11	COLUMBIA	3	29	MISSISSIPPI	1
12	FRANKLIN	3	30	NEWTON	1
13	MILLER	3	31	PERRY	1
14	ARKANSAS	2	32	POPE	1
15	ASHLEY	2	33	RANDOLPH	1
16	CLAY	2	34	SHARP	1
17	CLEBURNE	2	35	VAN BUREN	1
18	CLEVELAND	2	Total		87

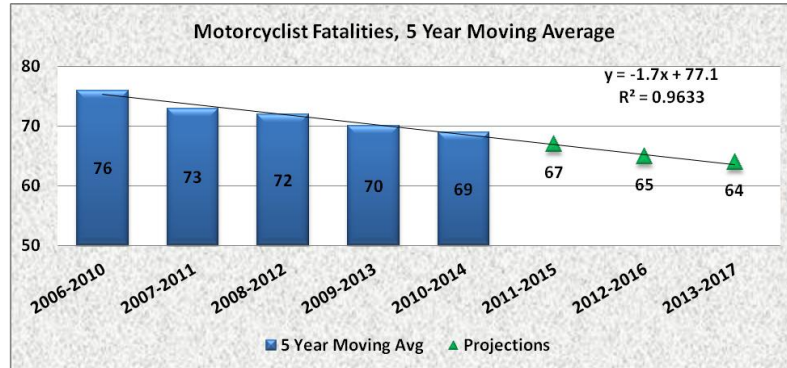
2014 Alcohol Related Fatal Motorcycle Crashes by County

Ranking	County	Crashes	Ranking	County	Crashes
1	FRANKLIN	2	7	LOGAN	1
2	GARLAND	2	8	MISSISSIPPI	1
3	PULASKI	2	9	SEBASTIAN	1
4	ASHLEY	1	10	WASHINGTON	1
5	CLAY	1			
6	LINCOLN	1	Total		13

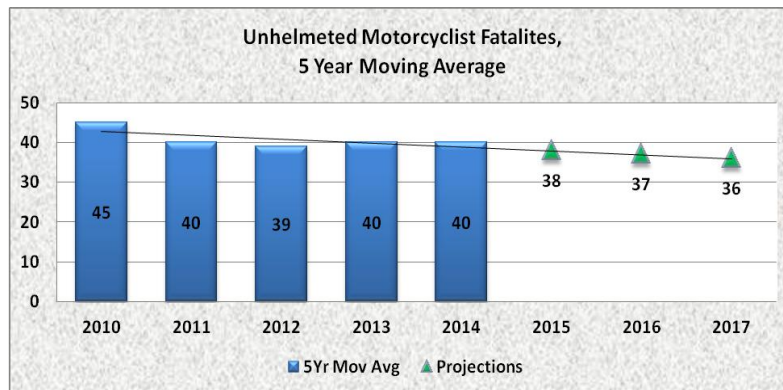
II. Performance Measure - Goal

Based on a five year average:

- Reduce motorcyclist fatalities by 7% from 69 (2010-2014) to 64 (2013- 2017).



- Reduce unhelmeted motorcyclist fatalities by 7% from 40 (2010-2014) to 37 in (2013-2017).



III. Project Strategies

- Increase enforcement of the existing helmet law for riders and passengers under 21.
- Improve public information and education on value of wearing protective riding gear.
- Improve information and education on dangers of operating motorcycles under the influence of alcohol and/or other drugs.
- Increase skills training opportunities for motorcyclists to avoid and minimize injuries.

IV. Tasks

Task 1 – Public Information and Education

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

CJRW

(M9MA) \$ 200,000

Task 2 – Motorcycle Safety Program Management

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

ASP

(MC) \$45,000

PEDESTRIAN/BICYCLIST SAFETY PROGRAM AREA

I. Program Overview

During 2014 there were 36 pedestrian fatalities. These fatalities represent 8 percent of all motor vehicle fatalities for this period. There were also 7 bicyclist fatalities during the same period. Information on pedestrian and bicycle safety will a part of other injury prevention projects (See Safe Communities and PI&E projects pages 57 and 61 under Occupant Protection Section). In addition, a pedestrian and bicycle safety educational and awareness program will be developed during FY 2017.

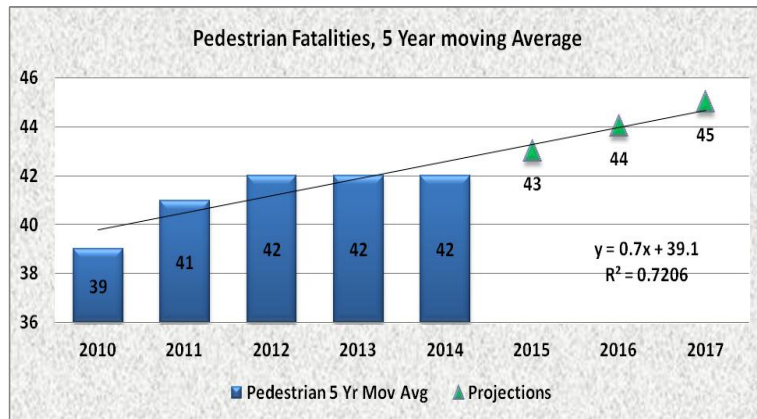
II. Performance Measure - Goal

Program Goal

The goals of this program are:

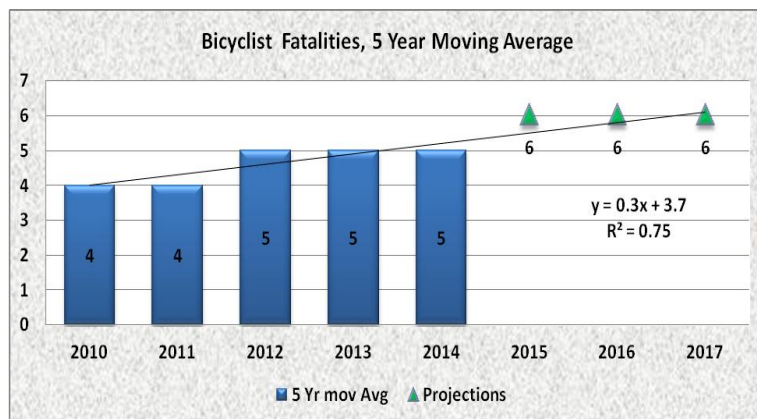
Pedestrian

- Hold the increase in pedestrian fatalities at 6% from 42 (2010-2014) to 45 (2013-2017).



Bicyclist

- Hold the increase in bicyclist fatalities at 17% from 5 in (2010-2014) to 6 in (2013-2017)



III. Project Strategies

- Continue public awareness campaign focused on pedestrian and bicycle safety.

IV. Tasks

Task 1 – Statewide public information and Education

This task will provide funding to develop public information and educational materials promoting pedestrian and bicycle safety. Funding will be used for pamphlets, posters, radio and television public service announcements, on-line ads and other items appropriate to advance the program.

CJRW **(PS)** **\$100,000**

Task 3 – Program Management

This task will provide program management for projects within the pedestrian/Bicycle Safety Program Area. This task will provide development and proper administration of projects within this program area through program planning, oversight/monitoring, evaluation, coordination and staff education/development. Funding will provide for personnel, travel/training, and materials.

ASP **(PS)** **\$45,000**

DISTRACTED DRIVING**I. Program Overview**

As of December 2012, 171.3 billion text messages were sent in the US every month. Ten per cent of all drivers under the age of 20 involved in fatal crashes were reported as distracted at the time of the crash. This age group has the largest proportion of drivers who were distracted.

Drivers in their 20s make up 27 percent of the distracted drivers in fatal crashes. At any given daylight moment across America, approximately 660,000 drivers are using cell phones or manipulating electronic devices while driving, a number that has held steady since 2010.

The number of people killed in distraction-affected crashes decreased slightly from 3,360 in 2011 to 3,328 in 2012. An estimated 421,000 people were injured in motor vehicle crashes involving a distracted driver, this was a nine percent increase from the estimated 387,000 people injured in 2011.

More and more fatalities in Arkansas are being attributed to the emerging issue of Distracted Driving. Information on Distracted Driving will be included as part of other injury prevention projects (See Safe Communities' and PI&E pages 57 and 61 under Occupant Protection Section). Law enforcement agencies in the state will be asked to participate in the National Distracted Driving Mobilization to be conducted in April of 2017.

Task 1 – Statewide Public Information and Education (PI&E)

This task will provide for statewide public information and education to promote adherence to texting and cell phone laws. The components of this task may include, but are not limited to, educational materials such as brochures, posters, public service announcements (PSAs) to enhance other traffic safety projects. This task will provide funds to secure the services of a qualified full-service advertising agency to create and develop a traffic safety public information campaign. The advertising agency will develop the methodology to document and report audience reach to include telephone survey(s). This task will also provide assistance with PI&E efforts in specific community projects such as selective traffic enforcement projects (STEPS), and with diversity outreach and press events. Federal funding could provide for PSA creation and production, PI&E materials creation and production, meeting and press event expenses including PA system rental, material/supplies. The media placements may include television, radio, cinema, internet and print. Federal funds will be allocated for the paid media.

CRANFORD JOHNSON ROBINSON & WOODS (CJRW) (M8PE) \$200,000

TEEN DRIVER SAFETY PROGRAM

I. Program Overview

In 2014 there were 54 drivers aged 15-20 involved in fatal crashes in Arkansas. Motor vehicles crashes are the #1 cause of unintentional injury and death among teenagers (NHTSA). According to FARS, of the 54 drivers of passenger vehicles (motorcycles, snowmobiles, etc. excluded) aged 15-20 with known restraint usage, only 55 percent were restrained. .

The University of Arkansas for Medical Sciences (UAMS), Arkansas Children’s Hospital Injury Prevention Center has conducted a project over the last 3 years in collaboration with the Arkansas Health Department (ADH), the Allstate Foundation 0Teen Driving Program and the Injury Free Coalition for Kids. This year the project will focus specifically on increasing seat belt use for teens in targeted counties of the state determined to be key to increasing Arkansas’s seat belt use rate.

UAMS will utilize school nurses from the ADH Hometown Health Coalitions to conduct peer to peer education projects in the high schools of each of these counties. These projects will be modeled after NHTSA’s evidence based “Battle of the Belt” program.

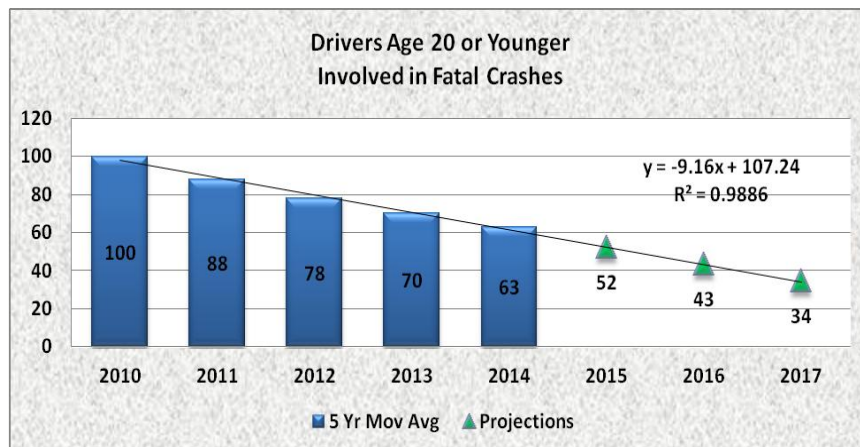
UAMS will also promote awareness in the schools of Arkansas’ Graduated Driver Licensing (GDL) law, enacted in 2009. The GDL law addresses teen driving issues by helping new drivers gain experience in lower-risk conditions. In other states, comprehensive GDL programs have been a proven success by reducing teen fatalities and injuries by up to 38%. Arkansas GDL emphasizes use of safety belts for all seating positions especially during learning and intermediate stages. This project will promote peer to peer influence of seat belt use and GDL principles for young drivers and passengers.

II. Performance Measure – Goal

Program Goal

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

- Reduce drivers age 20 or younger involved in fatal crashes by 45% from 63 (2010-2014) to 35 (2013-2017)



III. Project Strategies

- Continue the Teen Driver Safety Project focused on occupant protection.

IV. Tasks

Task 1—Teen Driver Safety Project

This task will provide for development of the UAMS/ACH Teen Driver Safety Project. The project will implement activities in designated counties to facilitate teen driver education focused on occupant protection. Federal funds will provide for meeting expenses, travel, training, materials, supplies, salaries, and benefits for additional personnel.

UAMS

OP \$159,600

PERFORMANCE OUTCOMES

FY16 HSP	2010	2011	2012	2013	2014 Actual	2016 Target
Traffic Fatalities	571	551	560	498	466	445
5-yr moving average	616	593	576	555	529	495
Fatalities Per VMT	1.70	1.67	1.67	1.49	1.37	1.28
5-yr moving average	1.86	1.79	1.73	1.67	1.58	1.46
Number of Serious Injuries	3,331	3,239	3,226	3,070	3,159	2646
5-yr moving average	3,206	3,361	3,392	3,312	3,204	3271
Unrestrained Fatalities	244	220	227	176	166	136
5-yr moving average	268	251	242	224	207	182
Teen Driver Fatalities (-21)	58	68	69	63	55	45
5-yr moving average	100	88	78	70	63	66
Alcohol-Impaired Fatalities (BAC=.08+)	178	154	144	121	135	87
5-yr moving average	180	171	164	154	154	125
Speed Related Fatalities	108	86	76	73	55	38
5-yr moving average	88	86	88	90	80	90
Motorcycle Fatalities	84	64	72	63	61	54
5-yr moving average	76	73	72	70	70	69
Un-helmeted MC Fatalities	48	35	42	40	36	42
5-yr moving average	45	40	39	40	40	37
Pedestrian Fatalities	38	42	47	46	36	54
5-yr moving average	39	41	42	42	42	45
Bicyclist Fatalities	2	6	6	4	7	6
5-yr moving average	4	4	5	5	5	6
Seat Belt Usage	78.3	78.4	71.9	<u>2014</u> 74.4	<u>2015</u> 77.7	79.0
Citations	2010	2011	2012	2013	2014	2015
Speeding Citations	14,079	8,967	6,675	6,864	6,166	6,771
Seat Belt Citations	29,316	31,711	28,800	30,276	23,649	25,335
DUI Citations	1,858	2,000	2,084	1,942	1,246	1,165

Highway Safety Plan Cost Summary

U.S. Department of Transportation National Highway Traffic Safety Administration

State: Arkansas

Highway Safety Plan Cost Summary

Page: 1

2017-HSP-1

Report Date: 06/29/2016

For Approval

Program Area	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
Planning and Administration Total	\$.00	\$376,100.00	\$.00	\$376,100.00	\$376,100.00	\$.00
Alcohol Total	\$.00	\$1,000,000.00	\$.00	\$1,102,100.00	\$1,102,100.00	\$739,800.00
Motorcycle Safety Total	\$.00	\$.00	\$.00	\$45,000.00	\$45,000.00	\$.00
Occupant Protection Total	\$.00	\$824,500.00	\$.00	\$2,224,900.00	\$2,224,900.00	\$1,257,800.00
Pedestrian/Bicycle Safety Total	\$.00	\$.00	\$.00	\$145,000.00	\$145,000.00	\$.00
Traffic Records Total	\$.00	\$141,800.00	\$.00	\$289,800.00	\$289,800.00	\$.00
Railroad/Highway Crossings Total	\$.00	\$.00	\$.00	\$3,500.00	\$3,500.00	\$.00
Roadway Safety Total	\$.00	\$.00	\$.00	\$3,500.00	\$3,500.00	\$.00
Safe Communities Total	\$.00	\$14,200.00	\$.00	\$19,200.00	\$19,200.00	\$19,200.00
Speed Enforcement Total	\$.00	\$193,500.00	\$.00	\$300,200.00	\$300,200.00	\$300,200.00
Paid Advertising Total	\$.00	\$300,000.00	\$.00	\$300,000.00	\$300,000.00	\$150,000.00
NHTSA 402 Total	\$.00	\$2,850,100.00	\$.00	\$4,809,300.00	\$4,809,300.00	\$2,467,000.00
406 Planning and Administration Total	\$.00	\$.00	\$.00	\$50,000.00	\$50,000.00	\$.00
406 Traffic Records Total	\$.00	\$.00	\$.00	\$500,000.00	\$500,000.00	\$.00
NHTSA 406 Total	\$.00	\$.00	\$.00	\$550,000.00	\$550,000.00	\$.00
410 High Fatality Rate Total	\$.00	\$800,000.00	\$.00	\$200,000.00	\$200,000.00	\$.00
154 Hazard Elimination Total	\$.00	\$.00	\$.00	\$7,000,000.00	\$7,000,000.00	\$.00
154 Transfer Funds Total	\$.00	\$.00	\$.00	\$7,000,000.00	\$7,000,000.00	\$.00
405b Low HVE Total	\$.00	\$537,500.00	\$.00	\$1,850,000.00	\$1,850,000.00	\$1,750,000.00
405b Low Public Education Total	\$.00	\$200,000.00	\$.00	\$200,000.00	\$200,000.00	\$100,000.00
405b Low Community CPS Services Total	\$.00	\$70,000.00	\$.00	\$280,000.00	\$280,000.00	\$140,000.00
MAP 21 405b OP Low Total	\$.00	\$807,500.00	\$.00	\$2,330,000.00	\$2,330,000.00	\$1,990,000.00
405c Data Program Total	\$.00	\$456,300.00	\$.00	\$2,305,000.00	\$2,305,000.00	\$400,000.00
MAP 21 405c Data Program Total	\$.00	\$456,300.00	\$.00	\$2,305,000.00	\$2,305,000.00	\$400,000.00

Highway Safety Plan Cost Summary

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U.S. Department of Transportation National Highway Traffic Safety Administration

State: Arkansas

Highway Safety Plan Cost
Summary

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2017-HSP-1

Report Date: 06/29/2016

For Approval

Program Area	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
405d Mid HVE Total	\$.00	\$.00	\$.00	\$1,000,000.00	\$1,000,000.00	\$1,000,000.00
405d Mid Court Support Total	\$.00	\$602,700.00	\$.00	\$852,700.00	\$852,700.00	\$852,700.00
405d Mid BAC Testing/Reporting Total	\$.00	\$117,500.00	\$.00	\$665,500.00	\$665,500.00	\$.00
405d Mid Paid/Earned Media Total	\$.00	\$600,000.00	\$.00	\$600,000.00	\$600,000.00	\$300,000.00
405d Mid Training Total	\$.00	\$.00	\$.00	\$153,500.00	\$153,500.00	\$141,000.00
405d Impaired Driving Mid Total	\$.00	\$2,875,300.00	\$.00	\$2,603,300.00	\$2,603,300.00	\$1,553,300.00
MAP 21 405d Impaired Driving Mid Total	\$.00	\$4,195,500.00	\$.00	\$5,875,000.00	\$5,875,000.00	\$3,847,000.00
405e Public Education Total	\$.00	\$150,000.00	\$.00	\$200,000.00	\$200,000.00	\$75,000.00
MAP 21 405e Distracted Driving Total	\$.00	\$150,000.00	\$.00	\$200,000.00	\$200,000.00	\$75,000.00
405f Motorcyclist Awareness Total	\$.00	\$100,000.00	\$.00	\$200,000.00	\$200,000.00	\$.00
MAP 21 405f Motorcycle Programs Total	\$.00	\$100,000.00	\$.00	\$200,000.00	\$200,000.00	\$.00
NHTSA Total	\$.00	\$9,359,400.00	\$.00	\$23,469,300.00	\$23,469,300.00	\$8,779,000.00
Total	\$.00	\$9,359,400.00	\$.00	\$23,469,300.00	\$23,469,300.00	\$8,779,000.00

https://gts.nhtsa.gov/gts/reports/new_report1.asp?report=2&transid=71685&summary=yes&nump... 6/29/2016