

ANNUAL
GRANT APPLICATION
ARKANSAS
FY 2025



Table of Contents

Sections	Page #
1.1 Updates for Triennial Highway Safety Plan	3
1.2 Updates for Public Participation and Engagement	8
1.3 Updated Estimated 3-Year Funding Allocation by Planned Activity	11
<hr/>	
2.0 National Priority Safety Program Incentive Grants	12
2.1 Occupant Protection	13
2.2 Impaired Driving	20
2.3 Speed	30
2.4 Distracted Driving	33
2.5 Motorcycle Safety	37
2.6 Young Driver Safety	39
2.7 Pedestrian/Bicycle Safety	43
2.8 Traffic Records	48
2.9 Roadway Safety	52
2.10 Planning and Administration	53
<hr/>	
3.1 STEP Agencies	54
3.2 Mini-STEP Agencies	55
3.3 Equipment over \$10,000	56
3.4 405(c) Interim Progress Report & Supporting Documentation	57
3.5 405(e) Distracted Driving Sample Questions	58
3.6 General Project Survey Results	59
3.7 Mini-STEP Project Survey Results	62
3.8 STEP Project Survey Results	67
3.9 Historically Black Colleges and Universities Survey	70
3.10 Motorcycle Survey	72
3.11 Law Enforcement Public Participation and Engagement Information	82
3.12 Impaired Driving Plan (AR_FY25_405d_Impaired_Driving_Plan)	83

Section 1.1 – Updates for Triennial Highway Safety Plan

Overview/Summary:

The Arkansas Highway Safety Office (AHSO) is continuously modifying and fine-tuning our 2024-2026 THSP with an emphasis on programs and strategies that will better address our performance targets if it appears these targets will not be met.

As shown in the charts that follow, it appears that the targets established in the FY 24-26 Triennial HSP are not on track to be met in FY24. It should be noted that this trend may not be an accurate reflection of programming efforts in 2024 as the trend is based on the five-year average (2018-2022) with 2022 being the last year that FARS data was available. This 5-year average included the uptick in fatalities attributed to the COVID pandemic for the years 2020-2022. The higher numbers for these years skew the average. As these years drop off the average should reflect a more realistic view of programming success.

Reduced enforcement levels due to a shortage of law enforcement (LE) officers in combination with an increase in the number of LE agencies that utilize eCrash were also a factor. While the increase in the number of agencies submitting crash reports through eCrash has improved the overall accuracy of reporting, it has also increased the numbers reported in each area in contrast to previous years.

For FY25 the countermeasure strategies outlined in the 2024-2026 Triennial HSP will be continued. Some strategies are being expanded or modified and new projects created based on data and community feedback. The only change to current funding allocations will involve increasing the funding for the Pedestrian/Bicycle area with additional funds from the Nonmotorized 405 grant and adding Vulnerable Road User Safety Summits for (2024-2026).

Arkansas' Annual Grant Application indicates where the state is not making the progress necessary to meet the goals outlined in our 2024-2026 THSP and summarizes our plans for adjusting current programming and implementing new programming to better address identified issues and corresponding performance targets.

Section 1.1 – Updates for Triennial Highway Safety Plan

			BASE YEARS					
<i>GHS/NHTSA PERFORMANCE PLAN CHART</i>								
<i>FY25 Annual Grant Application Target Status</i>			2018	2019	2020	2021	2022	On Track to make FY26 Goals (Y/N)
C-1	Traffic Fatalities	Indicate State or FARS Annual	520	511	653	695	643	
	Maintain total fatalities at 580.0 (2022-2026) from a current safety level of 580.0 (2017-2021).	5-Year Rolling Avg.	524.4	532.6	553.2	580.0	603.6	No
C-2	Serious Injuries in Traffic Crashes	State	2272	2389	2582	2721	2,694	
	Reduce serious traffic injuries to 2,479.3 (2022-2026) from a current safety level of 2,556.0 (2017-2021) by 3% by December 31, 2026.	5-Year Rolling Avg.	2,833.6	2,680.6	2,619.4	2,556.0	2,531.6	No
C-3	Fatalities/100M VMT	Indicate State or FARS Annual	1.418	1.377	1.925	1.813	1.675	
	Maintain fatality rate at 1.592 (2022-2026) from a current safety level of 1.595 (2017-2021)	5-Year Rolling Avg.	1.477	1.477	1.545	1.592	1.639	No
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	Indicate State or FARS Annual	177	166	209	228	188	
	Maintain unrestrained passenger vehicle occupant fatalities, all seat positions at 191.0 (2022-2026) from a current safety level of 191.0 (2017-2021) by December 31, 2026	5-Year Rolling Avg.	183.2	183.0	185.6	191.0	192.6	No
C-5	Alcohol-Impaired Driving Fatalities	Indicate State or FARS Annual	135	131	166	185	153	
	Maintain alcohol-impaired driving fatalities at 152.6 (2022-2026) from a current safety level of 152.6 (2017-2021) by December 31, 2026	5-Year Rolling Avg.	141.2	140.2	141.6	152.6	153.6	No

Section 1.1 – Updates for Triennial Highway Safety Plan

			BASE YEARS					
<i>GHS/NHTSA PERFORMANCE PLAN CHART</i>								
<i>FY25 Annual Grant Application Target Status</i>			2018	2019	2020	2021	2022	On Track to make FY26 Goals (Y/N)
C-6	Speeding-Related Fatalities	Indicate State or FARS Annual	132	132	164	148	143	No
	Maintain speeding-related fatalities at 140.0 (2022-2026) from a current safety level of 140.0 (2017-2021) by December 31, 2026	5-Year Rolling Avg.	104.4	119.6	134.0	140.0	143.8	
C-7	Motorcyclist Fatalities	Indicate State or FARS Annual	66	66	80	96	93	No
	Maintain motorcyclist fatalities at 75.4 (2022-2026) from a current safety level of 75.4 (2017-2021) by December 31, 2026	5-Year Rolling Avg.	71.6	72.6	72.6	75.4	80.2	
C-8	Unhelmeted Motorcyclist Fatalities	Indicate State or FARS Annual	45	34	39	53	55	No
	Reduce serious traffic injuries to 40.2 (2022-2026) from a current safety level of 41.4 (2017-2021) by 3% by December 31, 2026.	5-Year Rolling Avg.	44.8	44.4	42.6	41.4	45.2	
C-9	Drivers Age 20 or Younger involved in Fatal Crashes	Indicate State or FARS Annual	60	62	78	72	81	No
	Maintain drivers age 20 and younger involved in fatal crashes at 64.0 (2022-2026) from a current safety level of 64.0 (2017-2021) by December 31, 2026	5-Year Rolling Avg.	60.8	61.8	64.4	64.0	70.6	
C-10	Pedestrian Fatalities	Indicate State or FARS Annual	62	62	82	79	79	No
	Maintain pedestrian fatalities at 66.2 (2022-2026) from a current safety level of 66.2 (2017-2021) by December 31, 2026	5-Year Rolling Avg.	47.8	52.8	60.2	66.2	72.4	
C-11	Bicyclist Fatalities	Indicate State or FARS Annual	4	3	6	10	6	No
	Maintain bicyclist fatalities at 5.4 (2022-2026) from a current safety level of 5.4 (2017-2021) by December 31, 2026	5-Year Rolling Avg.	4.2	3.4	4.0	5.4	5.8	

Section 1.1 – Updates for Triennial Highway Safety Plan

			BASE YEARS					
<i>GHS/NHTSA PERFORMANCE PLAN CHART</i>								
<i>FY25 Annual Grant Application Target Status</i>			2019	2020	2021	2022	2023	On Track to make FY26 Goals (Y/N)
B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	State Annual	81.9	81.9	84.2	79.1	79.7	
	Increase observed seat belt use for passenger vehicles, front seat outboard occupants to 85.0% from a current safety level of 79.1% by 5.9% by December 31, 2026							No

Data for Arkansas, (based on the 5-year period 2018-2022) shows the number of fatalities at 520 in 2018 and 643 for 2022. The fatality rate per 100 MVMT also shows an increase from 1.418 (2018) to 1.677 (2022). Serious injuries (2's only) increased from 2,272 in 2018 to 2,806 in 2022.

Fatalities: Arkansas Top 10 Counties							% Of 2022
County	2018	2019	2020	2021	2022	Total	Total 643
Pulaski	70	62	85	70	92	379	14.31%
Benton	18	23	35	35	27	138	4.20%
Washington	18	21	28	29	33	129	5.13%
Garland	18	21	18	23	24	104	3.73%
Craighead	18	18	20	19	26	101	4.04%
Saline	7	15	15	29	15	81	2.33%
Sebastian	15	9	15	20	22	81	3.42%
Faulkner	21	4	15	21	18	79	2.80%
White	7	14	20	20	16	77	2.49%
Jefferson	11	14	16	16	16	73	2.49%

Injuries: Arkansas Top 10 Counties							% Of 2022
County	2018	2019	2020	2021	2022	Totals	Total 2,806
Pulaski	290	302	397	367	377	1,733	13.44%
Washington	155	155	142	151	167	770	5.95%
Benton	143	119	152	139	154	707	5.49%
Craighead	113	177	116	123	112	641	3.99%
Garland	105	132	97	95	111	540	3.96%
Faulkner	67	65	87	91	102	412	3.64%
Saline	66	75	76	100	75	392	2.67%
Sebastian	76	69	71	68	106	390	3.78%
White	72	47	57	72	62	310	2.21%
Pope	59	57	49	70	56	291	2.00%

An average of 603 motorists loses their lives and another 2,532 are seriously injured each year on Arkansas's roadways. Preliminary data for 2023 shows fatalities at 596. Over the past five years, alcohol-related fatalities

Section 1.1 – Updates for Triennial Highway Safety Plan

averaged 153.6 per year. In 2022, 188 alcohol-related (involving a driver or motorcycle operator at .08 BAC or above) fatalities were reported – A major area of concern continues to be the relatively low seat belt use rate in the state. In 2018, there were 352 passenger vehicle occupant fatalities. Of these fatalities, 177 or 50.3% were unrestrained. There were 188 unrestrained fatalities in 2022 and 415 passenger vehicle fatalities or 45.3%. In 2023 Arkansas's Seat Belt use rate was 79.7% and is still a long way from the 2023 NHTSA National Occupant Protection use rate (NOPUS) of 91.9%.

The AHSO is addressing all targets not met last year through the expansion of both the STEP and the mini-STEP programs and continuing to add to the number of agencies utilizing eCrash. There were 75 active agencies participating as STEP and mini-STEP projects in 2023. Currently, there are 95 active agencies participating in the AHSO STEP and Mini STEP programs with 26 new applications. It is expected that enforcement efforts conducted by agencies participating in the STEP, mini-STEP and eCrash programs in FY24-25 will be more effective as agencies can now access and analyze all the crashes in their areas, allowing them to collaborate and coordinate with other agencies to identify and target high crash areas with enforcement.

In FY25 Arkansas' Highway Safety Office will issue sub-grants to 135+ agencies and courts statewide to target Highway Safety issues. Agencies include state, county, and municipal law enforcement agencies in urban and rural locations. Other sub-grantees include, but are not limited to, the Arkansas Department of Transportation, Administrative Office of the Courts, University of Arkansas System, Arkansas Department of Health, Arkansas Children's Hospital and the Black River Technical College Law Enforcement Training Academy. The AHSO will continue to focus on creating aggressive, innovative and well publicized enforcement in conjunction with educational programs and an increased focus on community engagement and feedback.

AHSO conducted surveys of all Sub-Contractor Projects and HBCUs for FY2024 to assess feedback and interactions with local communities. This feedback was utilized in developing programming for FY25 and will continue to inform AHSO programming efforts going forward.

Section 1.2 – Updates for Public Participation and Engagement

Projects and Activities are on Track

Initial goal was to build on current community engagement activities by soliciting and increasing feedback from stakeholders, grantees, community groups and organizations.

- Surveys and questionnaires were developed and distributed to existing projects as well as HBCU Campuses to obtain feedback on project effectiveness and identify issues.
- Feedback obtained is being utilized to inform program efforts. Selected projects are being expanded, and new projects created.

A second goal was to identify coalitions, community groups and organizations in designated target areas.

Program Updates

AHSO coordinated an HBCU summit meeting in FY24, with the Directors of Student Affairs and students from all four HBCUs in Arkansas. A “Fair Share” Forum was held June 6 to discuss outreach strategies these students can implement on campuses and in surrounding communities. The feedback that was provided is being used to develop Seat Belt, Distracted Driving and Pedestrian Safety programs at all the Arkansas HBCU campuses. These projects will be implemented in collaboration with traffic safety partners to engage underserved communities and to develop community partnerships and projects. HBCUs in Pulaski and Jefferson counties have also indicated an interest in implementing Asphalt Art projects which target the Pedestrian/Bicyclist area.

Surveys and Meeting Feedback

Students indicated they would like to see more traffic safety education as a part of the overall health initiatives within their school programs. In survey results, and discussions with HBCUs the feedback indicated there was a lack of education on traffic safety. They would like Law Enforcement to focus more on educating rather than ticketing individuals.

- Traffic Safety Messaging Fliers have been developed in response to this feedback. Officers will use these materials to educate offenders when issuing citations or warnings.
- Programs are under development and plans are included in the FY25 AGA

“Safety Ambassadors” Program

Utilizing the feedback provided from surveys and the “Fair Share” Forum, the Safety Ambassador Program for Arkansas HBCUs, will address traffic safety issues such as erratic driving, inadequate crosswalks, distracted driving, speeding, and impaired driving. The program will focus on creating safe environments through improved crosswalk awareness for both the Motorist and Pedestrian. Community engagement will be a critical component with partnerships, roundtable discussions, and campus events like freshman seminars to involve students and community members in safety initiatives. The program will foster collaboration and networking with other HBCUs and community organizations to share resources, ideas, and best practices, and to access funding and support.

Status Update: Natural Wonders Partnership Council (NWPC)

AHSO staff identified coalitions and community organizations in affected areas. The Arkansas Children’s Hospital (ACH) Natural Wonders Partnership Council (NWPC) was one of these coalitions.

Two recommendations from the NWPC meeting were:

- Set up Seat Belt and Pedestrian Programs and conduct local surveys/education in underserved communities.
 - Both are under development with HBCU projects.

Section 1.2 – Updates for Public Participation and Engagement

- Train medical providers to include traffic safety conversations, specifically Seat Belt and Pedestrian Safety, in every health contact and remind all primary care providers periodically. Arkansas Children’s Hospital CPS program has implemented the following physician’s education programs:
 - Continuity Clinic, Children’s Hospital in Pulaski County – 90 Physicians
 - Cumulatively from pediatric clinics in Pulaski, Saline, Faulkner, and Craighead Counties – 100 Physicians

ACH has been in transition to a new organizational structure for almost two years. The NWPC full membership meeting initially planned for January 2024 was rescheduled several times and is now scheduled for August 6. The meeting was designed to identify goals for the various workgroups and develop an action plan for recommended countermeasure strategies and potential projects to be implemented.

Status

In recent communications the NWPC leadership communicated to the AHSO that the consensus is to wrap up their final agenda items for the Mental and Behavioral Health workgroup this fall and wait until the 2025 Community Health Needs Assessment is completed this spring to determine new workgroups based on the priority areas that are identified. Until new priority health needs are identified, the AHSO will continue to attend general membership meetings to share and collaborate with the whole group. NWPC will assist with connections to other community partners.

Community Conversations

Based on the tremendous success of the Fair Share Forum that the AHSO conducted with Arkansas HBCU’s in 2024, in 2025 AHSO will conduct small roundtables or “community conversations” specific to each program area to provide insight on the need for and types of new programming efforts required to address traffic safety issues in communities identified as underserved and overrepresented. Groups will include Motorcyclists and group/rally organizers, Non-profits, Faith-based community). Examples of evidence-based projects will be introduced for consideration.

Arkansas’ Hispanic Population continues to grow. The AHSO is taking proactive measures to provide information and education to this population through a media focus utilizing ads and educational articles in Hispanic publications)

PPE activities conducted by AR Law Enforcement agencies in FY24 included the following activities (See Section 3.9 for news release examples)

- ASP/ Hot Springs PD/Campus Police – VRU, HBCUs, Fair Share Forum
- CPS activities Fayetteville – Marshallese
- Coffee with a Cop – Pulaski County Sheriff’s Office and Hot Springs PD
- Calhoun County- public education materials
- Chicken with Chief AR Baptist
- Bike with a cop – LR PD
- Fordyce Annual Halloween Trunk or Treat at Civic Center

Second Vulnerable Road Users Safety Summit and Motorcycle Safety Roundtable

The first AHSO VRU was conducted in FY 24 and was a tremendous success. In FY25 the AHSO is planning a second Arkansas Vulnerable Road Users Summit & Motorcyclist Safety Roundtable. The second VRU Summit is tentatively planned for Northwest AR in collaboration with Ryan Hale’s “Laneshift/Active Transportation Academy It will continue the focus on Pedestrian/Bike issues. The Summit will be followed by with a Roundtable focused on Motorcycle Safety.

Section 1.2 – Updates for Public Participation and Engagement

Program Update

Vulnerable Road Summit (s)

AHSO will conduct additional VRU Safety Summits in 2025 and 2026

Data Deep Dive (s)

Arkansas Highway Safety Office contracted with the Arkansas Center for Health Improvement (ACHI) to conduct the first AR “Data Deep Dive” in 2023, which gathered fatality and injury data for Arkansas from multiple sources, as well as demographic and socioeconomic data.

Program Update

Annual “Data Deep Dives” will focus on a specific problem area and stakeholders for those areas. Future comprehensive “Data Deep Dive’s” for Arkansas are planned in conjunction with the Triennial HSP schedule. The next one will be scheduled for 2026. The AHSO will continue to partner with the ARDOT/SHSP Planning Committee and others to incorporate the Safe System Approach and leverage existing stakeholder groups for all SWOT analyses going forward.

Section 1.3 – Updated Estimated 3-Year Funding Allocation by Planned Activity

Summary Table Estimated 3-Year Funding Allocation by Planned Activity (Updated 8/1/24)

Unique ID	Planned Activity Name	FY2024	FY2025	FY2026	Unique ID	Planned Activity Name	FY2024	FY2025	FY2026
AL-2025-01	Judicial Training	150,000	157,500	165,375	OP-2025-11	Teen Drive Safety Project	400,000	0	0
AL-2025-02	Traffic Safety/ Law Enforcement Training Project	640,000	672,000	705,600	OP-2025-12	State Observation Seat Belt Survey	150,000	157,500	165,375
AL-2025-03	Traffic Safety Non-Commercial Sustaining Announcement Eval Program	75,000	78,750	82,688	OP-2025-13	Occupant Protection Program Management	305,000	602,850	336,263
AL-2025-05	Statewide Public Information and Education	1,250,000	1,312,500	1,378,125	OP-2025-14	New Highway Safety Projects Based on Community Outreach & Engagement - TBD	300,000	315,000	330,750
AL-2025-06	Local Selective Traffic Enforcement Projects (STEP)	980,100	1,029,105	1,080,560	PA-2025-01	Planning and Administration	838,000	879,900	923,895
AL-2025-07	Statewide Selective Traffic Enforcement Projects (STEP)	600,000	630,000	661,500	PS-2025-01	Statewide Public Information and Education (PI&E)	300,000	315,000	330,750
AL-2025-08	Mini-Selective Traffic Enforcement Projects (M-STEP)	700,000	735,000	771,750	PS-2025-02	Pedestrian/Bicycle Public Awareness Campaign	300,000	315,000	330,750
AL-2025-09	BAC Intoximeter and Blood Testing Project	400,000	420,000	441,000	PS-2025-03	Pedestrian/Bicycle Safety Project	200,000	210,000	220,500
AL-2025-10	Law Enforcement Training Academy BAT Sobriety Checkpoint Mobile Training	300,000	315,000	330,750	PS-2025-04	Vulnerable Road Users Safety Summit	50,000	100,000	105,000
AL-2025-11	Statewide Law Enforcement Liaison (LEL)	50,000	52,500	55,125	PS-2025-05	Pedestrian Safety Program Management	50,000	55,000	60,000
AL-2025-12	Court Monitoring	150,000	157,500	165,375	PS-2025-06	Non-Motorized Traffic Safety Education (PS)	300,000	801,550	841,627
AL-2025-13	DWI Courts	400,000	420,000	441,000	PS-2025-07	Safe Across	0	200,000	210,000
AL-2025-14	Statewide In-Car Camera and Video Storage System	400,000	420,000	441,000	PS-2025-08	Asphalt Art	0	50,000	52,500
AL-2025-15	Motor Vehicle Crash Toxicology Testing	377,300	396,165	415,973	PS-2025-09	New Highway Safety Projects Based on Community Outreach & Engagement - TBD	300,000	315,000	330,750
AL-2025-17	Alcohol and Other Drug Countermeasures Program Management	305,000	602,850	336,263	PS-2025-10	Local Selective Traffic Enforcement Projects (STEP)	0	200,000	210,000
AL-2025-18	Judicial Outreach Liaison (JOL)	100,000	105,000	110,250	RS-2025-01	Professional Development ARDOT	20,000	21,000	22,050
AL-2025-19	Rideshare Program	0	100,000	105,000	RS-2025-02	Public Information and Education on Preventing Roadside Deaths and Injuries	400,000	420,000	441,000
CP-2025-01	Arkansas Traffic Safety Conference	0	0	110,250	SC-2025-01	Local Selective Traffic Enforcement Projects (STEP)	900,200	945,210	992,471
DD-2025-01	Statewide Public Information and Education (PI&E)	1,900,000	1,995,000	2,094,750	SC-2025-02	Statewide Selective Traffic Enforcement Projects (STEP)	746,500	783,825	823,016
DD-2025-02	Local Selective Traffic Enforcement Projects (STEP)	800,000	840,000	882,000	SC-2025-03	Mini-Selective Traffic Enforcement Projects (M-STEP)	500,000	525,000	551,250
DD-2025-03	Statewide Selective Traffic Enforcement Projects (STEP)	400,000	420,000	441,000	SC-2025-04	Statewide Public Information and Education (PI&E)	300,000	315,000	330,750
DD-2025-04	Local Selective Traffic Enforcement Projects (Mini-STEP)	600,000	630,000	661,500	SC-2025-05	New Highway Safety Projects Based on Community Outreach & Engagement - TBD	300,000	315,000	330,750
DD-2025-05	Teen Distracted Driving	150,000	157,500	165,375	TR-2025-01	eCrash Program Operations	200,000	210,000	220,500
DD-2025-06	New Highway Safety Projects Based on Community Outreach & Engagement - TBD	300,000	315,000	330,750	TR-2025-02	eCrash Training	300,000	315,000	330,750
MC-2025-01	Motorist Awareness Campaign	100,000	105,000	110,250	TR-2025-03	Electronic Traffic Crash Record Entry System Project (eCrash)	2,835,500	900,000	945,000
MC-2025-02	Motorcyclist Awareness/Outreach Program	200,000	210,000	220,500	TR-2025-04	EMS Data Injury Surveillance Continuation Project	100,000	145,000	152,250
MC-2025-03	Motorcycle Safety Program Management	50,000	55,000	60,000	TR-2025-05	Electronic Citation System (eCite)	600,000	630,000	661,500
OP-2025-02	Local Selective Traffic Enforcement Projects (STEP)	1,144,500	1,201,725	1,261,811	TR-2025-06	Traffic Records Professional Development & Crash Reconstruction	250,000	262,500	275,625
OP-2025-03	Statewide Selective Traffic Enforcement Project (STEP)	500,000	525,000	551,250	TR-2025-07	Traffic Records Program Management	177,000	247,000	195,143
OP-2025-04	Mini-Selective Traffic Enforcement Projects (M-STEP)	700,000	735,000	771,750	TSP-2025-01	Teen Driver Safety Project	0	420,000	441,000
OP-2025-05	Statewide Public Information and Education (PI&E)	700,000	735,000	771,750	TSP-2025-02	Save-A-Live Tour	0	200,000	210,000
OP-2025-06	Traffic Safety Non-Commercial Sustaining Announcement Eval Program	75,000	78,750	82,688	TSP-2025-03	Teen Driver ROADeo	0	200,000	210,000
OP-2025-07	Statewide Law Enforcement Liaison (LEL)	50,000	52,500	55,125	TSP-2025-04	B.R.A.K.E.S.	0	150,000	157,500
OP-2025-08	Statewide Child Passenger Protection Project	600,000	630,000	661,500	TSP-2025-05	HBCU Safety Ambassadors	0	100,000	105,000
OP-2025-10	Rural High Five Project / Arkansas Rural Traffic Safety (ARTS)	250,000	262,500	275,625		Total	26,519,100	28,173,180	29,038,921

Revised 8/1/24

Section 2.0 – National Priority Safety Program Incentive Grants

The State applied for the following incentive grants:

S. 405(b)	Occupant Protection:	YES
S. 405(c)	State Traffic Safety Information System Improvements:	YES
S. 405(d)	Impaired Driving Countermeasures:	YES
S. 405(d)	24-7 Sobriety Programs:	NO
S. 405(d)	Alcohol-Ignition Interlock Law:	YES
S. 405(e)	Distracted Driving:	YES
S. 405(f)	Motorcyclist Safety:	YES
S. 405(g)	Nonmotorized Safety:	YES
S. 405(h)	Preventing Roadside Deaths:	YES
S. 405(i)	Driver and Officer Safety Education:	NO
S. 1906	Racial Profiling Data Collection:	NO

Section 2.1 – Occupant Protection

Reason(s) not meeting usage rate target:

- Lack of an LEL to encourage law enforcement (LE) participation.
- Decline in the number of Seat Belt citations issued correlates with the lower belt use.
- Shortage of officers and slow recruiting.

Programming Updates:

- Continue search for a full-time LEL
A new LEL was hired in 2024 but was only employed for two months. This resulted in a setback related to the implementation of our “Lunch and Learn” program which was designed to recruit agencies in high crash counties that do not currently participate as a STEP or Mini-STEP program and educate/train Law Enforcement (LE) in areas where they were requesting more information. This position has been readvertised and the AHSO is interviewing applicants to fill that position ASAP.
- LEL duties will include:
 - Solicit and recruit non-STEP agencies to voluntarily participate in mobilizations or apply for sustained STEP and Mini-STEP grants.
 - Organizing and conducting “Lunch and Learn” events for law enforcement to promote increased enforcement of seat belt and child restraint laws, participation in national and state mobilizations, and education on best practices and innovative enforcement.
 - Working with local STEP and Mini-STEP agencies to assist them in utilizing the Arkansas Crash Analytics Tool (ACAT) which displays crash locations on the Towards Zero Deaths (TZD) website online maps. These maps pinpoint high crash areas and road segments and assist local and statewide agencies to better target enforcement efforts. Currently 98% of Arkansas’ law enforcement agencies utilize the AR eCrash system. This has significantly improved crash reporting and agency access to information.
- Arkansas Rural Traffic Safety (ARTS) Project
 - Project modeled after the “Hi-Five” Program to focus on 5 counties in Arkansas to work overtime enforcement and provide education to the local community about traffic safety issues, primarily occupant protection.
 - Arkansas Highway Safety office will be working with Arkansas Department of Transportation, county Sheriff’s Offices and county officials. Traffic records data from those communities will be utilized to focus on the traffic safety issues that are most prevalent in their counties.

AHSO is also exploring other options to include:

- No Tolerance SB Campaign(s)
- Focus on citations for the target offense of the Mobilization with other citations secondary.

State’s participation in the Click it or Ticket National Mobilizations for FY25

Arkansas’s E-BE is implemented through deployment of its resources throughout the year and mobilizing the entire state during the “Click It or Ticket” (CIOT) mobilizations. The AHSO utilizes projects for selective overtime enforcement efforts in the areas of alcohol, speed, distracted driving, and occupant protection. Currently 121 agencies are expected to participate through the FY25 AHSO STEP and Mini

Section 2.1 – Occupant Protection

STEP programs, up from 75 in 2023. Additional agencies from throughout the state will also participate. Public information and education will be utilized to supplement enforcement efforts.

Project name and description	Local Selective Traffic Enforcement Projects (STEPS)			
	City, County and Statewide LE agencies will conduct sustained selective traffic enforcement throughout the year with emphasis on seat belt and child restraint violations. Child safety seat clinics, checkpoints, and inspection stations may supplement enforcement. Projects will participate in CIOT HVE mobilizations. Public Information and Education (PI&E) activities will be conducted to support the objectives of this project (See pg. 54).			
Federal funding sources(s)	BIL NHTSA 402			
Project agreement number	OP-2025-02-02-00 thru TBD			
Subrecipient(s)	Local STEP Agencies see Section 3.1			
Organization type	Law Enforcement			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2023	BIL NHTSA 402	\$200,000	\$200,000
	2024	BIL NHTSA 402	\$457,225	\$457,225
	2025	BIL NHTSA 402	\$544,500	\$544,500
Eligible use of funds	Occupant Protection (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	Short-term, High Visibility Seat Belt Law Enforcement			
	Sustained Enforcement (OP)			

Project name and description	Statewide Selective Traffic Enforcement Project (STEP)			
	Statewide selective traffic enforcement throughout the year with primary emphasis on seat belt and child restraint violations. Child safety seat clinics/checkpoints/inspection stations may supplement enforcement efforts. The project will also participate in CIOT HVE mobilizations during the year. Public Information and Education (PI&E) activities will be conducted to support the objectives of this project (See pg. 54).			
Federal funding sources(s)	BIL NHTSA 402			
Project agreement number	OP-2025-03-03-01 thru 02			
Subrecipient(s)	Arkansas State Police Arkansas Highway Police			
Organization type	State Law Enforcement Agencies			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2023	BIL NHTSA 402	\$100,000	\$25,000
	2024	BIL NHTSA 402	\$200,000	\$50,000
	2025	BIL NHTSA 402	\$225,000	\$56,300
Eligible use of funds	Occupant Protection (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	Short-term, High Visibility Seat Belt Law Enforcement			
	Sustained Enforcement (OP)			

Section 2.1 – Occupant Protection

Project name and description	Mini Selective Traffic Enforcement Projects (M-STEPS) City and county law enforcement agencies participating as mini-STEPS will conduct selective traffic enforcement focused on seat belt and child restraint violations for CIOT HVE mobilizations. Public Information and Education (PI&E) activities will be conducted to support the objectives of this project (See pg. 55).			
Federal funding sources(s)	BIL NHTSA 402			
Project agreement number	M2HVE / OP-2025-04-04-00 thru TBD			
Subrecipient(s)	Local Mini-STEP Agencies see Section 3.2			
Organization type	Law Enforcement			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2023	BIL NHTSA 402	\$100,000	\$25,000
	2024	BIL NHTSA 402	\$250,000	\$62,500
	2025	BIL NHTSA 402	\$150,000	\$37,500
	2025	BIL NHTSA 405	\$235,000	\$58,800
Eligible use of funds	405b Low HVE (BIL) Occupant Protection (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	Short-term, High Visibility Seat Belt Law Enforcement			

Project name and description	Statewide Public Information and Education (PI&E) Statewide public information and education to promote occupant protection and particularly focus on the national CIOT enforcement mobilizations. This task will provide for statewide public information and education to promote occupant protection and will particularly focus on national Click It or Ticket enforcement mobilizations surrounding the Memorial Day and Thanksgiving holidays targeting messages to young persons aged 18 - 34. This task will also emphasize the child restraint law, the dangers of leaving unattended children in a vehicle, and Graduated Licensing laws. Components of this task may include, but are not limited to, educational materials such as brochures, posters, public service announcements and (PSAs). 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. This task will also aid with PI&E efforts in specific community projects such as selective traffic enforcement projects (STEPS), and with diversity outreach and press events. Federal funding may provide for PSA creation and production, PI&E materials creation and production, educational items, and meeting and press event expenses. This task will also provide for the placement of traffic safety messages relating to occupant protection public information campaigns in the media. 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 be conducted to track driver attitudes and awareness of enforcement and communication activities and driving behavior. Federal funds will be allocated for the paid media.			
Federal funding sources(s)	BIL 405b OP Low BIL NHTSA 402			

Section 2.1 – Occupant Protection

Project agreement number	OP-2025-05-05-01 M2HVE-2025-05-05-01 PM-2025-05-05-01 M2PE-2025-05-05-01			
Subrecipient(s)	CJRW			
Organization type	Advertising Firm			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2023	BIL 405b OP Low	\$100,000	\$100,000
	2024	BIL 405b OP Low	\$300,000	\$300,000
	2025	BIL 405b OP Low	\$135,000	\$135,000
	2023	BIL NHTSA 402	\$50,000	
	2024	BIL NHTSA 402	\$50,000	\$50,000
	2025	BIL NHTSA 402	\$100,000	\$100,000
Eligible use of funds	405b Low Public Education Occupant Protection Paid Advertising			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	Communication Campaign (OP)			

Project name and description	Traffic Safety Non-Commercial Sustaining Announcement Evaluation Program Distribute non-commercial sustaining announcements (NCSAs) statewide to radio and television stations and evaluate their use to obtain a minimum of \$300,000 in documented public service airtime for traffic safety awareness messages.			
Federal funding sources(s)	BIL NHTSA 402			
Project agreement number	OP-2025-06-06-01			
Subrecipient(s)	Arkansas Broadcasters Association			
Organization type	Non-Profit			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2024	BIL NHTSA 402	\$37,500	\$37,500
	2025	BIL NHTSA 402	\$41,250	\$41,300
Eligible use of funds	Occupant Protection (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	Communication Campaign (OP)			

Section 2.1 – Occupant Protection

Project name and description	Statewide Law Enforcement Liaison (LEL) Law Enforcement Liaison (LEL) to encourage and promote agencies to participate in CIOT mobilizations, identify and sign-up mini-STEP agencies, collect performance reports, provide technical assistance, promote participation in TOPS and issuance of seat belt citations, set up learning sessions, provide information on the ARTs “High Five” Program, and assist agencies with media events related to CIOT mobilizations.			
Federal funding sources(s)	BIL NHTSA 402			
Project agreement number	OP-2025-07-07-01 / PT-2025-07-07-01			
Subrecipient(s)	Arkansas State Police – AHSO			
Organization type	State Agency			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2023	BIL NHTSA 402	\$12,500	
	2024	BIL NHTSA 402	\$25,000	
	2025	BIL NHTSA 402	\$15,000	
Eligible use of funds	Occupant Protection (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	Short-term, High Visibility Seat Belt Law Enforcement Sustained Enforcement (OP)			

Project name and description	Statewide Child Passenger Protection Project This project provides certification training for healthcare and childcare professionals to educate parents and caregivers on proper use of child restraints. NHTSA Standardized CPS Course curriculum is used. The project maintains a repository for CPS inspections stations in AR, provides education on unattended children and underserved populations.			
Federal funding sources(s)	BIL 405b OP Low BIL NHTSA 402			
Project agreement number	OP-2025-08-08-01 M2CPS-2025-08-08-01 B2CPS_US-2025-08-08-01 UNATTD-2025-08-08-01			
Subrecipient(s)	Arkansas Children’s			
Organization type	Non-Profit Health System			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2023	BIL 405b OP Low	\$50,000	\$12,500
	2024	BIL 405b OP Low	\$200,000	\$50,000
	2025	BIL 405b OP Low	\$265,000	\$66,300
	2024	BIL NHTSA 402	\$50,000	\$12,500
2025	BIL NHTSA 402	\$65,000	\$16,300	
Eligible use of funds	405b Low Community CPS Services (BIL), Occupant Protection			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	Child Restraint System Inspection Station(s)			

Section 2.1 – Occupant Protection

Project name and description	Arkansas Rural Traffic Safety (ARTS) (OP) (High Five)			
	The Arkansas Rural Traffic Safety (ARTS) Project is a new initiative aimed at enhancing road safety in rural areas of Arkansas. Modeled after the successful "High Five Project," the ARTS Project seeks to address the high rates of fatal and severe injuries on rural roads by increasing seat belt use and promoting safe driving practices. This proposal outlines the objectives, target counties, and implementation plan for the ARTS Project.			
Federal funding sources(s)	BIL NHTSA 402			
Project agreement number	OP-2025-10-10-01 thru 05			
Subrecipient(s)	TBD			
Organization type	TBD			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2023	BIL NHTSA 402	\$25,000	\$6,250
	2024	BIL NHTSA 402	\$125,000	\$31,250
	2025	BIL NHTSA 402	\$112,500	\$28,200
Eligible use of funds	Occupant Protection (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	High Visibility Seat Belt Enforcement- TBD			

Project name and description	State Observation Seat Belt Survey			
	Statewide seat belt survey to monitor the states seat belt usage.			
Federal funding sources(s)	BIL NHTSA 402			
Project agreement number	OP-2025-12-12-01			
Subrecipient(s)	University of Arkansas - Fayetteville - Civil Engineering Dept			
Organization type	University			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2024	BIL NHTSA 402	\$78,800	
	2025	BIL NHTSA 402	\$78,700	
Eligible use of funds	Occupant Protection (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	Seat Belt Use Survey			

Section 2.1 – Occupant Protection

Project name and description	Occupant Protection Program Management This task will provide program management for projects within the Occupant Protection Program area, proper administration of projects through program planning, oversight/monitoring, evaluation, coordination, staff education and development. It will provide materials essential for program development and management and cover OP personnel, travel, and operational costs. It will also include funding for the continued development of the AHSO eGrant System for the electronic submission of proposals by subcontractors, development of contract agreements and other forms related to planning, programming, monitoring and evaluating projects			
Federal funding sources(s)	BIL 405d Impaired Driving Int BIL NHTSA 402			
Project agreement number	OP-2025-13-13-01			
Subrecipient(s)	Arkansas State Police -AHSO			
Organization type	State Agency			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2023	BIL 405d Impaired Driving Int	\$100,000	
	2024	BIL 405d Impaired Driving Int	\$125,000	
	2025	BIL NHTSA 402	\$50,000	
	2024	BIL NHTSA 402	\$100,000	
	2025	BIL NHTSA 402	\$102,850	
Eligible use of funds	Occupant Protection (BIL) 405d Int Occupant Protection (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	Child Restraint System Inspection Station(s) Communication Campaign (OP) School Programs Short-term, High Visibility Seat Belt Law Enforcement Sustained Enforcement (OP)			

Project name and description	New Grants Based on Community Outreach (OP) New grants will be based on results of Community Outreach.			
Federal funding sources(s)	BIL NHTSA 402			
Project agreement number	OP-2025-14-14-00 thru TBD			
Subrecipient(s)	TBD			
Organization type	TBD			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2025	BIL NHTSA 402	\$315,000	\$78,800
Eligible use of funds	Occupant Protection (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	New Highway Safety Projects Based on Community Outreach & Engagement - TBD			

Section 2.2 – Impaired Driving

Reason (s) Not Meeting Target:

- Lack of valid testing for drug results
- Judges' resistance to DRE testimony
- Passage of medical marijuana law
- Issues related to combination of marijuana and other drugs with alcohol
- Declining number of DREs in AR

Programming Updates:

Collaboration with ARDOT to implement a "Ride Share" Program

Utilize LEL to promote the Drug Recognition Expert program and solicit officers to become DRE certified

Work with *Impaired Driving Task Force (IDPTF)*

IDPTF and Drug Czar Tom Fisher to explore

- Ideas for providing education and materials through marijuana dispensaries
- Developing educational packets for Judges and Legislators.
- Implement PPE efforts to solicit community feedback on Impaired Driving

Set up workgroup through IDPTF to explore

- Work with Crime Lab, Drug Czar and LE to identify potential drug tests that can be used

Section 2.2 – Impaired Driving

Project name and description	Statewide Judicial Training Provide adjudication training for approximately 100 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. Faculty will be selected from district judges, substance abuse professionals, law enforcement officers, law professors and judges from other states who teach traffic programs in their home state and at the national level. Funding will reimburse in-state and out-of-state travel, tuition, meals, and lodging			
Federal funding sources(s)	BIL NHTSA 402			
Project agreement number	AL-2025-01-01-01			
Subrecipient(s)	Administrative Office of the Courts			
Organization type	State Agency			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2024	BIL NHTSA 402	\$100,000	
	2025	BIL NHTSA 402	\$57,500	
Eligible use of funds	Impaired Driving (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	Judicial Education			

Project name and description	Statewide Traffic Safety/ Law Enforcement Training Project Provide the following training for law enforcement officers: Standardized field sobriety test (SFST)/traffic occupant protection strategies (TOPS) training; SFST refresher training; Advanced Roadside Impaired Driving (ARIDE) training; Drug Recognition Expert (DRE) training & Instructor development.			
Federal funding sources(s)	BIL NHTSA 402			
Project agreement number	AL-2025-02-02-01			
Subrecipient(s)	Criminal Justice Institute			
Organization type	State Agency			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2023	BIL NHTSA 402	\$100,000	
	2024	BIL NHTSA 402	\$320,000	
	2025	BIL NHTSA 402	\$252,000	
Eligible use of funds	Impaired Driving (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	Drug Recognition Expert (DRE) Training SFST training for Law Enforcement Officers			

Section 2.2 – Impaired Driving

Project name and description	Traffic Safety Non-Commercial Sustaining Announcement Program Distribute non-commercial sustaining announcements (NCSAs) statewide to radio and television stations and evaluate their use to obtain a minimum of \$300,000 in documented public service airtime for traffic safety awareness messages.			
Federal funding sources(s)	BIL NHTSA 402			
Project agreement number	AL-2025-03-03-01			
Subrecipient(s)	Arkansas Broadcasters Association			
Organization type	Non-Profit			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2024	BIL NHTSA 402	\$39,375	\$39,375
	2025	BIL NHTSA 402	\$39,375	\$39,375
Eligible use of funds	Impaired Driving (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	Communication Campaign (Impaired Driving)			

Project name and description	Statewide Public Information and Education Statewide public information and education to promote awareness of the impacts of impaired driving and support national mobilizations such as “Drive Sober or Get Pulled Over” (DSGPO) targeting messages to young persons aged 18 - 34 and motorcycle operators. Media includes television, radio, internet, and print.			
Federal funding sources(s)	BIL 405d Impaired Driving Mid BIL NHTSA 402			
Project agreement number	AL-2025-05-05-01 M5HVE-2025-05-05-01 M5PEM-2025-05-05-01 B5PEM-2025-05-05-01			
Subrecipient(s)	CJRW			
Organization type	Advertising Agency			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2023	BIL 405d Impaired Driving Mid	\$200,000	\$200,000
	2024	BIL NHTSA 402	\$100,000	
	2024	BIL 405d Impaired Driving Mid	\$100,000	
	2024	BIL 405d Impaired Driving Mid	\$500,000	\$500,000
	2025	BIL NHTSA 402	\$131,300	
	2025	BIL 405d Impaired Driving Mid	\$281,200	\$281,200
Eligible use of funds	405d Impaired Driving Mid (BIL) 405d Mid Paid/Earned Media (BIL) Impaired Driving (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	Communication Campaign (Impaired Driving)			

Section 2.2 – Impaired Driving

Project name and description	Local Selective Traffic Enforcement Projects (STEPS)			
	Funding for local selective traffic enforcement. The primary emphasis will be sustained DUI/DWI local selective traffic enforcement agencies. Agencies will also participate in DSOGPO and other DWI/DUI HVE mobilizations and checkpoints. Public Information and Education (PI&E) activities will be conducted to support the objectives of this project (See pg.54).			
Federal funding sources(s)	BIL NHTSA 402			
Project agreement number	AL-2025-06-06-00 thru TBD			
Subrecipient(s)	Local STEP Agencies see Section 3.1			
Organization type	Local Law Enforcement Agencies			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2023	BIL NHTSA 402	\$150,000	\$150,000
	2024	BIL NHTSA 402	\$500,000	\$500,000
	2025	BIL NHTSA 402	\$379,105	\$379,105
Eligible use of funds	Impaired Driving (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	High Visibility Enforcement (Impaired) Publicized Sobriety Checkpoints			

Project name and description	Statewide Selective Traffic Enforcement Project (STEP)			
	Primary emphasis will be sustained year-round enforcement of DWI/DUI laws. Agencies will also participate in DSOGPO and other DWI/DUI HVE mobilizations and checkpoints. Public Information and Education (PI&E) activities will be conducted to support the objectives of this project (See pg. 54).			
Federal funding sources(s)	BIL 405e Comprehensive Distracted Driving – AL & DD Awareness - AL			
Project agreement number	M8*AL / B8A*AL 2025-07-07-01 thru 02			
Subrecipient(s)	Arkansas State Police Arkansas Highway Police			
Organization type	State Law Enforcement Agencies			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2023	BIL 405e COMP DD - AL	\$200,000	\$50,000
	2024	BIL 405e DD Awareness - AL	\$200,000	\$50,000
	2025	BIL 405e DD Awareness - AL	\$230,000	\$57,500
Eligible use of funds	Impaired Driving (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	High Visibility Enforcement (Impaired)			

Section 2.2 – Impaired Driving

Project name and description	Mini Selective Traffic Enforcement Projects (M-STEPs) Funding for overtime pay and equipment for Mini-STEP projects to conduct DWI/DUI enforcement during state, regional or national HVE campaigns. Public Information and Education (PI&E) activities will be conducted to support the objectives of this project (See pg. 55).			
Federal funding sources(s)	BIL 405d Impaired Driving Mid			
Project agreement number	M5HVE-2025-08-08-00 thru TBD			
Subrecipient(s)	Local Mini-STEP Agencies see Section 3.2			
Organization type	Law Enforcement			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2023	BIL 405d Impaired Driving Mid	\$200,000	\$50,000
	2024	BIL 405d Impaired Driving Mid	\$300,000	\$75,000
	2025	BIL 405d Impaired Driving Mid	\$235,000	\$58,800
Eligible use of funds	405d Mid HVE (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	High Visibility Enforcement (Impaired)			

Project name and description	BAC Intoximeter and Blood Testing Project Funding for Office of Alcohol Testing staff to attend Conferences/trainings including: Association of Ignition Interlock Program Administrators, Lifesavers National Conference, Intoximeter Users Group Meeting and International Association for Chemical Testing annual meeting. Funding also provides for purchase of testing supplies and an Intoximeter Hardware and Guth Simulators.			
Federal funding sources(s)	BIL 405d Impaired Driving Mid BIL 405d Impaired Driving Int			
Project agreement number	M5BAC-2025-09-09-01 B5BAC-2025-09-09-01 M7*AL-2025-09-09-01			
Subrecipient(s)	Arkansas Department of Health (ADH) - Office of Alcohol Testing			
Organization type	State Agency			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2023	BIL 405d Impaired Driving Mid	\$50,000	\$12,500
	2024	BIL 405d Impaired Driving Mid	\$150,000	\$37,500
	2025	BIL 405d Impaired Driving Mid	\$170,000	\$42,500
	2024	BIL 405d Int Alcohol	\$50,000	\$12,500
Eligible use of funds	405d Mid BAC Testing/Reporting (BIL) Impaired Driving (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			

Section 2.2 – Impaired Driving

The countermeasure strategy or strategies for programming funds	Laboratory Drug Testing Equipment			
Project name and description	Statewide Law Enforcement Training Academy BAT & Sobriety Checkpoint Mobile Training Equipment for the Breath Alcohol Testing (BAT) & Sobriety Checkpoint support and training project with Black River Technical College, Law Enforcement Training Academy.			
Federal funding source(s)	BIL 405d Impaired Driving Mid			
Project agreement number	M5PEM-2025-10-10-01 B5PEM-2025-10-10-01			
Subrecipient(s)	Black River Technical College			
Organization type	Law Enforcement Training Academy			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2023	BIL 405d Impaired Driving Mid	\$75,000	
	2024	BIL 405d Impaired Driving Mid	\$125,000	
	2025	BIL 405d Impaired Driving Mid	\$115,000	
Eligible use of funds	405d Impaired Driving MID Training – Enf Rel Exp (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	High Visibility Enforcement (Impaired) Publicized Sobriety Checkpoints			

Project name and description	Statewide Law Enforcement Liaison (LEL) The LEL will recruit law enforcement agencies statewide to participate in mobilizations and mini-STEP grants in addition to promoting agency participation in sustained STEP programs, other responsibilities will include recruiting agencies for SFST, ARIDE, and DRE training. Information on the newly implemented rural high five program will also be provided and promoted to generate interest. Lunch and learn sessions will be conducted with local law enforcement agencies in the area.			
Federal funding source(s)	BIL NHTSA 402			
Project agreement number	AL-2025-11-11-01 / PT-2025-07-07-01			
Subrecipient(s)	Arkansas State Police - AHSO			
Organization type	Highway Safety Office			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2023	BIL NHTSA 402	\$12,500	
	2024	BIL NHTSA 402	\$25,000	
	2025	BIL NHTSA 402	\$15,000	
Eligible use of funds	Impaired Driving (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	High Visibility Enforcement (Impaired)			

Section 2.2 – Impaired Driving

Project name and description	Statewide Court Monitoring Program Court Monitoring program to enhance transparency, accountability and promote appropriate sentencing within the criminal justice system for impaired driving by: 1. Compiling information on the disposition of DWI/DUI charges 2. Producing relevant reports and publicizing findings 3. Facilitating efforts of the Arkansas Impaired Driving Prevention Task Force.			
Federal funding sources(s)	BIL 405d Impaired Driving Mid			
Project agreement number	M5CS-2025-12-12-01 B5CS-2025-12-12-01			
Subrecipient(s)	SpeakUp Against Drugs			
Organization type	Non-Profit			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2023	BIL 405d Impaired Driving Mid	\$50,000	
	2024	BIL 405d Impaired Driving Mid	\$50,000	
	2025	BIL 405d Impaired Driving Mid	\$57,500	
Eligible use of funds	405d Mid Court Support (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	Court Monitoring			

Project name and description	DWI Courts Funding for 12 DWI courts (3 pilot courts and training for 9 other courts) including development and implementation of additional DWI courts in jurisdictions statewide to improve adjudication of traffic laws related to impaired driving.			
Federal funding sources(s)	BIL 405d Impaired Driving Mid			
Project agreement number	M5CS-2025-13-13-00 thru TBD B5CS-2025-13-13-00 thru TBD			
Subrecipient(s)	Local District Courts			
Organization type	District Courts			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2023	BIL 405d Impaired Driving Mid	\$100,000	\$100,000
	2024	BIL 405d Impaired Driving Mid	\$200,000	\$200,000
	2025	BIL 405d Impaired Driving Mid	\$120,000	\$120,000
Eligible use of funds	405d Mid Court Support (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	DWI Courts			

Section 2.2 – Impaired Driving

Project name and description	Statewide In-Car Camera and Video Storage System This task provides in-car video cameras and a backend video storage system for the Arkansas State Police (ASP) to aid in the apprehension and prosecution of DWI/DUI violators. This is a statewide project. Equipment will be utilized statewide to enhance ASP STEP activities and integrated with eCite and eCrash as part of the Mobile Officer Virtual Environment (MOVE) to provide essential documentation for DWI cases.			
Federal funding sources(s)	BIL NHTSA 402			
Project agreement number	AL-2025-14-14-01			
Subrecipient(s)	Arkansas State Police			
Organization type	State Law Enforcement			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2023	NHTSA 402	\$100,000	\$25,000
	2024	NHTSA 402	\$200,000	\$50,000
	2025	NHTSA 402	\$120,000	\$30,000
Eligible use of funds	Impaired Driving (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	High Visibility Enforcement (Impaired) Publicized Sobriety Checkpoints			

Project name and description	Motor Vehicle Crash Toxicology Testing Funds provide for toxicology testing; equipment validation; new toxicology analysis equipment, supplies and training.			
Federal funding sources(s)	BIL 405d Impaired Driving Mid			
Project agreement number	M5BAC-2025-15-15-01 B5BAC-2025-15-15-01 M7*AL-2025-15-15-01			
Subrecipient(s)	Arkansas State Crime Lab			
Organization type	State Agency			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2023	BIL 405d Impaired Driving Mid	\$50,000	
	2024	BIL 405d Impaired Driving Mid	\$177,300	
	2025	BIL 405d Impaired Driving Mid	\$118,865	
	2024	BIL 405d Impaired Driving Int-AL	\$50,000	
Eligible use of funds	405d Mid BAC Testing/Reporting (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	Laboratory Drug Testing Equipment			

Section 2.2 – Impaired Driving

Project name and description	Alcohol and Other Drug Countermeasures Program Management Funding provides program management/administration for projects in the Alcohol and Other Drugs area. It will also provide training and support to effectively address Arkansas' Impaired Driving problems. It will provide materials essential for program development and management and cover OP personnel, travel, and operational costs. It will also include funding for the continued development of the AHSO eGrant System for the electronic submission of proposals by subcontractors, development of contract agreements and other forms related to planning, programming, monitoring and evaluating projects			
Federal funding sources(s)	BIL 405d Imp Driving INT BIL NHTSA 402			
Project agreement number	AL-2025-17-17-01 M7*AL-2025-17-17-01			
Subrecipient(s)	Arkansas State Police – AHSO			
Organization type	State Agency			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2023	BIL 405d Impaired Driving Int	\$100,000	
	2024	BIL 405d Impaired Driving Int	\$125,000	
	2025	BIL 405d Impaired Driving Int	\$125,000	
	2023	BIL NHTSA 402	\$50,000	
	2024	BIL NHTSA 402	\$100,000	
	2025	BIL NHTSA 402	\$102,850	
Eligible use of funds	405d Int Alcohol (BIL) Alcohol (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	Hwy Safety Office Program Management (Impaired Driving)			

Project name and description	Judicial Outreach Liaison (JOL) Funding for a State Judicial Outreach Liaison (JOL) that will recruit new DWI courts as well as consult existing DWI courts.			
Federal funding sources(s)	BIL 405d Impaired Driving Mid			
Project agreement number	M5CS-2025-18-18-01 B5CS-2025-18-18-01			
Subrecipient(s)	Administrative Office of the Courts			
Organization type	State Agency			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2025	BIL 405d Impaired Driving Mid	\$105,000	
Eligible use of funds	405d Mid Court Support (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	Judicial Outreach Liaison (JOL)			

Section 2.2 – Impaired Driving

Project name and description	<p>RIDESHARE Program</p> <p>RideShare Programs are associated with decreasing impaired driving incidents. Research shows that when programs like Lyft and Uber enter a market, ride volumes increase, and DUI incidents decrease. 65% of riders use these services to find a rideshare driver when they are planning to drink alcohol or use another substance that could impair driving ability.</p> <p>Since 2018, GHSA and Lyft have partnered with State Highway Safety Offices (SHSOs) to encourage the use of ride-hailing services as a safe alternative to driving after consuming alcohol or other drugs during the November-December holiday period.</p>			
Federal funding sources(s)	BIL NHTSA 402			
Project agreement number	AL-2025-19-19-01			
Subrecipient(s)	TBD			
Organization type	TBD			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2025	BIL NHTSA 402	\$100,000	
Eligible use of funds	Impaired Driving (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	Community Awareness Programs			

Section 2.3 – Speed

Reason Not Meeting Target:

AHSO has put an emphasis on speeding over the last two years and law enforcement has been encouraged to conduct enforcement efforts in high crash locations. Facilitated by eCrash, agencies can now access and analyze all the crashes in their areas, allowing them to collaborate and coordinate with other agencies to identify and target high crash areas with enforcement. Black Cats were also piloted by existing STEPs in targeted counties to provide detailed data. Law enforcement issued 26,792 speed warnings and 16,211 speed citations in 2023.

Programming Updates:

- Additional Black Cats to be purchased and used to provide more detailed data on the problem
- Collaboration and coordination among law enforcement agencies will be encouraged

Project name and description	Local Selective Traffic Enforcement Projects (STEPS)			
	Funding for selected cities and counties to conduct sustained selective traffic enforcement projects. Speed enforcement will be a vital component of these enforcement efforts. Statewide selective traffic enforcement will be conducted throughout the year with primary emphasis on speed enforcement. Agencies will also participate in in any speed HVE mobilizations. Public Information and Education (PI&E) activities will be conducted to support the objectives of this project (See pg. 54).			
Federal funding sources(s)	BIL NHTSA 402			
Project agreement number	SC-2025-01-01-00 thru TBD			
Subrecipient(s)	Local STEP Agencies See Section 3.1			
Organization type	Law Enforcement Agencies			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2023	BIL NHTSA 402	\$100,000	\$100,000
	2024	BIL NHTSA 402	\$500,000	\$500,000
	2025	BIL NHTSA 402	\$345,210	\$345,300
Eligible use of funds	Speed Management (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	Sustained Enforcement (SP) Short-Term High Visibility Speed Enforcement			

Section 2.3 – Speed

Project name and description	Statewide Selective Traffic Enforcement Project (STEP) Provides funding for statewide selective traffic enforcement projects through the Arkansas State Police and the Arkansas Highway Police with a primary emphasis on speed enforcement throughout the year. The Arkansas Highway Police will focus on work zones throughout the state. Agencies will also participate in in any speed HVE mobilizations. Public Information and Education (PI&E) activities will be conducted to support the objectives of this project (See pg. 54).			
Federal funding sources(s)	BIL NHTSA 402			
Project agreement number	SC-2025-02-02-01 thru 02			
Subrecipient(s)	Arkansas State Police Arkansas Highway Police			
Organization type	State Law Enforcement Agencies			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2023	BIL NHTSA 402	\$100,000	\$25,000
	2024	BIL NHTSA 402	\$500,000	\$125,000
	2025	BIL NHTSA 402	\$183,825	\$46,000
Eligible use of funds	Speed Management (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	Short Term High Visibility Speed Enforcement Sustained Enforcement (SP)			

Project name and description	Mini Selective Traffic Enforcement Projects (M-STEPS) Funding for overtime pay and equipment for Mini-STEP projects to conduct speed enforcement primarily during state, regional or national speed HVE campaigns. Public Information and Education (PI&E) activities will be conducted to support the objectives of this project (See pg. 55).			
Federal funding sources(s)	BIL NHTSA 402			
Project agreement number	SC-2025-03-03-00 thru TBD			
Subrecipient(s)	Local Mini STEP Agencies listed Section 3.2			
Organization type	Law Enforcement			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2023	BIL NHTSA 402	\$50,000	\$12,500
	2024	BIL NHTSA 402	\$350,000	\$87,500
	2025	BIL NHTSA 402	\$125,000	\$31,300
Eligible use of funds	Speed Management (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	Short Term High Visibility Speed Enforcement Sustained Enforcement (SP)			

Section 2.3 – Speed

Project name and description	Statewide Public Information and Education (PI&E) Statewide public information and education to promote adherence to speed limits with particular focus on the national “Obey the Sign or Pay the Fine” enforcement mobilization during the summer season.			
Federal funding sources(s)	BIL NHTSA 402			
Project agreement number	SC-2025-04-04-01 PM-2025-04-04-01			
Subrecipient(s)	CJRW			
Organization type	Advertising Firm			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2024	BIL NHTSA 402	\$50,000	
	2025	BIL NHTSA 402	\$265,000	\$265,000
Eligible use of funds	Paid Advertising (BIL) Speed Management (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	Communication Campaign (Speed)			

Project name and description	New Grants Based on Community Outreach (SC) New grants will be based on results of Community Outreach.			
Federal funding sources(s)	BIL NHTSA 402			
Project agreement number	SC-2025-05-05-00 thru TBD			
Subrecipient(s)	TBD			
Organization type	TBD			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2025	BIL NHTSA 402	\$315,000	\$315,000
Eligible use of funds	Speed Management (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	New Highway Safety Projects Based on Community Outreach & Engagement - TBD			

Section 2.4 – Distracted Driving

Although data is not readily available yet, we know that distracted driving is a major problem in Arkansas. An increase in the technology used in cars has further complicated this issue. Arkansas does not have a hands-free law and as a result the enforcement of existing laws such as no-texting is difficult. Public perception of distracted driving as a cause for crashes is also low. However, the AHSO has been encouraged by the feedback we have received from surveys, meetings and events held at different venues around the state which identifies this as a growing concern for Arkansas citizens and communities.

- All four Historically Black Colleges and Universities (HBCUs) at the “Fair Share Forum” held by AHSO on June 6, 2024 identified this as a problem on their campuses and are in the process of developing projects to address the issue.

Project name and description	Statewide Public Information and Education (PI&E) & Awareness Statewide public information and education to promote adherence to texting and cell phone laws. Components of this task may include, but are not limited to, educational materials such as brochures, posters, public service announcements and paid advertising to enhance other traffic safety projects.			
Federal funding source(s)	BIL 405e Comprehensive Distracted Driving & DD Awareness 24-26			
Project agreement number	B8APE/M8PE-2025-01-01-01 thru 02			
Subrecipient(s)	CJRW			
Organization type	Advertising Firm			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2023	BIL NHTSA 405e Comp DD	\$700,000	\$700,000
	2024	BIL NHTSA 405e DD Awareness	\$200,000	\$200,000
	2025	BIL NHTSA 405e DD Awareness	\$500,000	\$500,000
Eligible use of funds	405e Comprehensive Public Education (BIL) & Awareness PE 24-26			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	Communication Campaign DD			

Section 2.4 – Distracted Driving

Project name and description	Slow Down, Phone Down Statewide public information and education to promote adherence to texting and cell phone laws through continuation of the “Slow Down, Phone Down” in work zones campaign. Components of this task may include, but are not limited to, educational materials such as brochures, posters, public service announcements and paid advertising.			
Federal funding sources(s)	BIL 405e Comprehensive Distracted Driving & DD Laws 24-26			
Project agreement number	B8LPE / M8PE-2025-01-01-03			
Subrecipient(s)	Arkansas Department of Transportation (ARDOT)			
Organization type	State Agency			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2023	BIL NHTSA 405e Comp DD	\$200,000	\$50,000
	2024	BIL NHTSA 405e DD Laws	\$200,000	\$50,000
	2025	BIL NHTSA 405e DD Laws	\$195,000	\$48,800
Eligible use of funds	405e Comprehensive Public Education (BIL) & Laws 24-26			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	Communication Campaign DD			

Project name and description	Local Selective Traffic Enforcement Projects (STEPS) Funding for selected cities and counties to conduct sustained selective traffic distracted driving enforcement projects. Statewide selective traffic enforcement throughout the year with primary emphasis on Distracted Driving. Agencies will also participate in in any Distracted Driving HVE mobilizations. Public Information and Education (PI&E) activities will be conducted to support the objectives of this project (See pg. 54).			
Federal funding sources(s)	BIL 405e Comprehensive DD			
Project agreement number	M8DDLE-2025-02-02-00 thru TBD			
Subrecipient(s)	Local STEP Agencies see Section 3.1			
Organization type	Law Enforcement			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2023	BIL NHTSA 405e Comp DD	\$840,000	\$840,000
Eligible use of funds	405e Comprehensive DD Law Enforcement (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	High Visibility Cellphone/Text Messaging Enforcement			

Section 2.4 – Distracted Driving

Project name and description	Statewide Selective Traffic Enforcement Project (STEP) Provide funding for the statewide selective distracted traffic enforcement. Agencies will also participate in in any Distracted Driving HVE mobilizations. Public Information and Education (PI&E) activities will be conducted to support the objectives of this project (See pg. 54).			
Federal funding sources(s)	BIL 405e Comp DD			
Project agreement number	M8DDLE-2025-03-03-01 thru 02			
Subrecipient(s)	Arkansas State Police Arkansas Highway Police			
Organization type	State Law Enforcement			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2023	BIL NHTSA 405e Comp DD	\$420,000	\$105,000
Eligible use of funds	405e Comprehensive DD Law Enf (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	High Visibility Cellphone/Text Messaging Enforcement			

Project name and description	Mini Selective Traffic Enforcement Projects (M-STEPS) Funding for overtime pay and equipment for Mini-STEP projects to conduct distracted driving enforcement during state, regional or national HVE campaigns. Public Information and Education (PI&E) activities will be conducted to support the objectives of this project (See pg. 55).			
Federal funding sources(s)	BIL 405e Comp. Distracted Driving			
Project agreement number	M8DDLE-2025-04-04-00 thru TBD			
Subrecipient(s)	Local Mini-STEP Agencies see Section 3.2			
Organization type	Law Enforcement			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2023	BIL NHTSA 405e Comp DD	\$630,000	
Eligible use of funds	405e Comprehensive (BIL) DD LE			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	High Visibility Enforcement (Impaired)			

Section 2.4 – Distracted Driving

Project name and description	Teen Distracted Driving Implement a teen driver safety project which will employ activities in high schools and universities to increase awareness of distracted driving issues. The Arkansas Children’s Injury Prevention Center has conducted a project over the last 11 years in collaboration the Allstate Foundation Teen Driving Program and the Injury Free Coalition for Kids. The project will focus specifically on decreasing distracted driving by teens in targeted counties.			
Federal funding sources(s)	BIL 405e Comp Distracted Driving			
Project agreement number	M8PE-2025-05-05-01			
Subrecipient(s)	Arkansas Children’s			
Organization type	Non-Profit Health System			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2023	BIL NHTSA 405e Comp DD	\$157,500	\$39,400
Eligible use of funds	BIL 405e – Distracted Driving			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	Strategy: School Programs			

Project name and description	New Grants Based on Community Outreach (DD) New Grants will be based on results of Community Outreach.			
Federal funding sources(s)	BIL NHTSA 405e			
Project agreement number	M8X2025-06-06-00 thru TBD			
Subrecipient(s)	TBD			
Organization type	TBD			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2023	BIL NHTSA 405e Comp DD	\$315,000	\$315,000
Eligible use of funds	BIL NHTSA 405e Comp Distracted Driving			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	New Highway Safety Projects Based on Community Outreach & Engagement - TBD			

Section 2.5 – Motorcycle Safety

Reason Not Meeting Targets:

- Arkansas does not have a helmet law for those over age 21.
- Lack of organized statewide effort to provide education and training.

Programming Updates:

Roundtable Workgroup planned to include dealerships, MC Clubs, MC rally organizers, community leaders from cities, counties in areas with most crashes/fatalities and injuries, MSF, Alliance, Insurance Companies, Law enforcement and DMV.

- Discuss ideas and options for statewide MC Training Program for AR
- Explore independent task force to oversee Motorcycle efforts in AR
- Form a Motorcycle Safety Speakers Bureau
- Motorcycle Safety topic for Data Deep Dive and ACHI Pod Casts
- Implement Motorcycle Safety Project

Project name and description	Motorist Awareness Campaign			
	Provide funding to purchase educational pamphlets, posters, billboards, radio and television ads in a majority of the high crash and fatality counties in Arkansas as appropriate to provide information and create awareness of motorcycle safety and the dangers of impaired riding with an emphasis on the top five counties (Pulaski, Benton, Washington, Searcy, and Garland).			
Federal funding sources(s)	BIL 405f Motorcycle Programs			
Project agreement number	MC-2025-01-01-01 M11A-2025-01-01-01			
Subrecipient(s)	CJRW			
Organization type	Advertising Firm			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2025	BIL 405f Motorcycle Programs	\$75,000	\$75,000
	2024	BIL NHTSA 402	\$30,000	\$30,000
Eligible use of funds	405f Motorcyclist Awareness (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	Communication Campaign (MC)			

Section 2.5 – Motorcycle Safety

Project name and description	Motorcyclist Awareness/Outreach Campaign Provide funding for an awareness/outreach program involving a coordinated presence at all motorcycle rallies throughout AR. This will be conducted through a sub-contract with Alliance Highway Safety or other vendors. In FY25, Alliance will attend a minimum of 20 days of motorcycle rallies at 10 different rally events and provide data on motorcycle crashes for each county where a rally is held.			
Federal funding sources(s)	BIL NHTSA 402			
Project agreement number	MC-2025-02-02-01			
Subrecipient(s)	CJRW			
Organization type	Advertising Firm			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2023	BIL NHTSA 402	\$50,000	\$50,000
	2024	BIL NHTSA 402	\$100,000	\$100,000
	2025	BIL NHTSA 402	\$60,000	\$60,000
Eligible use of funds	Motorcycle Safety (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	Communication Campaign (MC)			

Project name and description	Motorcycle Program Management This task will provide program management for projects within the Motorcycle Safety Program area, proper administration of projects through program planning, oversight/monitoring, evaluation, coordination, staff education and development. It will provide materials essential for program development and management and cover MC personnel, travel, and operational costs.			
Federal funding sources(s)	BIL NHTSA 402			
Project agreement number	MC-2025-03-03-01 thru 03			
Subrecipient(s)	Arkansas State Police – Arkansas Highway Safety Office			
Organization type	State Agency			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2025	BIL NHTSA 402	\$55,000	
Eligible use of funds	Motorcycle Safety (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	Motorcycle rider training Strategies to increase rider conspicuity and use of protective clothing Motorcycle Helmet Use Promotion Programs			

Section 2.6 – Young Driver Safety

Reason Not Meeting Target:

- The University of Arkansas for Medical Sciences, Arkansas Children’s Hospital (ACH) Teen Project has been the primary AHSO source for teen programming starting in the early 2000s, working with schools across the state to conduct parent and teen education and implement activities and events with a focus on Seat Belt use and deterring distracted driving. Activities and events for this project were impacted by COVID during 2020-2022 and later by the re-organization of ACH 2023-2024 resulting in severely reduced activity or no activities at all.
- HBCU “Safety Ambassador” project will empower students to carry safety messaging on this issue to other students and organizations and the surrounding communities.

Programming Update

The AHSO is working with Arkansas Children’s Hospital to adjust and improve the previous “Teen” project. ACH will conduct planning activities in the last quarter of FY24 for project activities to be implemented in 2025. The ACH Teen grant will include educational campaigns targeting underserved and overrepresented teen populations in Pulaski and Jefferson counties.

As recommended by the Natural Wonders Partnership Council (NWPC) plans for FY25 also include development of additional teen/parent projects focused on Pedestrian and Bike safety. These projects will target schools, college campuses, businesses, churches and communities and work in conjunction with pedestrian/bicyclist education projects such as the Little Rock “Friendly Driver” Project.

To encourage collaboration and coordination and ensure the continuity of activities focused on this age group, the AHSO is expanding this program to utilize multiple organizations/channels and not just one organization. Local non-profit organizations will be solicited to address various aspects of this initiative targeting teens and to implement ideas for new innovative approaches. AHSO will implement four (4) additional new programs (*B.R.A.K.E.S.*, *SAVE A LIFE TOUR*, *Teen Driver ROADeo(s)* and *HBCU Safety Ambassador Projects*)

Project name and description	Teen Driver Safety Project Implement a teen driver safety project which will employ activities in low seat belt use counties to increase seat belt use and awareness of distracted driving issues. The University of Arkansas for Medical Sciences (UAMS), Arkansas Children’s Hospital (ACH) Injury Prevention Center has conducted a project over the last 11 years in collaboration the Allstate Foundation Teen Driving Program and the Injury Free Coalition for Kids. The project will focus specifically on increasing seat belt use for teens in targeted counties and plans to include four additional counties in their teen driver efforts based on 2021 data.			
Federal funding sources(s)	BIL NHTSA 402			
Project agreement number	OP-2025-11-11-01 / TSP-2025-01-01-01			
Subrecipient(s)	Arkansas Children’s			
Organization type	Non-Profit Health System			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2023	BIL NHTSA 402	\$100,000	\$25,000
	2024	BIL NHTSA 402	\$200,000	\$50,000
	2025	BIL NHTSA 402	\$120,000	\$30,000
Eligible use of funds	Occupant Protection BIL			

Section 2.6 – Young Driver Safety

Planning and Administration costs (if applicable)	No
Whether the project is a promised project	No
The countermeasure strategy or strategies for programming funds	School and Community Awareness Programs School Programs

Project name and description	Save A Life Tour (Teen Drivers)			
	<p>The program specifically places emphasis on the following driving situations:</p> <ul style="list-style-type: none"> • Driver Experience – young drivers and driver behavior based on maturity • Improper Driver Behavior – careless driving habits- speeding, turn signal use • Safety Restraints – proper seat belt usage • Impaired Driving – alcohol usage, controlled substance, drowsiness • Distracted Driving – cell phones, passenger activities • Motorcycle – awareness, operation <p>The Save A Life Tour utilizes several methods for educating and demonstrating the effects and consequences that are direct results of poor choices and/or decisions made by operators of a motor vehicle.</p> <p>These methods are:</p> <ul style="list-style-type: none"> • Speaking Presentation – Fact based lecture provided by Save A Life facilitators • Visual Presentation – Informative visual presentations showing actual footage/pictures of crashes and victim stories. • Interactive Demonstration – Simulation for the effects of impaired and distracted driving behavior • Corrective Action – Continuous interaction with Save A Life Tour facilitators throughout presentation and event • Knowledge Retention –Surveys, Statistical Analysis, Pledge Card, and recognition banner presented to the school to be displayed at event completion. • Informative Current Statistics – Current ongoing fact-based data and information. <p><i>* Tentatively targeting Craighead, Pulaski, Jefferson and Washington counties.</i></p>			
Federal funding sources(s)	BIL NHTSA 402			
Project agreement number	TSP-2025-02-02-01			
Subrecipient(s)	TBD			
Organization type	TBD			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2025	BIL NHTSA 402	\$200,000	\$50,000
Eligible use of funds	Teen Safety Program BIL			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	School and Community Awareness Programs School Programs			

Section 2.6 – Young Driver Safety

Project name and description	<p>Teen Driver ROADeo (s) (TSP)</p> <p>The Teen Driving ROADeo is a community event aimed at enhancing teen driving safety awareness among teens and parents, organized with the support of law enforcement agencies, fire departments, and local businesses. This initiative educates families on state Graduated Driver License (GDL) laws, primary seat belt laws, and cell phone laws, while providing hands-on training in essential vehicle maintenance skills such as changing a tire, checking fluids, and using jumper cables. Participants also learn about the risks of not wearing a seat belt, having too many passengers, and distracted driving. Additional topics include bicycle and pedestrian safety, railroad safety, and safe driving around tractor-trailer trucks. The event's goals are to boost parental involvement and communication about teen driving, create an interactive learning environment to highlight driving risks, and engage community partners in education. Community partners are encouraged to adapt the program to their local needs by incorporating regional traffic laws, involving local experts, and promoting the event through schools and community centers. <i>Based on data and current requests the plan is to target Pulaski, Garland, Independence, Sebastian, and Craighead counties.</i></p>			
Federal funding sources(s)	BIL NHTSA 402			
Project agreement number	TSP-2025-03-03-01 thru TBD			
Subrecipient(s)	TBD			
Organization type	TBD			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2025	BIL NHTSA 402	\$200,000	\$50,000
Eligible use of funds	Teen Safety Program (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	School and Community Awareness Programs School Programs			

Project name and description	<p>B.R.A.K.E.S. Program for Teens</p> <p>To prevent injuries and save lives by training and educating teenage drivers and their parents about the importance of safe and responsible driving. While conventional driver's education is important and valuable, the B.R.A.K.E.S Teen Pro-Active Driving School curriculum goes well beyond that level of training, addressing common driving situations responsible for many traffic crashes involving teens.</p> <p>Driving exercises include: Distracted Driving Awareness, Panic Braking, Crash Avoidance, Car Control/Skid Recovery, Drop-wheel/Off-road Recovery. Other elements include proper seat and mirror placement, proper use of seatbelts, eye scanning, Big Rig Safety, What to do during a Traffic Stop and more.</p> <p>B.R.A.K.E.S. instructors come from various backgrounds, but all have extensive experience in advanced driver training and defensive driving</p>			
-------------------------------------	---	--	--	--

Section 2.6 – Young Driver Safety

	instruction. They include current and former members of law enforcement, professional racing drivers, and even some drivers who perform stunts in movies. In addition to their previous experience, B.R.A.K.E.S. conducts its own rigorous course for instructors to ensure consistent and safe delivery of our proven curriculum. <i>*Tentatively Pulaski and Washington counties</i>			
Federal funding sources(s)	BIL NHTSA 402			
Project agreement number	TSP*DD -2025-04-04-01			
Subrecipient(s)	TBD			
Organization type	TBD			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2025	BIL NHTSA 402	\$150,000	\$37,500
Eligible use of funds	BIL NHTSA 402 TSP			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	School and Community Awareness Programs School Programs			

Project name and description	<p>HBCU “Safety Ambassador” Project</p> <p>Utilizing the feedback provided from surveys and the “Fair Share” Forum, the Safety Ambassador Program for Arkansas HBCUs, will address traffic safety issues such as erratic driving, inadequate crosswalks, distracted driving, speeding, and impaired driving. The program will focus on creating safe environments through improved crosswalk awareness for both the Motorist and Pedestrian. Community engagement will be a critical component with partnerships, roundtable discussions, and campus events like freshman seminars to involve students and community members in safety initiatives. Public awareness campaigns will be implemented via social media platforms like Facebook and Instagram, using visual and educational tools such as signs, podcasts, and competitions to raise awareness and promote safe behaviors. Student participation in the program will require completion of a Traffic Safety Training curriculum developed by the HBCU Student Steering Committee. The program will foster collaboration and networking with other HBCUs and community organizations to share resources, ideas, and best practices, and to access funding and support.</p>			
Federal funding sources(s)	BIL NHTSA 402			
Project agreement number	TSP -2025-05-05-01			
Subrecipient(s)	Arkansas Historically Black Colleges and Universities TBD			
Organization type	State Colleges and Universities			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2025	BIL NHTSA 402	\$100,000	\$25,000
Eligible use of funds	BIL NHTSA 402 TSP			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	School and Community Awareness Programs School Programs			

Section 2.7 – Pedestrian / Bicycle Safety

Reason not meeting targets:

- Lack of knowledge on ped/bike issues and laws
- Lack of educational materials/ Programs/Projects
- Lack of Infrastructure

Programming Updates:

HBCUs developing and implementing projects on campus and in communities

- *SAFE ACROSS Program*
- *Asphalt Art Project*
- *Second VRU Summit* planned for Northwest AR in collaboration with Ryan Hale’s “Laneshift/Active Transportation Academy It will continue the focus on Pedestrian/Bike issues.
- Crosswalk Safety Initiative Proposal for Arkansas STEP projects.

Project name and description	Statewide Public Information and Education (PI&E) Provide funding to develop public information and educational materials promoting pedestrian and bicycle safety.			
Federal funding sources(s)	BIL NHTSA 402			
Project agreement number	PS-2025-01-01-01			
Subrecipient(s)	CJRW			
Organization type	Advertising Firm			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2023	BIL NHTSA 402	\$50,000	\$50,000
	2024	BIL NHTSA 402	\$100,000	\$100,000
	2025	BIL NHTSA 402	\$165,000	\$165,000
Eligible use of funds	Pedestrian/Bicycle Safety (BIL) Paid Advertising (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	Communication Campaign (Ped/Bike)			

Project name and description	Pedestrian/Bicycle Public Awareness Campaign ArDOT will conduct a media campaign focused on: <ul style="list-style-type: none"> • Public service messages that target school children on bicycle and pedestrian safety • Public service messages aimed at increasing awareness of the dangers of bicycle and pedestrian traffic on high volume roadways • Social media to educate the public on bicycle/pedestrian laws and safety 			
Federal funding sources(s)	BIL NHTSA 402			
Project agreement number	PS-2025-02-02-01			
Subrecipient(s)	AR Department of Transportation (ARDOT)			
Organization type	State Agency			

Section 2.7 – Pedestrian / Bicycle Safety

Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2023	BIL NHTSA 402	\$50,000	\$12,500
	2024	BIL NHTSA 402	\$100,000	\$25,000
	2025	BIL NHTSA 402	\$165,000	\$165,000
Eligible use of funds	Pedestrian/Bicycle Safety (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	Communication Campaign (Ped/Bike)			

Project name and description	Pedestrian/Bicycle Safety Project Data indicates the majority of teen/young adult bike/ped injuries occur in urban settings and on college campuses. Arkansas Children’s Hospital (ACH) will implement a Pedestrian/Bicycle safety project which will employ activities in schools and colleges of selected counties to provide education and awareness on pedestrian and bicyclist safety issues. ACH/IPC will include Safe Routes to school for young children and research the bicycle and pedestrian issue and look at evidence-based bike/ped programs in other states to develop a program for Arkansas.			
Federal funding sources(s)	BIL NHTSA 402			
Project agreement number	PS-2025-03-03-01			
Subrecipient(s)	Arkansas Children’s			
Organization type	Non-Profit Health System			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2023	BIL NHTSA 402	\$50,000	\$12,500
	2024	BIL NHTSA 402	\$100,000	\$25,000
	2025	BIL NHTSA 402	\$60,000	\$15,000
Eligible use of funds	Pedestrian/Bicycle (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	School and Community Awareness Programs School Programs Pedestrian/Bicycle Public Awareness Campaign			

Project name and description	Vulnerable Road User (VRU) Summit Vulnerable road users (VRUs) include pedestrians, cyclists, and motorcyclists, all of whom lack the basic safety protections provided to vehicle occupants by automobiles. Fatality rates for VRUs remain unacceptably high. To meaningfully improve roadway safety for VRUs, it is important to understand the safety problems and domains with the highest potential for improvement based on the factors that contribute to crashes and the factors that can be mitigated by behavioral change. The VRU Safety Summits will focus on the "5 Es" (Education, Equity, Engineering, Enforcement, and Evaluation) and their relevance to vulnerable road users such as pedestrians, cyclists, to provide provided valuable insights, strategies, and networking opportunities for improving the safety and inclusivity of Arkansas's transportation infrastructure and behavior surrounding vulnerable road users.			
Federal funding sources(s)	BIL NHTSA 402			

Section 2.7 – Pedestrian / Bicycle Safety

Project agreement number	PS-2025-04-04-01			
Subrecipient(s)	CJRW			
Organization type	Advertising Agency			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2025	BIL NHTSA 402	\$100,000	
Eligible use of funds	Pedestrian Safety BIL			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	Community Awareness Programs			

Project name and description	<p>Pedestrian Safety Program Management</p> <p>This task will provide program management for projects within the Pedestrian Safety Program area, proper administration of projects through program planning, oversight/monitoring, evaluation, coordination, staff education and development. It will provide materials essential for program development and management and cover OP personnel, travel, and operational costs. It will also assist with the development of contract agreements and other forms related to planning, programming, monitoring and evaluating projects</p>			
Federal funding sources(s)	BIL NHTSA 402			
Project agreement number	PS-2025-05-05-01			
Subrecipient(s)	Arkansas State Police – Arkansas Highway Safety Office			
Organization type	Advertising Agency			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2025	BIL NHTSA 402	\$55,000	
Eligible use of funds	Pedestrian Safety BIL			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	Highway Safety Office Program Management (Pedestrian)			

Project name and description	<p>Non-Motorized Traffic Safety Education (PS)</p> <p>Public education and information campaigns based on non-motorized traffic safety. Data from the AR Data Deep Dive showed that in 2021 the rate of pedestrian fatalities among the Arkansas Black population was more than double that of the White or Hispanic populations. It also identified the Pulaski County (Central AR) and Northwest Arkansas as key areas to target. Reference pages 13, 14 AR FY24-26 Triennial HSP. This data will be utilized in conjunction with other data and feedback from the AHSO Vulnerable Road User Summit to determine the most effective way to target media messaging for this area.</p>			
Federal funding sources(s)	BIL NHTSA 405g			
Project agreement number	BGPE-2025-06-06-01			
Subrecipient(s)	CJRW			
Organization type	Advertising Agency			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2024	BIL NHTSA 405g	\$391,000	\$391,000
	2025	BIL NHTSA 405g	\$410,550	\$410,550

Section 2.7 – Pedestrian / Bicycle Safety

Eligible use of funds	BIL 405g Non-Motorized Safety – Public Education 24-26
Planning and Administration costs (if applicable)	No
Whether the project is a promised project	No
The countermeasure strategy or strategies for programming funds	Non-Motorized Traffic Safety

Project name and description	SAFE ACROSS Program SafeAcross is a pedestrian safety initiative that pairs specialty signage with educational messages to train drivers to recognize cross walks and yield for pedestrians. The various elements of Safe Across aim to normalize courteous behavior and promote pedestrian-friendly communities.			
Federal funding sources(s)	BIL NHTSA 402			
Project agreement number	PS-2025-07-07-01			
Subrecipient(s)	TBD			
Organization type	Non-Profit Health System			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2025	BIL NHTSA 402	\$200,000	\$50,000
Eligible use of funds	Pedestrian Safety BIL			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	Community Awareness Programs			

Project name and description	Asphalt Art Pedestrian fatalities in the U.S. have surged to 40-year highs, Federal guidelines now include asphalt art projects as part of a roadway design tool kit that can be used on city streets. Cities can unlock their creative potential and roll out streets that engage the eye and work better. In 2019 Bloomberg Philanthropies launched the Asphalt Art Initiative (AAI) with grants to 90 projects in cities across the United States. Bloomberg partnered with Sam Schwartz Consulting and Street Plans to produce a study of 17 past arts-driven projects and five AAI projects. The study found a 50 percent reduction in crashes involving pedestrians and cyclists and a 27 percent increase in drivers yielding to pedestrians with the right of way. In AHSO PP&E efforts, Pulaski and Jefferson county HBCUs have an interest in implementing Asphalt Art projects. Activities funded for this project will include publicity and media (news articles, PSAs, events) highlighting citizen and student involvement to address pedestrian and bicyclist safety issues. Funding may also provide for Project Coordinators to oversee project activities. The AHSO will partner with ARDOT and FHWA to ensure compliance with MUTCD policies. Additional funding will be explored through ARDOT, FHWA, the Arkansas Art Center and individual HBCU art departments for relevant project components. www.trafficsafetymarketing.gov will be utilized for materials to assist with outreach and publicity.			
Federal funding sources(s)	BIL NHTSA 402			
Project agreement number	PS-2025-08-08-01			
Subrecipient(s)	TBD			
Organization type	Non-Profit Health System			

Section 2.7 – Pedestrian / Bicycle Safety

Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2025	BIL NHTSA 402	\$50,000	
Eligible use of funds	Pedestrian Safety			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	Community Awareness Programs			

Project name and description	New Grants Based on Community Outreach (PS) New Grants will be based on results of Community Outreach.			
Federal funding sources(s)	BIL NHTSA 402			
Project agreement number	PS-2025-09-09-00 thru TBD			
Subrecipient(s)	TBD			
Organization type	TBD			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2025	BIL NHTSA 402	\$315,000	\$78,800
Eligible use of funds	Pedestrian/Bicycle (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	New Highway Safety Projects Based on Community Outreach & Engagement - TBD			

Project name and description	Local Selective Traffic Enforcement Projects (STEPs) Funding for local selective traffic enforcement. Statewide selective traffic enforcement throughout the year with primary emphasis on Pedestrian and Bicycle safety. Officers will be deployed to high-risk areas identified through traffic and crash data and focus on times of peak pedestrian activity. Enforcement will target violations such as failing to yield to pedestrians and speeding in pedestrian zones, with officers issuing warnings and citations.			
Federal funding sources(s)	BIL NHTSA 402			
Project agreement number	PS-2025-10-10-00 thru TBD			
Subrecipient(s)	Local STEP Agencies see Section 3.1			
Organization type	Local Law Enforcement Agencies			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2025	BIL NHTSA 402	\$200,000	\$50,000
Eligible use of funds	Pedestrian/Bicycle (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	High Visibility Enforcement (PS)			

Section 2.8 – Traffic Records

Project name and description	eCrash Program Operations Provides for retaining the services of a qualified contractor(s) to input crash data in a timely manner. It also provides for the operation of the eCrash by the ASP including data entry staff time, hardware and software maintenance and data processing charges needed to carry out the daily work.			
Federal funding sources(s)	BIL NHTSA 402			
Project agreement number	TR-2025-01-01-01 thru 02			
Subrecipient(s)	Arkansas State Police-AHSO and University of Arkansas			
Organization type	State Agency and University			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2023	BIL NHTSA 402	\$50,000	\$12,500
	2024	BIL NHTSA 402	\$100,000	\$25,000
	2025	BIL NHTSA 402	\$60,000	\$15,000
Eligible use of funds	Traffic Records (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	Improves timeliness of a core highway safety databases			

Project name and description	eCite/eCrash/Law Enforcement Training Project Provide an annual training for law enforcement officers on eCrash data entry and the Advance program.			
Federal funding sources(s)	BIL NHTSA 402			
Project agreement number	TR-2025-02-02-01			
Subrecipient(s)	TBD			
Organization type	TBD			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2024	BIL NHTSA 402	\$150,000	
	2025	BIL NHTSA 402	\$165,000	
Eligible use of funds	Traffic Records (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	Electronic Traffic Crash Record Entry System Project (eCrash) Electronic Citation System (eCite)			

Project name and description	Electronic Traffic Crash Record Entry System Project (eCrash) Continue modification of computer software applications for ASP and other agencies to enter crash data within a few hours of a crash - integrate information directly into database without reentering.			
Federal funding sources(s)	BIL 405c Data Program BIL NHTSA 402			
Project agreement number	TR-2025-03-03-00 thru TBD M3DA-2025-03-03-01 B3T-2025-03-03-01			

Section 2.8 – Traffic Records

Subrecipient(s)	Arkansas State Police and Local Law Enforcement Agencies			
Organization type	Law Enforcement			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2023	BIL 405c Data Program	\$100,000	\$25,000
	2024	BIL 405c Data Program	\$300,000	\$75,000
	2025	BIL 405c Data Program	\$300,000	\$75,000
	2024	BIL NHTSA 402	\$100,000	\$25,000
	2025	BIL NHTSA 402	\$100,000	\$25,000
Eligible use of funds	405c Data Program (BIL) Traffic Records (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	Improves integration between one or more core highway safety databases Improves timeliness of a core highway safety database			

Project name and description	EMS Data Injury Surveillance Continuation Project Maintenance of data elements necessary for system compliance with NEMSIS data collection. Funding will provide for support to maintain and upgrade the software and hardware infrastructure to meet requirements.			
Federal funding sources(s)	BIL 405c Data Program			
Project agreement number	M3DA-2025-04-04-01 B3T-2025-04-04-01			
Subrecipient(s)	Arkansas Department of Health (EMS)			
Organization type	State Agency			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2023	BIL 405c Data Program	\$25,000	\$6,250
	2024	BIL 405c Data Program	\$50,000	\$12,500
	2025	BIL 405c Data Program	\$70,000	\$17,500
Eligible use of funds	405c Data Program (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	Improves integration between one or more core highway safety databases			

Project name and description	Electronic Citation System (eCite) Continue modification of computer software applications for ASP and other agencies to enter citation data within a few hours of being written and integrate the data directly into database without reentering.			
Federal funding sources(s)	BIL 405c Data Program BIL NHTSA 402			
Project agreement number	TR-2025-05-05-00 thru TBD M3DA-2025-05-05-01 B3T-2025-03-03-01			
Subrecipient(s)	Arkansas State Police and Local Law Enforcement Agencies			
Organization type	Law Enforcement			

Section 2.8 – Traffic Records

Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2023	BIL 405c Data Program	\$100,000	\$25,000
	2024	BIL 405c Data Program	\$200,000	\$50,000
	2025	BIL 405c Data Program	\$200,000	\$50,000
	2024	BIL NHTSA 402	\$50,000	\$12,500
	2025	BIL NHTSA 402	\$80,000	\$20,000
Eligible use of funds	405c Data Program (BIL) Traffic Records (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	Improves integration between one or more core highway safety databases Improves timeliness of a core highway safety database			

Project name and description	Traffic Records Professional Development and Crash Reconstruction Provides training and development for other highway safety professionals for traffic records. Provides specified training and equipment for nine (9) law enforcement professionals to conduct crash investigations and reconstruction training courses and to provide equipment including a Bosch Crash Data Retrieval (CDR) Kit costing approximately \$40,000 and supplies for crash reconstruction activities statewide to improve the quality of the data in the crash report. The Crash Reconstruction Team provides high quality crash reports for all fatal motor vehicle crashes in the state of Arkansas resulting in improved accuracy and completeness of fatal crash data. The Bosch CDR Kit is a software and hardware system that images the airbag control module data from vehicles after airbag deployment or non-deployment to create a report with insights into the circumstances of a crash, such as vehicle speed and driver input. Equipment purchases will comply with the Buy America Act.			
Federal funding sources(s)	BIL NHTSA 402			
Project agreement number	TR-2025-06-06-01 TR-2025-06-06-02			
Subrecipient(s)	Arkansas State Police (ASP), ARDOT			
Organization type	Law Enforcement, State DOT			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2024	BIL NHTSA 402	\$100,000	\$25,000
	2025	BIL NHTSA 402	\$162,500	\$40,700
Eligible use of funds	Traffic Records (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	Highway Safety Office Program Management TR			

Project name and description	Traffic Records Program Management Provides for the administration of the Traffic Records Program and support for other program areas. Funding will provide for necessary staff time, travel and training expenses directly related to the planning, programming,			
-------------------------------------	--	--	--	--

Section 2.8 – Traffic Records

	monitoring, evaluation, and coordination of the Program. Funding will also provide for continued training in administration of computer systems software and upgrading the Grants system.			
Federal funding sources(s)	BIL 405d Impaired Driving Int BIL NHTSA 402			
Project agreement number	TR-2025-07-07-01 thru 03 M7*TR-2025-07-07-03			
Subrecipient(s)	Arkansas State Police			
Organization type	Law Enforcement			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2023	BIL 405d Impaired Driving Int	\$12,500	
	2024	BIL 405d Impaired Driving Int	\$55,000	
	2025	BIL 405d Impaired Driving Int	\$55,000	
	2023	BIL NHTSA 402	\$25,000	
	2024	BIL NHTSA 402	\$50,000	
	2025	BIL NHTSA 402	\$49,500	
Eligible use of funds	405d Int Traffic Records (BIL) Traffic Records (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	Highway Safety Office Program Management TR			

Section 2.9 – Roadway Safety

Project name and description	Professional Development ARDOT To continue to identify strategies and facilitate collaboration and coordination between the Arkansas Department of Transportation, Arkansas Highway Safety Office, and stakeholders to accomplish the following: <ul style="list-style-type: none"> • Reduce the number of fatal and serious injury crashes in Arkansas • Keep traffic safety advocates abreast of ongoing changes • Provide for educational opportunities offered at traffic safety conferences, workshops, and forums to include training on crash data, railroad crossing safety, and current traffic safety programs. • The use of 402 funds will be used to provide funding for travel and valuable training to ArDOT personnel. Due to limited funds and travel restrictions, adequate funds are not always available to send personnel to critical conferences. This activity will provide educational opportunities by sending personnel to conferences. 			
Federal funding sources(s)	BIL NHTSA 402			
Project agreement number	RS-2025-01-01-01			
Subrecipient(s)	Arkansas Department of Transportation (ARDOT)			
Organization type	State Agency			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2023	BIL NHTSA 402	\$5,000	
	2024	BIL NHTSA 402	\$5,000	
	2025	BIL NHTSA 402	\$11,000	
Eligible use of funds	Roadway Safety (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	Training for Traffic Safety Advocates			

Project name and description	Move Over Law (PI&E) Provide funding to develop public information and educational campaign and materials promoting the Move Over Law and the safety of individuals and vehicles stopped on the roadside.			
Federal funding sources(s)	405h			
Project agreement number	M12BPE-2025-02-02-01			
Subrecipient(s)	CJRW			
Organization type	Advertising Agency			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2024	BIL NHTSA 405h	\$100,000	\$50,000
	2025	BIL NHTSA	\$320,000	\$160,000
Eligible use of funds	405h M12BPE			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	Communication Campaign (RS)			

Section 2.10 – Planning and Administration

Project name and description	Planning and Administration Funding for P&A salaries and benefits, travel, and operating expenses			
Federal funding sources(s)	BIL NHTSA 402			
Project agreement number	PA-2025-01-01-01 PA-2025-01-01-02 PA-2025-01-01-03			
Subrecipient(s)	Arkansas State Police			
Organization type	Law Enforcement			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2024	BIL NHTSA 402	\$300,000	\$300,000
	2025	BIL NHTSA 402	\$479,000	\$479,000
Eligible use of funds	Planning and Administration (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	Highway Safety Office Planning and Administration (PA)			

Project name and description	Awareness Survey Statewide Awareness survey to monitor awareness of laws and PI&E efforts.			
Federal funding sources(s)	BIL NHTSA 402			
Project agreement number	PA-2025-01-03-03			
Subrecipient(s)	University of Arkansas - Fayetteville - Civil Engineering Dept			
Organization type	University			
Amount of Federal funds	Source FY:	Funding Source ID:	Est. Funding Amount	Match Amt
	2025	BIL NHTSA 402	\$100,000	\$100,000
Eligible use of funds	Planning and Administration (BIL)			
Planning and Administration costs (if applicable)	No			
Whether the project is a promised project	No			
The countermeasure strategy or strategies for programming funds	Planning and Administration			

Section 3.1 – STEP Agencies

FY2025 STEP Agencies	
Local STEP Agencies (Cities/Counties)	
Cities/Counties PD/SO TBD	
Alexander PD	Hope PD
Ashdown PD	Hot Springs PD
Baxter Co SO	Independence Co SO
Bella Vista PD	Jackson Co SO
Benton Co SO	Jonesboro PD
Benton PD	Lowell PD
Bryant PD	Marion PD
Centerton PD	Monticello PD
Cross Co SO	Mountain Home PD
Dallas Co SO	North Little Rock PD
Dardanelle PD	Paragould PD
Decatur PD	Pine Bluff PD
Des Arc PD	Rogers PD
Desha Co SO	Saline Co SO
El Dorado PD	Searcy PD
Fayetteville PD	Sheridan PD
Forrest City PD	Sherwood PD
Fort Smith PD	Springdale PD
Garland Co SO	St. Francis County SO
Grant Co SO	Texarkana PD
Harrison PD	Trumann PD
Hazen PD	Washington Co SO
Statewide STEP Agencies	
Arkansas State Police	Arkansas Highway Police
STEP agencies expected to have FY25 agreements. All STEP agencies are expected to attempt to work DWI, Speed, Seat Belt and Distracted Driving during their sustained traffic enforcement as well as work all Mobilizations.	

- Public Information and Education (PI&E) activities will be conducted to support the objectives of this project. These activities will include, but are not limited to, issuing a news release at the beginning of the project period to notify the community of the project activities, conducting a minimum of two media exposures for each mobilization e.g., news conferences, news releases, social media posts, interviews, reporter ride-alongs and participating in a minimum of two (2) other community activities e.g., community events, health fairs, booths, civic/school/employer presentations during the year. Grantees may utilize www.trafficsafetymarketing.gov for materials to assist you in conducting these activities.

Section 3.2 – Mini-STEP Agencies

FY2025 Mini-STEP Agencies	
Local STEP Agencies (Cities/Counties)	
Cities/Counties PD/SO TBD	
Augusta PD	Lincoln PD
Barling PD	Little Flock PD
Boone Co SO	Madison Co SO
Bradley PD	Marion Co SO
Cabot PD	Maumelle PD
Caddo Valley PD	Mayflower PD
Calhoun Co SO	McGehee PD
Clarksville PD	Monticello PD
Crittenden Co SO	Mountain View PD
Des Arc PD	Nevada Co SO
Desha Co SO	Newport PD
Elkins PD	Newton Co SO
England PD	Osceola PD
Eureka Springs PD	Pea Ridge PD
Flippin PD	Pleasant Plains PD
Fordyce PD	Prairie Co SO
Gentry PD	Prairie Grove PD
Goshen PD	Searcy Co SO
Hampton PD	Siloam Springs PD
Hempstead Co SO	Stone Co SO
Highfill PD	Tontitown PD
Holly Grove PD	West Fork PD
Jackson Co SO	West Memphis PD
Lafayette Co SO	Wynne PD
Lake Village PD	Yell Co SO
Lewisville PD	
Mini-STEP agencies expected to have FY25 agreements. All Mini-STEP agencies are expected to attempt to work all DWI, Speed, Seat Belt and Distracted Mobilizations.	

- Public Information and Education (PI&E) activities will be conducted to support the objectives of this project. These activities will include, but are not limited to, issuing a news release at the beginning of the project period to notify the community of the project activities, conducting a minimum of two media exposures for each mobilization e.g., news conferences, news releases, social media posts, interviews, reporter ride-alongs and participating in a minimum of two (2) other community activities e.g., community events, health fairs, booths, civic/school/employer presentations during the year. Grantees may utilize www.trafficsafetymarketing.gov for materials to assist you in conducting these activities.

Section 3.3 – Equipment over \$10,000

Equipment Items Over \$10,000		
<i>Agency/Project Number</i>	<i>Equipment Item</i>	<i>Cost</i>
Arkansas State Police (Crash Reconstruction) / TR-2025-06-06-02	Bosch CDR Kit	\$40,000

Section 3.4 – 405(c) Interim Progress Report

Bipartisan Infrastructure Law BIL Sec. 405c INTERIM PROGRESS REPORTING (FY 2024)

State: AR Report Date: 04/5/2024 Submitted by: Michael Catanach

System to be Impacted (pick one primary area)	<u> </u> CRASH <u> </u> DRIVER <u> </u> VEHICLE <u> </u> ROADWAY <u> X </u> CITATION/ADJUDICATION <u> </u> EMS/INJURY
Performance Area(s) to be Impacted (pick one primary area)	<u> </u> ACCURACY <u> X </u> TIMELINESS <u> </u> COMPLETENESS <u> </u> ACCESSIBILITY <u> </u> UNIFORMITY <u> </u> INTEGRATION
Performance Measure used to track Improvement(s)	Narrative Description of the Measure Successful court disposition reporting within 30 days.
Is project included in the Traffic Records Strategic Plan?	Yes If the project is not currently included in the State Strategic Plan, the plan will need to be modified prior the State's FY25 application.
Is this a new project? Or was it the same measure used to show progress previously?	New Measure - No Same Measure as FY24 Yes If yes, is the State using the same data set, with the same time period to demonstrate progress? Yes
Improvement(s) Achieved or Anticipated	Narrative of the Improvement(s) This project looks at improvement in the timeliness of the disposition of violations/cases entered in the Arkansas Integrated Revenue System (AIRS). AIRS is the statewide database that contains driver traffic violation disposition information for Arkansas. Improvement is demonstrated by decreasing the amount of time from the date the court case is adjudicated/processed to the date the case is entered/transmitted into AIRS (disposition time). As Courts are brought online, the number of cases brought to a successful conclusion within 30 days increases. Further, with the deployment of eCitation (eCite) statewide and the increase in the number of law enforcement agencies (LEAs) using eCite, disposition reporting has improved since many of the violations are paid online within a few days of citation issuance and result in immediate transmission to AIRS. The increase in the number of Courts online and LEAs using eCite has decreased the amount of time for cases to be entered into the system and has improved court disposition reporting time.
Specification of how the Measure is calculated / estimated	Narrative Description of Calculation / Estimation Method The percentage of violations/cases successfully disposed within thirty days.
Date and Baseline Value for the Measure (A contiguous, 12-month performance period starting no earlier than April 1, 2020, e.g., April 1, 2021 – March 31, 2022)	2023: April 1, 2022 – March 31, 2023 Violations Disposed 0 – 30 days = 153,750 Total Violations = 184,325 Percentage = 83.4%
	Is supporting documentation attached? Yes
Date and Current Value for the Measure (An identical contiguous, 12-month baseline period starting no earlier than April 1, 2021, e.g., April 1, 2022- March 31, 2023)	2023: April 1, 2023 – March 31, 2024 Violations Disposed 0 – 30 days = 167,971 Total Violations = 200,781 Percentage = 83.7%
	Is supporting documentation attached? Yes AR_FY25_405c_IPR_Supporting_Documentation
Regional Program Manager Conclusion and Comments Review Date: Click here to enter a date.	
RA Comments Review Date: Click here to enter a date.	

Section 3.5 – 405(e) Distracted Driving Sample Questions

405(e) Distracted Driving Grant

Sample Questions

You are less likely to be involved in a traffic crash, when using your electronic device while behind the wheel as long as you lessen your speed?

- a) Yes
- b) No

What is the most dangerous distraction for a driver?

- a) Taking or Texting
- b) Singing
- c) Listening to the radio

Texting and talking on a cell phone involve three different types of distractions that can occur at the same time:

Singing, Laughing and Talking

- a) Visual, Manual and Cognitive
- b) Talking
- c) Listening to the Radio and Visual

The leading cause of car crashes is:

- a) Driving at Night
- b) Driving too fast for conditions
- c) Inattention

In Arkansas, the Fewer Distractions Means Safe Driving Act:

- a) Allows cell phone use
- b) Restricts cell phone use (only in an Emergency)
- c) Allows a cell phone and texting (without an emergency)

The U.S. Department of Transportation is leading the fight to end distracted driving through a combination of:

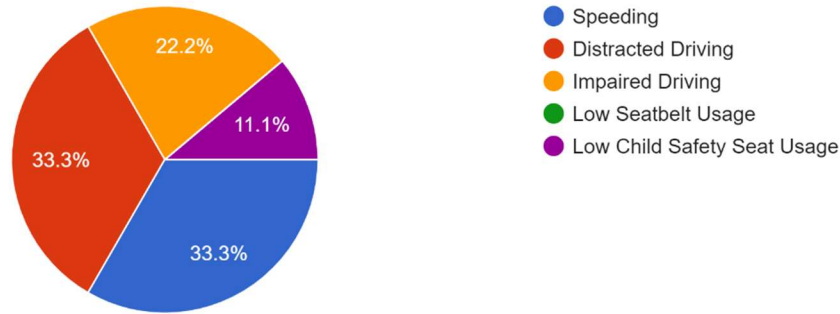
- a) Tough laws, strong enforcement, and public awareness
- b) Tickets, Fines, and a Suspended License
- c) Seminars

Section 3.6 – General Project Survey Results

Survey Feedback: General Grant Project

What is the most significant traffic safety problem and/or violation in Arkansas?

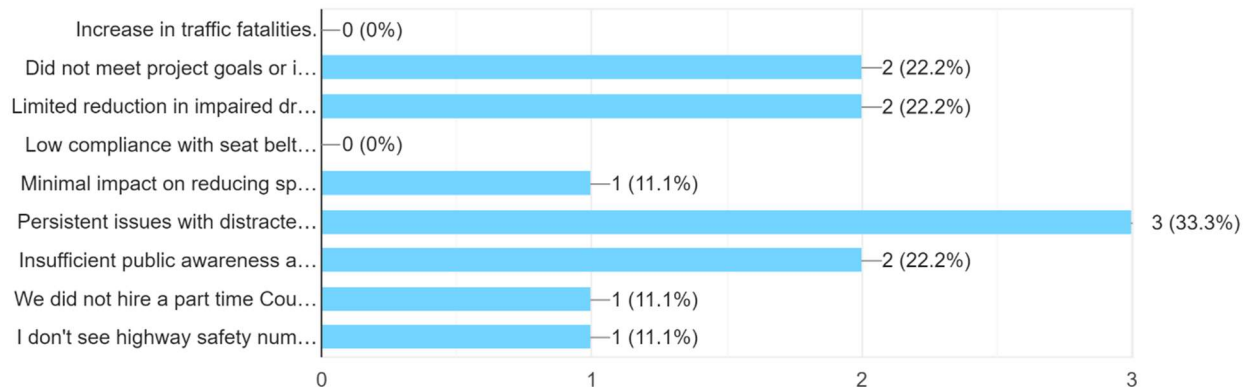
9 responses



- Speeding- **3 (33.3%)**
- Distracted Driving- **3 (33.3%)**
- Impaired Driving- **2 (22.2%)**
- Low Child Safety Seat Usage- **1 (11.1%)**
- Low Seat Belt Usage- **0**

In the project or program area for your grant, what do you see as the failures this year? Check all that apply.

9 responses



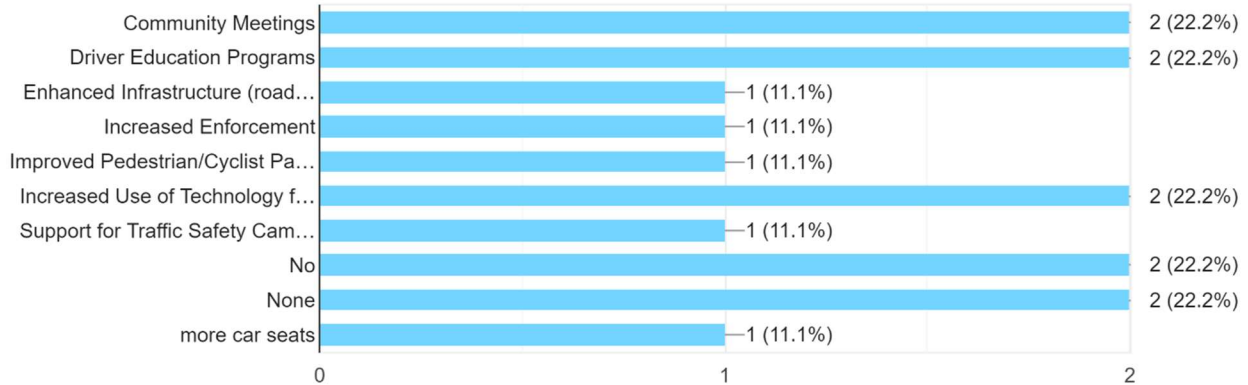
- Increase in traffic fatalities. – **0 (0%)**
- Did not meet project goals or implement planned activities. - **2 (22.2%)**
- Limited reduction in impaired driving incidents. – **2 (22.2%)**
- Low compliance with seat belt usage. – **0 (0%)**

Section 3.6 – General Project Survey Results

- Minimal impact on reducing speeding violations. – **1 (11.1%)**
- Persistent issues with distracted driving. – **3 (33.3%)**
- Insufficient public awareness and education on traffic safety. – **2 (22.2%)**
- Other- **1 (11.1%)**
- Other- **1 (11.1%)**

Has the public offered any additional ideas or suggestions that they would like to see implemented? Check all that apply.

9 responses

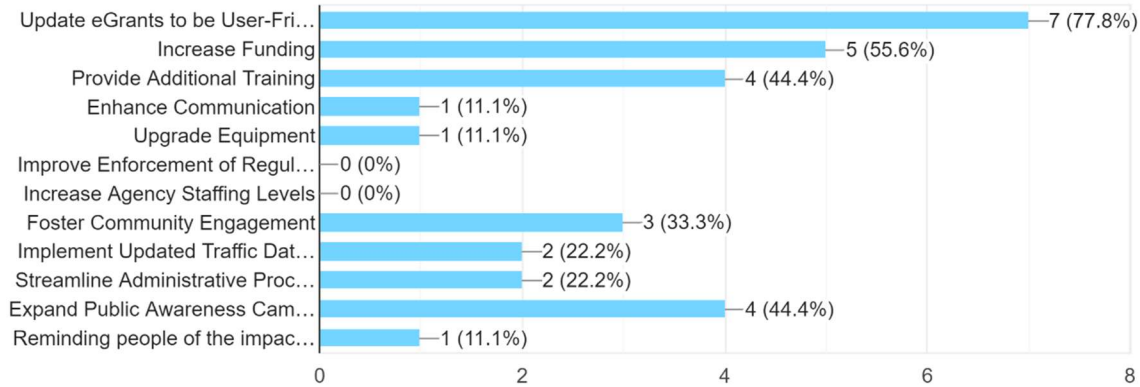


- Community Meetings- 2 (22.2%)
- Driver Education Programs- 2 (22.2%)
- Enhanced Infrastructure (road signage, lighting, crosswalks, etc.)- 1 (11.1%)
- Increased Enforcement- 1 (11.1%)
- Improved Pedestrian/Cyclist Pathways- 1(11.1%)
- Increased Use of Technology for Traffic Monitoring- 2 (22.2%)
- Support for Traffic Safety Campaigns- 1 (11.1%)
- No- 2 (22.2%)
- None- 2 (22.2%)
- Other: More car seats- 1 (11.1%)

Section 3.6 – General Project Survey Results

What could be done differently, either by your organization or the Highway Safety Office, to make your project or program more successful? Check all that apply.

9 responses



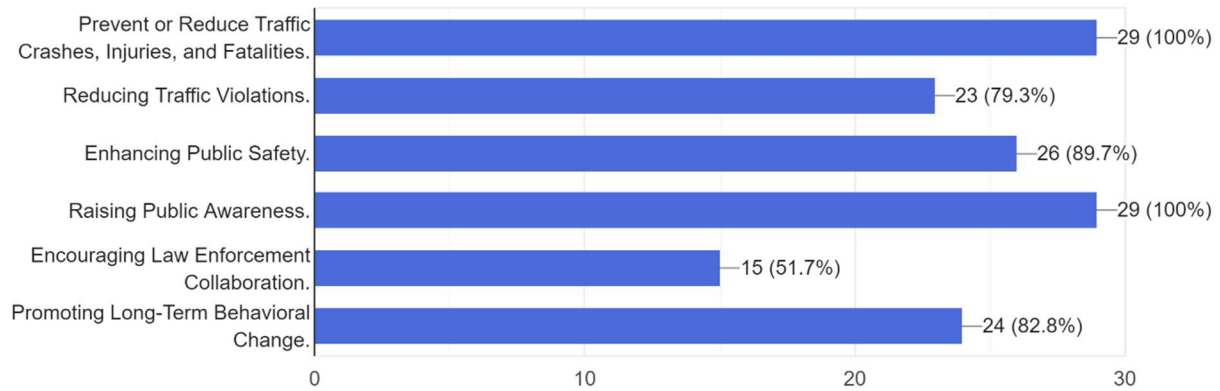
- Update eGrants to be User-Friendly- **7 (77.8%)**
- Increase Funding- **5 (55.6%)**
- Provide Additional Training- **4 (44.4%)**
- Enhance Communication- **1 (11.1%)**
- Upgrade Equipment- **1 (11.1%)**
- Improve Enforcement of Regulations- **0 (0%)**
- Increase Agency Staffing Levels- **0 (0%)**
- Foster Community Engagement- **3 (33.3%)**
- Implement Updated Traffic Data Analysis- **2 (22.2%)**
- Streamline Administrative Processes- **2 (22.2%)**
- Expand Public Awareness Campaigns- **4 (44.4%)**
- Other- **1 (11.1%)**

Section 3.7 – Mini-STEP Project Survey Results

Survey Feedback: Mini-STEP Grant Project

What do you feel is the goal of the Mini-STEP grant and enforcement mobilizations? Check all that apply.

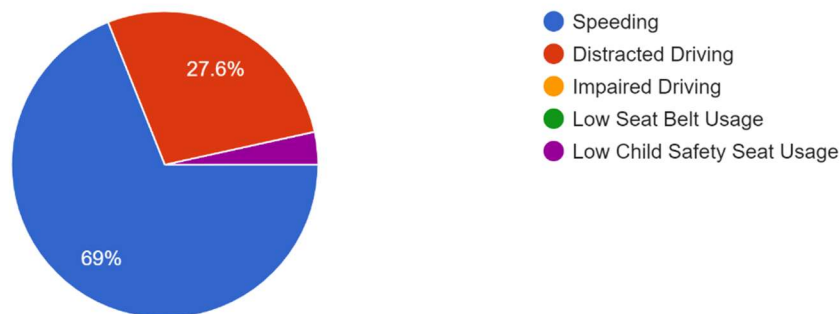
29 responses



- Prevent or Reduce Traffic Crashes, Injuries, and Fatalities. – **29 (100%)**
- Reducing Traffic Violations. – **23 (79.3%)**
- Enhancing Public Safety. -**26 (89.7%)**
- Raising Public Awareness. -**29 (100%)**
- Encouraging Law Enforcement Collaboration. - **15 (51.7%)**
- Promoting Long-Term Behavioral Change. -**24 (82.8%)**

What is the most significant traffic safety problem and/or violation in your area?

29 responses



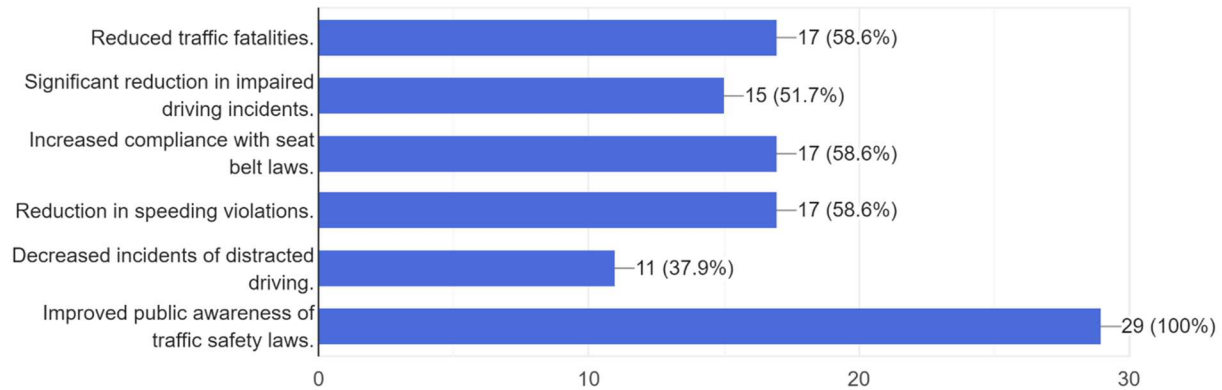
- Speeding- **20 (69%)**
- Distracted Driving- **8 (27.6%)**
- Impaired Driving- **0 (0%)**

Section 3.7 – Mini-STEP Project Survey Results

- Low Seat Belt Usage- **0 (0%)**
- Low Child Safety Seat Usage- **1 (3.4%)**

In your Mini-STEP grant, what do you see as the successes? Check all that apply.

29 responses

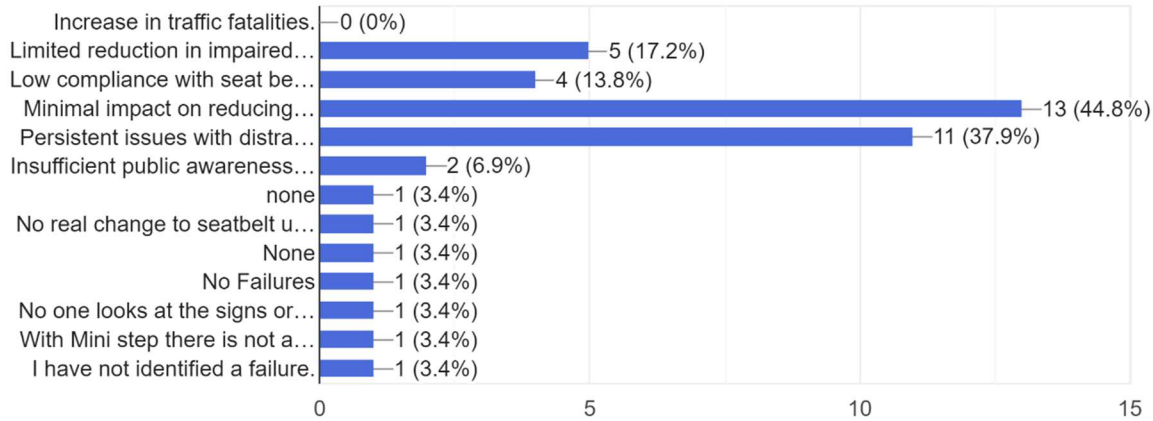


- Reduced traffic fatalities. - **17 (58.6%)**
 - Significant reduction in impaired driving incidents. - **15 (51.7%)**
 - Increased compliance with seat belt laws. - **17 (58.6%)**
 - Reduction in speeding violations. - **17 (58.6%)**
 - Decreased incidents of distracted driving. - **11 (37.9%)**
 - Improved public awareness of traffic safety laws. - **29 (100%)**
-

Section 3.7 – Mini-STEP Project Survey Results

In your Mini-STEP grant, what do you see as the failures? Check all that apply.

29 responses

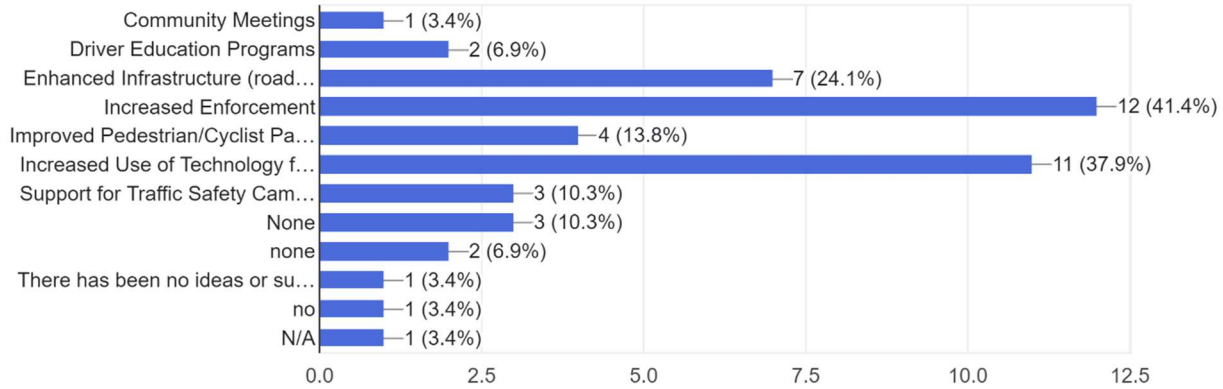


- Increase in traffic fatalities. - **0(0%)**
- Limited reduction in impaired driving incidents. – **5 (17.2%)**
- Low compliance with seat belt usage. - **4(13.8%)**
- Minimal impact on reducing speeding violations. – **13 (44.8%)**
- Persistent issues with distracted driving. – **11 (37.9%)**
- Insufficient public awareness and education on traffic safety. – **2 (6.9%)**
- None - **1 (3.4%)**
- No real change to seatbelt usage - but our average compliance is above the state average in the first place, typically between 75-85%. We do not experience a high number of impaired driving incidents, so this area is difficult to measure. I do believe the grant time assists in keeping those numbers low, but that isn't a measurable effect. We also have never experienced a large number of traffic fatalities, so a reduction would be difficult to measure. We believe overall the Grant helps us keep our numbers low. - **1 (3.4%)**
- None - **1 (3.4%)**
- No failures - **1 (3.4%)**
- No one looks at the signs or Facebook posts. - **1 (3.4%)**
- With Mini step there is not a consistent enforcement so peoples compliance will fade. - **1 (3.4%)**
- I have not identified a failure. - **1 (3.4%)**

Section 3.7 – Mini-STEP Project Survey Results

Has the public offered any additional ideas or suggestions that they would like to see implemented? Check all that apply.

29 responses

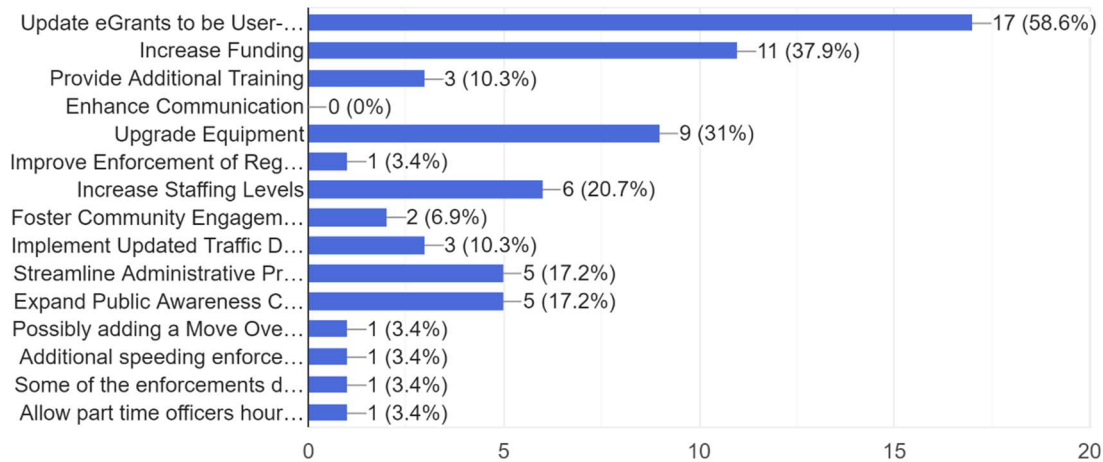


- Community Meetings - **1 (3.4%)**
- Driver Education Programs - **2 (6.9%)**
- Enhanced Infrastructure (road signage, lighting, crosswalks, etc.)- **7 (24.1%)**
- Increased Enforcement – **12 (41.4%)**
- Improved Pedestrian/Cyclist Pathways – **4 (13.8%)**
- Increased Use of Technology for Traffic Monitoring- **11 (37.9%)**
- Support for Traffic Safety Campaigns – **3 (10.3%)**
- None – **3 (10.3%)**
- None – **2 (6.9%)**
- There has been no ideas or suggestions from the public– **1 (3.4%)**
- No– **1 (3.4%)**
- N/A– **1 (3.4%)**

Section 3.7 – Mini-STEP Project Survey Results

What could be done differently, either by your organization or the AHSO, to make the Mini-STEP grant more successful? Check all that apply.

29 responses



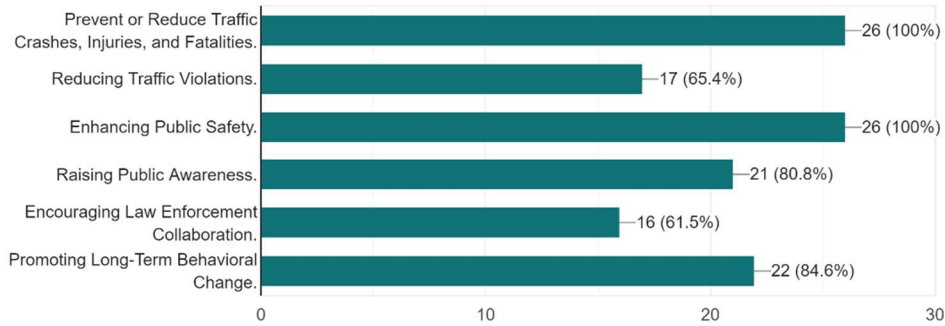
- Update eGrants to be User-Friendly - **17 (58.6%)**
- Increase Funding - **11 (37.9%)**
- Provide Additional Training - **3 (10.3%)**
- Enhance Communication - **0 (0%)**
- Upgrade Equipment - **9 (31%)**
- Improve Enforcement of Regulations - **1 (3.4%)**
- Increase Staffing Levels - **6 (20.7%)**
- Foster Community Engagement - **2 (6.9%)**
- Implement Updated Traffic Data Analysis - **3 (10.3%)**
- Streamline Administrative Processes - **5 (17.2%)**
- Expand Public Awareness Campaigns - **5 (17.2%)**
- Possibly adding a Move Over Campaign - **1 (3.4%)**
- Additional speeding enforcement - **1 (3.4%)**
- Some of the enforcements durations are rather short - **1 (3.4%)**
- Allow part time officers hours to be reimbursable. - **1 (3.4%)**

Section 3.8 – STEP Project Survey Results

STEP Survey Feedback

What do you feel is the goal of the STEP grant and enforcement mobilizations? Check all that apply.

26 responses



Prevent or Reduce Traffic Crashes, Injuries, and Fatalities.– **26(100%)**

Reducing Traffic Violations.- **17(65.4%)**

Enhancing Public Safety.-**26(100%)**

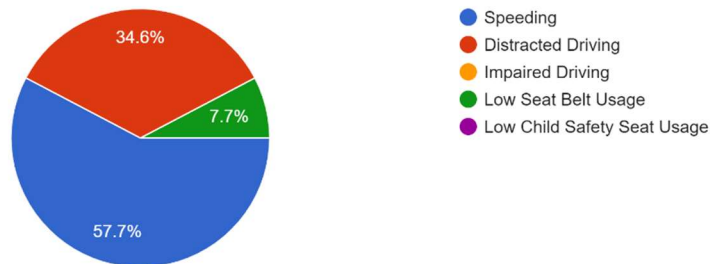
Raising Public Awareness.-**21(80.8%)**

Encouraging Law Enforcement Collaboration. **16(61.5%)**

Promoting Long-Term Behavioral Change.-**22(84.6%)**

What is the most significant traffic safety problem and/or violation in your area?

26 responses



Speeding**15(57.9%)**

Distracted Driving**9(3.6%)**

Impaired Driving**0(0%)**

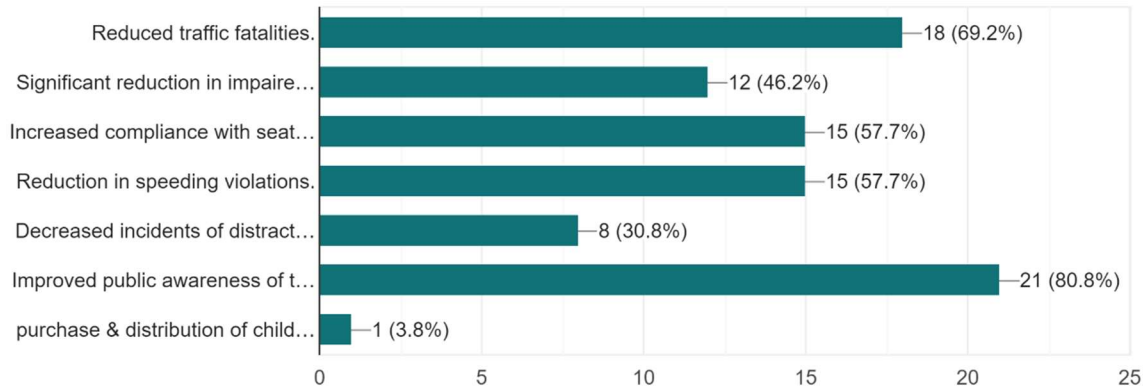
Low Seat Belt Usage **2(7.7%)**

Low Child Safety Seat Usage **0(0%)**

Section 3.8 – STEP Project Survey Results

In your STEP grant, what do you see as the successes? Check all that apply.

26 responses



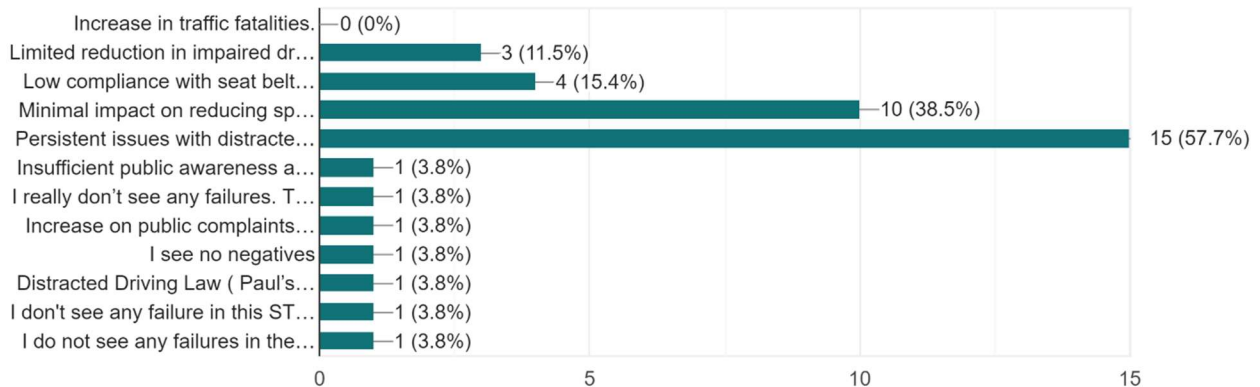
Very Safe **18(64.3%)**

Somewhat Safe **0(0%)**

Not Safe at all **10(35.7%)**

In your STEP grant, what do you see as the failures? Check all that apply.

26 responses



Increase in traffic fatalities. **0(0%)**

Limited reduction in impaired driving incidents. **3(11.5%)**

Low compliance with seat belt usage. **4(15.4%)**

Minimal impact on reducing speeding violations. **10(38.5%)**

Persistent issues with distracted driving. **15(57.7%)**

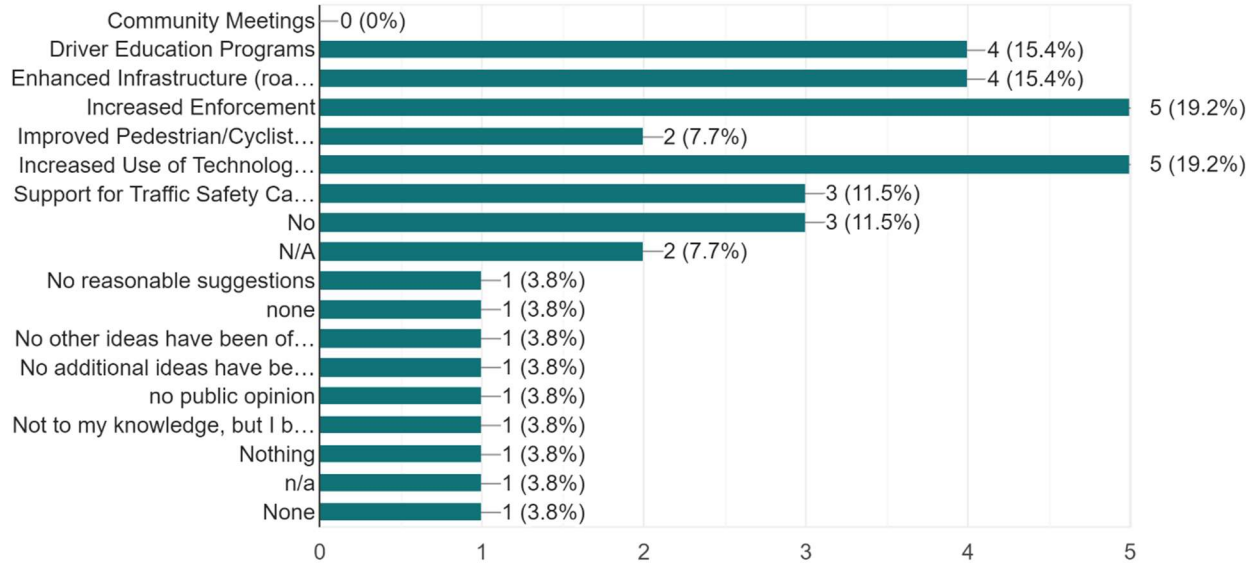
Insufficient public awareness and education on traffic safety. **1(3.8%)**

Distracted Driving Law (Paul's Law) is poorly written and needs to be reworted. **1(3.8%)**

Section 3.8 – STEP Project Survey Results

Has the public offered any additional ideas or suggestions that they would like to see implemented?
Check all that apply.

26 responses



Community Meetings **0(0%)**

Driver Education Programs **4(15.4%)**

Enhanced Infrastructure (road signage, lighting, crosswalks, etc.) **4(15.4%)**

Increased Enforcement **5(19.2%)**

Improved Pedestrian/Cyclist Pathways **2(7.7%)**

Increased Use of Technology for Traffic Monitoring **5(19.2%)**

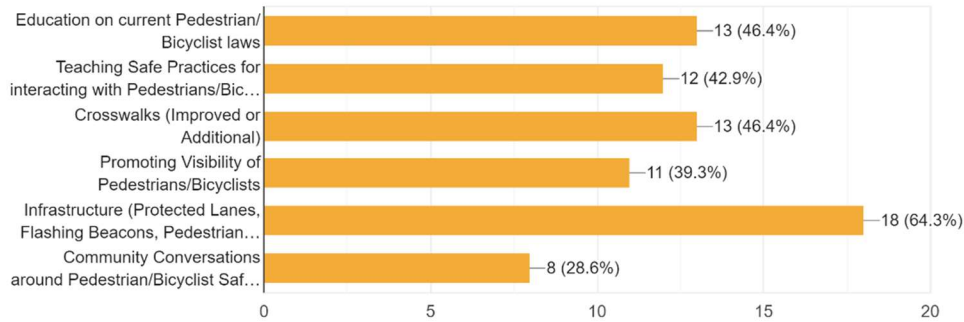
Support for Traffic Safety Campaigns **3(11.5%)**

None **14(53.8%)**

Section 3.9 – Historically Black Colleges and Universities Survey

What factors do you believe would contribute to a safer environment on campus for transportation (driving, walking, biking, etc.)?

28 responses



Education on current Pedestrian/Bicyclist laws – **13(46.4%)**

Teaching Safe Practices for interacting with Pedestrians/Bicyclists- **12(42.9%)**

Crosswalks (Improved or Additional) **13(46.4%)**

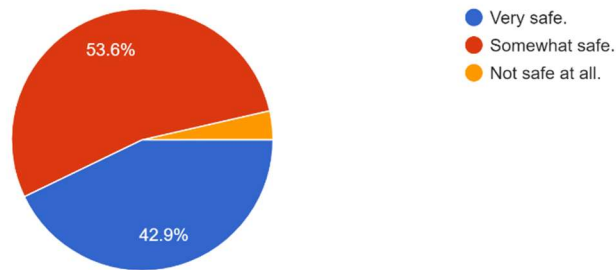
Promoting Visibility of Pedestrians/Bicyclists **11(39.3%)**

Infrastructure (Protected Lanes, Flashing Beacons, Pedestrian Lights, Bike Lane, etc.) **18(64.3%)**

Community Conversations around Pedestrian/Bicyclist Safety **8(28.6%)**

How safe do you feel during your daily commute to campus, particularly when walking or biking?

28 responses



Very Safe **15(53.6%)**

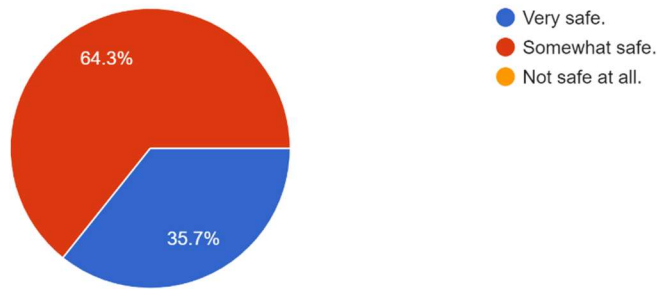
Somewhat Safe **1(3.6%)**

Not Safe at all **12(42.9%)**

Section 3.9 – Historically Black Colleges and Universities Survey

How safe do you feel when using crosswalks on or while traveling to campus?

28 responses



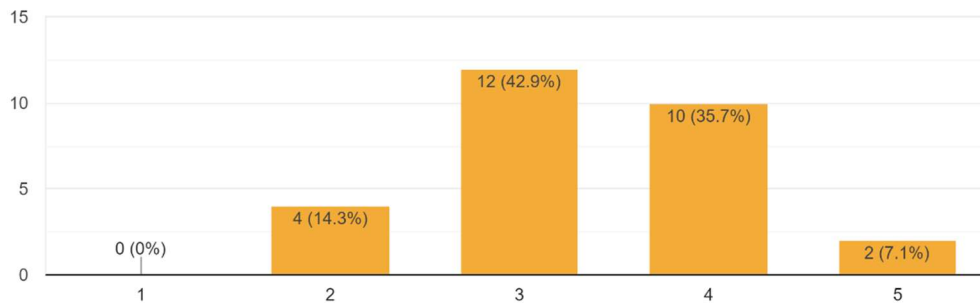
Very Safe **18(64.3%)**

Somewhat Safe **0(0%)**

Not Safe at all **10(35.7%)**

How frequently do you observe or experience drivers yielding to pedestrians at crosswalks (behind the line and leaving space to safely cross)?

28 responses



1 Never 2 Rarely 3 Sometimes 4 Most of the Time 5 Always

Section 3.10 – Motorcycle Survey

Arkansas Motorcycle - 2024

ANSWER CHOICES	RESPONSES	
17 & under	1.46%	95
18 to 21	1.89%	65
22 to 35	12.23%	111
36 to 45	18.49%	219
46 to 55+	26.35%	362
TOTAL		852

WHAT IS
YOUR
AGE?

ANSWER CHOICES	RESPONSES	
Female	40.51%	470
Male	59.48%	690
Other (please specify)	0.00%	0
TOTAL		1,160

WHAT IS
YOUR
GENDER?

Section 3.10 – Motorcycle Survey

ANSWER CHOICES	RESPONSES	
Passenger Car	33.47%	79
Motorcycle	3.39%	8
Pickup Truck	24.15%	57
SUV	30.08%	71
None	8.90%	21
TOTAL		236

WHAT TYPE OF VEHICLE DO YOU TYPICALLY DRIVE?

ANSWER CHOICES	RESPONSES	
Yes	80.49%	747
No	19.50%	181
TOTAL		928

DO YOU OWN A MOTORCYCLE?

ANSWER CHOICES	RESPONSES	
Touring	44.06%	267
Cruiser	44.06%	267
Sport	21.29%	129
Other (please specify)	11.72%	71
TOTAL		734

WHAT MOTORCYCLE(S) DO YOU OWN? (MARK ALL THAT APPLY)

Section 3.10 – Motorcycle Survey

OTHER

Notable answers

Show - 1
 Supermoto
 Trike – 13
 Can Am
 Passenger
 Indian - 2
 Harley - 3
 Dual purpose - 2
 Scooter/Maxi Scooter – 5
 Honda CTX

Loop
 Street
 Bobber
 Go wing
 All of the above
 Spyder
 Polaris Slingshot
 Roadking

ANSWER CHOICES	RESPONSES	
Yes	77.97%	715
No	17.66%	162
I do not ride	4.36%	40
TOTAL		917

DO YOU HAVE A
 CURRENT
 MOTORCYCLE
 LICENSE/
 ENDORSEMENT?

ANSWER CHOICES	RESPONSES	
Yes	70.21%	165
No	12.77%	30
I do not ride	17.02%	40
TOTAL		235

DO YOU HAVE YOUR
 MOTORCYCLE
 LICENSE/ENDORSEMENT?

Section 3.10 – Motorcycle Survey

ANSWER CHOICES	RESPONSES	
To/from work (commuting)	4.40%	30
Travel/Touring	25.22%	172
Pleasure riding	57.48%	392
N/A	12.90%	88
TOTAL		682

WHAT IS THE PRIMARY REASON YOU RIDE YOUR MOTORCYCLE?

ANSWER CHOICES	RESPONSES	
Helmet	77.55%	532
Eye protection	77.55%	532
Riding pants/jeans/chaps	59.91%	411
Jacket/long sleeves	51.75%	355
Full-fingered gloves	36.73%	252
Over-the-ankle boots	55.98%	384
None	7.73%	53
TOTAL		2519

WHICH OF THE FOLLOWING PROTECTIVE GEAR DO YOU WEAR WHEN RIDING? (MARK ALL THAT APPLY)

ANSWER CHOICES	RESPONSES	
Yes	31.77%	217
No	68.23%	466
TOTAL		683

HAVE YOU EVER CONSUMED ALCOHOL BEFORE RIDING YOUR MOTORCYCLE?

Section 3.10 – Motorcycle Survey

ANSWER CHOICES	RESPONSES	
Yes	25.66%	58
No	59.29%	134
I do not ride	15.04%	34
TOTAL		226

IN THE PAST 5 YEARS HAVE YOU CONSUMED ALCOHOL, MARIJUANA, OR OTHER DRUGS BEFORE RIDING YOUR MOTORCYCLE?

ANSWER CHOICES	RESPONSES	
Yes	26.35%	181
No	73.65%	506
TOTAL		687

DO YOU THINK CAR/VAN/TRUCK DRIVERS 'SEE' MOTORCYCLISTS ON THE ROADWAYS?

ANSWER CHOICES	RESPONSES	
Yes	61.28%	144
No	22.13%	52
I do not ride	16.60%	39
TOTAL		235

DO YOU WEAR A HELMET WHEN RIDING YOUR MOTORCYCLE?

Section 3.10 – Motorcycle Survey

WHY OR WHY NOT?

Notable answers for “Yes”

Safety – 62
 “It should be my choice” – 6
 I lost a friend/family member – 3
 Wife makes me – 3
 Law – 2
 My mom – 1
 Police – 1
 No, I like the breeze – 1
 It’s the right thing to do – 1
 Because of my kids - 1

Notable answers for “No”

I don’t want to – 18
 Depends where I’m going – 3
 Freedom - 3
 Not mandatory – 3
 No need – 1
 More fun without – 1
 I live in Arkansas – 1
 Helps me listen to my music - 1
 Too hot to wear one – 1
 I don’t have one – 1

HOW IMPORTANT IS IT FOR YOU TO WEAR A HELMET WHEN YOU RIDE?

ANSWER CHOICES	RESPONSES	
Very Important	73.07%	502
Somewhat Important	14.85%	102
Not that important	8.59%	59
Not at all important	3.49%	24
TOTAL		687

HOW IMPORTANT IS IT FOR YOUR PASSENGER TO WEAR A HELMET WHILE RIDING?

ANSWER CHOICES	RESPONSES	
Very important	79.03%	539
Somewhat important	12.32%	84
Not that important	6.45%	44
Not at all important	2.20%	15
TOTAL		682

Section 3.10 – Motorcycle Survey

ANSWER CHOICES	RESPONSES	
Impaired Drivers	25.02%	250
Drowsy Drivers	1.74%	17
Distracted Drivers	33.33%	333
Aggressive Drivers	25.22%	252
Other vehicles speeding	27.22%	272
Other vehicles not looking for motorcycles	05.20%	59
Condition of roadways	15.61%	156
Not wearing proper gear	2.60%	26
Other (please specify)	1.40%	14

AS A MOTORCYCLE RIDER WHAT DO YOU SEE AS THE BIGGEST TRAFFIC SAFETY ISSUE ON ARKANSAS ROADS?

Other:
All of the above (4)
N/A (10)

ANSWER CHOICES	RESPONSES	
Never	27.18%	187
Rarely	22.53%	155
Sometimes	27.91%	192
Frequently	22.38%	154
TOTAL		688

HOW OFTEN ARE YOU THE DESIGNATED DRIVER?

ANSWER CHOICES	RESPONSES	
Drive Sober or Get Pulled Over	72.98%	505
Look Twice for Motorcycles	87.86%	608
Click It or Ticket	73.41%	508
Obey the Sign or Pay the Fine	39.16%	271

HAVE YOU EVER HEARD OF OR SEEN ANY OF THESE FOLLOWING HIGHWAY SAFETY MESSAGES?

Section 3.10 – Motorcycle Survey

ANSWER CHOICES	RESPONSES	
Buckle Up Every Trip, Every Time	56.09%	129
Toward Zero Death, One is Too Many	37.83%	87
Look Twice for Motorcycles	48.70%	112
Share the Road	42.17%	97
Look Ahead, Distractions Leave You Dead	69.57%	160

HAVE YOU EVER HEARD OF OR SEEN ANY OF THESE FOLLOWING HIGHWAY SAFETY MESSAGES?

ANSWER CHOICES	RESPONSES	
Talking on a cell phone	52.79%	123
Texting	75.11%	175
Eat and drinking	58.37%	136
Talking to passengers	29.61%	69
Putting on make-up	73.82%	172

WHICH OF THE FOLLOWING DO YOU CONSIDER TO BE DANGEROUS DISTRACTIONS WHILE YOU'RE DRIVING? (CHECK ALL THAT APPLY)

ANSWER CHOICES	RESPONSES	
Never	2.14%	5
Rarely	6.84%	16
Occasionally	11.97%	28
Frequently	20.94%	49
Always	58.12%	136
TOTAL		234

HOW OFTEN DO YOU WEAR YOUR SEAT BELT?

Section 3.10 – Motorcycle Survey

ANSWER CHOICES	RESPONSES	
Only in an emergency	35.50%	82
Because you are bored	6.93%	16
To get directions	32.03%	74
Because I feel like I can't wait	9.09%	21
All of the above	11.69%	27
I don't text and drive	37.66%	87
TOTAL		307

UNDER WHAT CIRCUMSTANCES DO YOU TEXT WHILE DRIVING? SELECT ALL THAT APPLY.

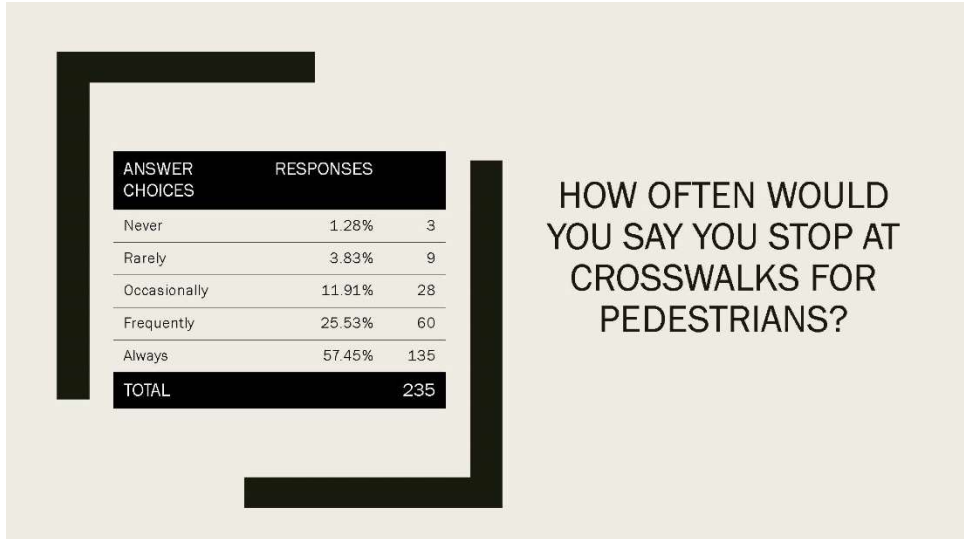
ANSWER CHOICES	RESPONSES	
Yes, collision	10.34%	24
Yes, close call	24.14%	56
No	65.52%	152
TOTAL		232

AS A DRIVER, HAVE YOU EVER HAD A COLLISION, OR A CLOSE CALL WITH A PEDESTRIAN?

ANSWER CHOICES	RESPONSES	
Yes, hit	4.72%	11
Yes, close call	27.04%	63
No	68.24%	159
TOTAL		233

AS A PEDESTRIAN, HAVE YOU EVER BEEN HIT BY A VEHICLE OR HAD A CLOSE CALL?

Section 3.10 – Motorcycle Survey



Section 3.11 – Law Enforcement Public Participation and Engagement Information



The Sentinel Record – June 27, 2024 re: Hot Springs PD Pedestrian safety: HSPD campaign focuses on awareness

JAMES LEIGH
THE SENTINEL-RECORD

The Hot Springs Police Department will be spending the next couple of weeks educating the public about crosswalk safety.

Officers will be taking a closer look at crosswalks and stopping pedestrians and drivers who are using unsafe practices at pedestrian crossings.

"For the next couple weeks, we're going to be focused on some crosswalk and pedestrian enforcement," HSPD Sgt. Joey Williams said. "Since Jan. 1, we've had 10 vehicle versus pedestrian accidents, including two pedestrian fatalities, so what we're trying to do is focus on public safety."

He said, "It's not really about citations or anything else like that. It's about bringing awareness to one: vehicles being aware of pedestrians in crosswalks and where pedestrians can cross at, but also making pedestrians cross at those designated crosswalks for their own safety."

The police department started a social media campaign earlier this week to bring awareness to the issue, and officers were out at intersections where issues have been noticed in the past. Shortly after arriving at one location Wednesday morning, officers stopped a pedestrian who crossed Central Avenue near its intersection with Plateau Street, where there is not a crosswalk.

"We just want pedestrians to cross where they're supposed to cross and cars to yield to those pedestrians in the crosswalks," Williams said. "It's



Hot Springs Police Department Sgt. Joey Williams discusses the department's campaign to reduce accidents involving pedestrians in the city. (The Sentinel-Record/James Leigh)

summer. It's tourist season. We have a lot of people downtown. Put down the phone, turn down the radio and pay attention to your surroundings and be aware where people are out and about."

While several crosswalks, such as those in downtown Hot Springs or at Oaklawn, have flashing lights to alert drivers, pedestrians are not required to activate those lights, Williams said.

"That doesn't necessarily mean they have to push the flashing yellow lights," he said. "That is not by law, they have to do those things. But we want drivers to look. If somebody's stepping out, it is your obligation under law to stop at those crosswalks,

allow those people to pass in front of you.

"Once they get over safely to the other side, you're allowed to proceed through that crosswalk. Same thing with pedestrians, we want you to stop and make sure traffic is not right on top of it before you step out in front of a car. They have to have their due diligence also."

Williams noted if a driver has a green light and a pedestrian is still in the crosswalk, the pedestrian still has the right of way.

"You could have a green crosswalk right here (at Central and Grand avenues) and have the arrow," he said.

[See SAFETY, Page 3A](#)

2023 ANNUAL FORDYCE HALLOWEEN TRUNK-OR-TREAT AT THE CIVIC CENTER

On an annual basis, the Dallas County Sheriff's Department participates in the City of Fordyce Trunk-or-Treat program at the Fordyce Civic Center during Halloween. During this time, we use the Sheriff's Department's "Safety Pup" and department personnel to hand out safety materials to kids and their parents. This material consists of bicycle safety, bicycle helmet safety, and pedestrian safety materials, which we distribute to educate community members regarding the safety measures they should take while trick-or-treating.

Below are some pictures from our 2023 Trunk-or-Treat.



Section 3.12 – Impaired Driving Plan

See attached document: AR_FY25_405d_Impaired_Driving_Plan

Appendix A to Part 1300—Certifications and Assurances for Highway Safety Grants

[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]

State: ARKANSAS

Fiscal Year: 2025

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

GENERAL REQUIREMENTS

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended;
- Sec. 1906, [Public Law 109-59](#), as amended by Sec. 25024, [Public Law 117-58](#);
- [23 CFR part 1300](#)—Uniform Procedures for State Highway Safety Grant Programs;
- [2 CFR part 200](#)—Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards;
- [2 CFR part 1201](#)—Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

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

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
 - Unique entity identifier (generated by **SAM.gov**);
- The names and total compensation of the five most highly compensated officers of the entity if:
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards;
 - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
 - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 ([15 U.S.C. 78m\(a\)](#), [78o\(d\)](#)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency [and its subrecipients] will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“Federal Nondiscrimination Authorities”). These include but are not limited to:

- *Title VI of the Civil Rights Act of 1964* ([42 U.S.C. 2000d](#) *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- [49 CFR part 21](#) (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- [28 CFR 50.3](#) (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, ([42 U.S.C. 4601](#)), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- *Federal-Aid Highway Act of 1973*, (*23 U.S.C. 324 et seq.*), and *Title IX of the Education Amendments of 1972*, as amended ([20 U.S.C. 1681-1683](#) and [1685-1686](#)) (prohibit discrimination on the basis of sex);
- *Section 504 of the Rehabilitation Act of 1973*, ([29 U.S.C. 794 et seq.](#)), as amended, (prohibits discrimination on the basis of disability) and [49 CFR part 27](#);
- *The Age Discrimination Act of 1975*, as amended, ([42 U.S.C. 6101 et seq.](#)), (prohibits discrimination on the basis of age);
- *The Civil Rights Restoration Act of 1987*, (Pub. L. 100-209), (broadens scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the

Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);

- *Titles II and III of the Americans with Disabilities Act* ([42 U.S.C. 12131-12189](#)) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and [49 CFR parts 37](#) and [38](#);
- [Executive Order 12898](#), *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (preventing discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations);
- [Executive Order 13166](#), *Improving Access to Services for Persons with Limited English Proficiency* (requiring that recipients of Federal financial assistance provide meaningful access for applicants and beneficiaries who have limited English proficiency (LEP));
- [Executive Order 13985](#), *Advancing Racial Equity and Support for Underserved Communities through the Federal Government* (advancing equity across the Federal Government); and
- [Executive Order 13988](#), *Preventing and Combating Discrimination on the Basis of Gender Identity or Sexual Orientation* (clarifying that sex discrimination includes discrimination on the grounds of gender identity or sexual orientation).

The preceding statutory and regulatory cites hereinafter are referred to as the “Acts” and “Regulations,” respectively.

GENERAL ASSURANCES

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including NHTSA.”

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI of the Civil Rights Act of 1964 and other non-discrimination requirements (the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

SPECIFIC ASSURANCES

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted Highway Safety Grant Program:

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in § 21.23(b) and (e) of [49 CFR part 21](#) will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:
“The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”
3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT Order 1050.2A) ^[1] in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or

structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

- a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the State highway safety agency also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing NHTSA's access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by NHTSA. You must keep records, reports, and submit the material for review upon request to NHTSA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The State highway safety agency gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Highway Safety Grant Program. This ASSURANCE is binding on the State highway safety agency, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Highway Safety Grant Program. The person(s) signing below is/are authorized to sign this ASSURANCE on behalf of the Recipient.

THE DRUG-FREE WORKPLACE ACT OF 1988 ([41 U.S.C. 8103](#))

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace, and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace;
 2. The grantee's policy of maintaining a drug-free workplace;

3. Any available drug counseling, rehabilitation, and employee assistance programs;
4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
 1. Abide by the terms of the statement;
 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted—
 1. Taking appropriate personnel action against such an employee, up to and including termination;
 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)
(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act ([5 U.S.C. 1501-1508](#)), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING
(applies to subrecipients as well as States)

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

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

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

Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;

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

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

RESTRICTION ON STATE LOBBYING

(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

(applies to subrecipients as well as States)

INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180 and 1200](#).
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an

erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180](#) and [1200](#). You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180](#) and [1200](#).
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate the transaction for cause or default.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS—PRIMARY TIER COVERED TRANSACTIONS

1. The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:
 - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;
 - b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
2. Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

INSTRUCTIONS FOR LOWER TIER PARTICIPANT CERTIFICATION

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180](#) and [1200](#).
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180](#) and [1200](#). You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180](#) and [1200](#).
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION—LOWER TIER COVERED TRANSACTIONS

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

BUY AMERICA

(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement ([23 U.S.C. 313](#)) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

CERTIFICATION ON CONFLICT OF INTEREST

(applies to subrecipients as well as States)

GENERAL REQUIREMENTS

No employee, officer, or agent of a State or its subrecipient who is authorized in an official capacity to negotiate, make, accept, or approve, or to take part in negotiating, making, accepting, or approving any subaward, including contracts or subcontracts, in connection with this grant shall have, directly or indirectly, any financial or personal interest in any such subaward. Such a financial or personal interest would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or personal interest in or a tangible personal benefit from an entity considered for a subaward. Based on this policy:

1. The recipient shall maintain a written code or standards of conduct that provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents.
 - a. The code or standards shall provide that the recipient's officers, employees, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from present or potential subawardees, including contractors or parties to subcontracts.
 - b. The code or standards shall establish penalties, sanctions, or other disciplinary actions for violations, as permitted by State or local law or regulations.
2. The recipient shall maintain responsibility to enforce the requirements of the written code or standards of conduct.

DISCLOSURE REQUIREMENTS

No State or its subrecipient, including its officers, employees, or agents, shall perform or continue to perform under a grant or cooperative agreement, whose objectivity may be impaired because of any related past, present, or currently planned interest, financial or otherwise, in

organizations regulated by NHTSA or in organizations whose interests may be substantially affected by NHTSA activities. Based on this policy:

1. The recipient shall disclose any conflict of interest identified as soon as reasonably possible, making an immediate and full disclosure in writing to NHTSA. The disclosure shall include a description of the action which the recipient has taken or proposes to take to avoid or mitigate such conflict.
2. NHTSA will review the disclosure and may require additional relevant information from the recipient. If a conflict of interest is found to exist, NHTSA may (a) terminate the award, or (b) determine that it is otherwise in the best interest of NHTSA to continue the award and include appropriate provisions to mitigate or avoid such conflict.
3. Conflicts of interest that require disclosure include all past, present, or currently planned organizational, financial, contractual, or other interest(s) with an organization regulated by NHTSA or with an organization whose interests may be substantially affected by NHTSA activities, and which are related to this award. The interest(s) that require disclosure include those of any recipient, affiliate, proposed consultant, proposed subcontractor, and key personnel of any of the above. Past interest shall be limited to within one year of the date of award. Key personnel shall include any person owning more than a 20 percent interest in a recipient, and the officers, employees or agents of a recipient who are responsible for making a decision or taking an action under an award where the decision or action can have an economic or other impact on the interests of a regulated or affected organization.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE **(applies to subrecipients as well as States)**

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

POLICY ON SEAT BELT USE

In accordance with [Executive Order 13043](#), Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at www.trafficsafety.org. The NHTSA website (www.nhtsa.gov) also provides information on statistics, campaigns, and program evaluations and references.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with [Executive Order 13513](#), Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the annual grant application in support of the State's application for a grant under [23 U.S.C. 402](#) is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. ([23 U.S.C. 402\(b\)\(1\)\(A\)](#))
3. At least 40 percent of all Federal funds apportioned to this State under [23 U.S.C. 402](#) for this fiscal year will be expended by or on behalf of political subdivisions of the State in carrying out local highway safety programs ([23 U.S.C. 402\(b\)\(1\)\(C\)](#)) or 95 percent by and on behalf of Indian tribes ([23 U.S.C. 402\(h\)\(2\)](#)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
4. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. ([23 U.S.C. 402\(b\)\(1\)\(D\)](#))
5. As part of a comprehensive program, the State will support a data-based traffic safety enforcement program that fosters effective community collaboration to increase public safety, and data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities. ([23 U.S.C. 402\(b\)\(1\)\(E\)](#))
6. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to—
 - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - Increase use of seat belts by occupants of motor vehicles;
 - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
 - An annual statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
 - Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
 - Coordination of triennial Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a); and
 - Participation in the Fatality Analysis Reporting System (FARS), except for American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, or the United States Virgin Islands
7. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
8. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system, except in a work zone or school zone. (23 U.S.C. 402(c)(4))

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under [18 U.S.C. 1001](#). I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.

Click here to validate form fields and permit signature

Cd. MA G. Hagar # 275

8/1/24

Signature Governor's Representative for Highway Safety

Date

Mike A. Hagar

Printed name of Governor's Representative for Highway Safety

Appendix B to Part 1300—Application Requirements for Section 405 and Section 1906 Grants

[Each fiscal year, to apply for a grant under [23 U.S.C. 405](#) or Section 1906, [Public Law 109-59](#), as amended by Section 25024, [Public Law 117-58](#), the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]

State: _____

Fiscal Year: _____

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the Highway Safety Plan. Attachments may be submitted electronically.

PART 1: OCCUPANT PROTECTION GRANTS ([23 CFR 1300.21](#))

*[Check the box above **only** if applying for this grant.]*

ALL STATES

[Fill in all blanks below.]

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at _____ (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the annual grant application at _____ (location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at _____ (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at _____ (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

LOWER SEAT BELT USE STATES ONLY

[Check at least 3 boxes below and fill in all blanks under those checked boxes.]

- The State's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
 - *Legal citation(s):*

- The State's occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on _____ (date) and last amended on _____ (date) and is in effect and will be enforced during the fiscal year of the grant.
 - *Legal citation(s):*
 - Requirement for all occupants to be secured in seat belt or age-appropriate child restraint;

 - Coverage of all passenger motor vehicles;

 - Minimum fine of at least \$25;

 - Exemptions from restraint requirements.

- Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at _____ (location).

- The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at _____ (location).

- The State's comprehensive occupant protection program is provided as follows:
 - Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: _____ (date);
 - Multi-year strategic plan: annual grant application or triennial HSP at _____ (location);
 - The name and title of the State's designated occupant protection coordinator is _____.
 - The list that contains the names, titles, and organizations of the statewide occupant protection task force membership: annual grant application at _____ (location).

- The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted on _____ (date) (within 5 years of the application due date);

PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)

[Check the box above only if applying for this grant.]

ALL STATES

- The State has a functioning traffic records coordinating committee that meets at least 3 times each year.
- The State has designated a TRCC coordinator.
- The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.
- [*Fill in the blank below.*] Written description of the performance measure(s), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the annual grant application at _____ (location).

PART 3: IMPAIRED DRIVING COUNTERMEASURES (23 CFR 1300.23(D)-(F))

[Check the box above only if applying for this grant.]

ALL STATES

- The State will use the funds awarded under [23 U.S.C. 405\(d\)](#) only for the implementation of programs as provided in [23 CFR 1300.23\(j\)](#).

MID-RANGE STATES ONLY

[Check one box below and fill in all blanks under that checked box.]

- The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date). Specifically:

- Annual grant application at _____ (location) describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at _____ (location) contains the list of names, titles, and organizations of all task force members;
- Annual grant application at _____ (location) contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving.
- The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) and continues to use this plan.

[For fiscal year 2024 grant applications only.]

- The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

HIGH-RANGE STATE ONLY

[Check one box below and fill in all blanks under that checked box.]

- The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on _____ (date).
Specifically:
 - Annual grant application at _____ (location) describes the authority and basis for operation of the statewide impaired driving task force;
 - Annual grant application at _____ (location) contains the list of names, titles, and organizations of all task force members;
 - Annual grant application at _____ (location) contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving;
 - Annual grant application at _____ (location) addresses any related recommendations from the assessment of the State's impaired driving program;
 - Annual grant application at _____ (location) contains the projects, in detail, for spending grant funds;

- Annual grant application at _____ (location) describes how the spending supports the State's impaired driving program and achievement of its performance targets.
- The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) and updates its assessment review and spending plan provided in the annual grant application at _____ (location).

[For fiscal year 2024 grant applications only.]

- The State's NHTSA-facilitated assessment was conducted on _____ (date) (within 3 years of the application due date); OR
- The State will conduct a NHTSA-facilitated assessment during the grant year; AND The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

PART 4: ALCOHOL-IGNITION INTERLOCK LAWS ([23 CFR 1300.23\(G\)](#))

[Check the box above only if applying for this grant.]

[Check one box below and fill in all blanks under that checked box.]

- The State's alcohol-ignition interlock law, requiring all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
 - *Legal citations:*
 - Requirement for alcohol-ignition interlocks for all DUI offenders for not less than 180 days;
 - _____
- The State's alcohol-ignition interlock law, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, and does not permit the individual to receive any driving privilege or driver's license unless the individual installs on each motor vehicle registered, owned, or leased by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
 - Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

-
- Identify all alcohol-ignition interlock use exceptions.
-

- The State's alcohol-ignition interlock law, requiring an individual convicted of, or the driving privilege of whom is revoked or denied, for refusing to submit to a chemical or other appropriate test for the purpose of determining the presence or concentration of any intoxicating substance, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

The State's compliance-based removal program, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

State's compliance-based removal program, requiring completion of a minimum consecutive period of not less than 40 percent of the required period of alcohol-ignition interlock installation immediately prior to the end of the individual's installation requirement, without a confirmed violation of the State's alcohol-ignition interlock program use requirements, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
 - Requirement for installation of alcohol-ignition interlocks for refusal to submit to a test for 180 days;

-
- Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

-
- Requirement for completion of minimum consecutive period of not less than 40 percent of the required period of alcohol-interlock use;
-

- Identify list of alcohol-ignition interlock program use violations;
-
- Identify all alcohol-ignition interlock use exceptions.
-

PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))

[Check the box above only if applying for this grant.]

[Fill in all blanks.]

- The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
 - *Legal citation(s):*
-

[Check at least one of the boxes below and fill in all blanks under that checked box.]

- Law citation.* The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
 - *Legal citation(s):*
 - Program information.* The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided in the annual grant application at _____ (location).
-

PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)

[Check the box above only if applying for this grant and check the box(es) below for each grant for which you wish to apply.]

- The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (*i.e.*, the State's most

recent crash report with distracted driving data element(s)) within 30 days after notification of award.

DISTRACTED DRIVING AWARENESS GRANT

- The State provides sample distracted driving questions from the State's driver's license examination in the annual grant application at _____ (location).

DISTRACTED DRIVING LAW GRANTS

- Prohibition on Texting While Driving**

State's texting ban statute, prohibiting texting while driving and requiring a fine, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

 - *Legal citations:*
 - Prohibition on texting while driving;

 - Definition of covered wireless communication devices;

 - Fine for an offense;

 - Exemptions from texting ban.

- Prohibition on Handheld Phone Use While Driving**

The State's handheld phone use ban statute, prohibiting a driver from holding a personal wireless communications device while driving and requiring a fine for violation of the law, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

 - *Legal citations:*
 - Prohibition on handheld phone use;

 - Definition of covered wireless communication devices;

 - Fine for an offense;

 - Exemptions from handheld phone use ban.

- Prohibition on Youth Cell Phone Use While Driving**

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, and requiring a fine, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
 - Prohibition on youth cell phone use while driving;

 - Definition of covered wireless communication devices;

 - Fine for an offense;

 - Exemptions from youth cell phone use ban

- Prohibition on Viewing Devices While Driving**
The State's viewing devices ban statute, prohibiting drivers from viewing a device while driving, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant
 - *Legal citations:*
 - Prohibition on viewing devices while driving;

 - Definition of covered wireless communication devices;

PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)

[Check the box above only if applying for this grant.]

[Check at least 2 boxes below and fill in all blanks under those checked boxes only.]

- Motorcycle Rider Training Course**
 - The name and organization of the head of the designated State authority over motorcyclist safety issues is _____
 - The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:
[Check at least one of the following boxes below and fill in any blanks.]
 - Motorcycle Safety Foundation Basic Rider Course;
 - TEAM OREGON Basic Rider Training;
 - Idaho STAR Basic I;
 - California Motorcyclist Safety Program Motorcyclist Training Course;
 - Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.
 - In the annual grant application at _____
(location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the

grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

□ **Motorcyclist Awareness Program**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is _____.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the annual grant application at _____ (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the annual grant application at _____ (location), the projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

□ **Helmet Law**

- The State's motorcycle helmet law, requiring the use of a helmet for each motorcycle rider under the age of 18, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
 - *Legal citation(s):*

□ **Reduction of Fatalities and Crashes Involving Motorcycles**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the annual grant application at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at _____ (location).

□ **Impaired Motorcycle Driving Program**

- In the annual grant application or triennial HSP at _____ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the annual grant application at _____ (location), countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (*i.e.*, the majority of counties or political

subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

Reduction of Fatalities and Crashes Involving Impaired Motorcyclists

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators are provided in the annual grant application at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at _____ (location).

Use of Fees Collected From Motorcyclists for Motorcycle Programs

[Check one box only below and fill in all blanks under the checked box only.]

- Applying as a Law State—
 - The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.
Legal citation(s):
_____.

AND

The State's law appropriating funds for FY __ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

Legal citation(s):
_____.

- Applying as a Data State—
 - Data and/or documentation from official State records from the previous fiscal year showing that *all* fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the annual grant application at _____ (location).

PART 8: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.26)

[Check the box above only if applying for this grant and only if NHTSA has identified the State as eligible because the State annual combined nonmotorized road user fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data, then fill in the blank below.]

The list of project(s) and subrecipient(s) information that the State plans to conduct under this program is provided in the annual grant application at _____ (location(s)).

PART 9: PREVENTING ROADSIDE DEATHS GRANTS (23 CFR 1300.27)

[Check the box above only if applying for this grant, then fill in the blank below.]

The State's plan describing the method by which the State will use grant funds is provided in the annual grant application at _____ (location(s)).

PART 10: DRIVER AND OFFICER SAFETY EDUCATION GRANTS (23 CFR 1300.28)

[Check the box above only if applying for this grant.]

[Check one box only below and fill in required blanks under the checked box only.]

Driver Education and Driving Safety Courses

[Check one box only below and fill in all blanks under the checked box only.]

Applying as a law State—

- The State law requiring that driver education and driver safety courses include instruction and testing related to law enforcement practices during traffic stops was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):*
_____.

Applying as a documentation State—

- The State has developed and is implementing a driver education and driving safety course throughout the State that require driver education and driver safety courses to include instruction and testing related to law enforcement practices during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at _____ (location).

Peace Officer Training Programs

[Check one box only below and fill in all blanks under the checked box only.]

Applying as a law State—

- The State law requiring that the State has developed and implemented a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops was

enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*

_____.

- Applying as a documentation State—

- The State has developed and is implementing a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at

_____ (location).

- Applying as a qualifying State—

- A proposed bill or planning or strategy documents that identify meaningful actions that the State has taken and plans to take to develop and implement a qualifying law or program is provided in the annual grant application at

_____ (location).

- A timetable for implementation of a qualifying law or program within 5 years of initial application for a grant under this section is provided in the annual grant application at

_____ (location).

PART 11: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.29)

[Check the box above only if applying for this grant.]

[Check one box only below and fill in all blanks under the checked box only.]

- The official document(s) (*i.e.*, a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at _____ (location).
- The projects that the State will undertake during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at _____ (location).

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances —

- I have reviewed the above information in support of the State's application for [23 U.S.C. 405](#) and Section 1906 grants, and, based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

Cd. MA G. Yu # 275

Signature Governor's Representative for Highway Safety

Date

Printed name of Governor's Representative for Highway Safety

405(b) Occupant protection grant

Occupant protection plan

State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems:

Program Area Name
Occupant Protection (Adult and Child Passenger Safety)

Participation in Click-it-or-Ticket (CIOT) national

Agencies planning to participate in CIOT based on previous participation

Alexander Police Department	Dierks Police Department	Junction City Police Department	Pike Co. Sheriff's Office
Altus Police Department	Drew Co. Sheriff's Office	Kensett Police Department	Pine Bluff Police Department
Amity Police Department	Dumas Police Department	Lafayette Co. Sheriff's Office	Plainview Police Department
Arkansas Tech University	Dyer Police Department	Lake City Police Department	Pocahontas Police Department
Ashdown Police Department	Earle Police Department	Lake View Police Department	Poinsett Co. Sheriff's Office
Atkins Police Department	East Camden Police Department	Lake Village Police Department	Polk Co. Sheriff's Office
Augusta Police Department	Elaine Police Department	Lakeview Police Department	Pope Co. Sheriff's Office
Austin Police Department	Elkins Police Department	Lamar Police Department	Portland Police Department
Barling Police Department	Elm Springs Police Department	Lavaca Police Department	Pottsville Police Department
Bauxite Police Department	England Police Department	Lee Co. Sheriff's Office	Maumelle Police Department
Baxter Co. Sheriff's Office	Eudora Police Department	Lepanto Police Department	Newton Co. Sheriff's Office
Bay Police Department	Eureka Springs Police Department	Lincoln Co. Sheriff's Office	Prairie Co. Sheriff's Office
Bearden Police Department	Fairfield Bay Police Department	Little Flock Police Department	Prairie Grove Police Department
Bella Vista Police Department	Farmington Police Department	Little River Co. Sheriff's Office	Prescott Police Department
Boone Co. Sheriff's Office	Faulkner Co. Sheriff's Office	Little Rock Police Department	Quitman Police Department
Bradford Police Department	Fordyce Police Department	Lonoke Co. Sheriff's Office	Ravenden Police Department
Bradley Co. Sheriff's Office	Franklin Co. Sheriff's Office	Madison Co. Police Department	Rector Police Department
Bradley Police Department	Fulton Co. Sheriff's Office	Magazine Police Department	Risen Police Department
Brinkley Police Department	Gassville Police Department	Hazen Police Department	Rockport Police Department
Buffalo National Park Service	Glenwood Police Department	Hempstead Co. Sheriff's Office	Russellville Police Department
Bull Shoals Police Department	Goshen Police Department	Highland Police Department	Salem Police Department
Cabot Police Department	Grady Police Department	Independence Co. Sheriff's Office	Searcy Co. Sheriff's Office
Caddo Valley Police Department	Grannis Police Department	Malvern Police Department	Sevier Co. Sheriff's Office
Calhoun Co. Sheriff's Office	Grant Co. Sheriff's Office	Mansfield Police Department	Shannon Hills Police Department
Caraway Police Department	Gravette Police Department	Marianna Police Department	Sheridan Police Department
Carroll Co. Sheriff's Office	Green Forest Police Department	Marion Co. Sheriff's Office	Sparkman Police Department
Cave City Police Department	Greenbrier Police Department	Marvell Police Department	St. Charles Police Department
Centerton Police Department	Forrest City Police Department	McCroy Police Department	Stamps Police Department
Cherry Valley Police Department	Hamburg Police Department	McGehee Police Department	Star City Police Department
Chicot Co. Sheriff's Office	Greenland Police Department	Mena Police Department	Stephens Police Department
Chidester Police Department	Gurdon Police Department	Menifee Police Department	Stone Co. Sheriff's Department
Clarendon Police Department	Guy Police Department	Monette Police Department	Stuttart Police Department
Clarksville Police Department	Hardy Police Department	Monroe Co. Sheriff's Office	Sulphur Springs Police Department
Clay Co. Constable's Office	Harrisburg Police Department	Montgomery Co. Sheriff's Office	Tontitown Police Department
Clay Co. Sheriff's Office	Hartford Police Department	Monticello Police Department	Union Co. Sheriff's Office
Clinton Police Department	Haskell Police Department	Mountain View Police Department	Univ. Arkansas- Little Rock Campus
Coal Hill Police Department	Heritage Police Department	Mountainburg Police Department	Univ. Arkansas- Morrilton Campus
Columbia Co. Sheriff's Office	Highfill Police Department	Murfreesboro Police Department	Vilonia Police Department
Conway Co. Sheriff's Office	Holley Grove Police Department	Nashville Police Department	Waldo Police Department
Cotter Police Department	Hot Springs Village Police Department	Newport Police Department	Waldron Police Department
Craighead Co. Sheriff's Office	Howard Co. Sheriff's Office	Newton Police Department	Ward Police Department
Crawford Co. Sheriff's Office	Hughes Police Department	Norfolk Police Department	Warren Police Department
Cross Co. Sheriff's Office	Humphrey Police Department	Ola Police Department	West Fork Police Department
Crosset Police Department	Huntsville Police Department	Opello Police Department	West Memphis Police Department
Dallas Co. Sheriff's Office	Huttig Police Department	Ouachita Co. Sheriff's Office	Wheatley Police Department
Danville Police Department	Izard Co. Sheriff's Office	Ozark Police Department	White Co. Sheriff's Office
Decatur Police Department	Jasper Police Department	Palestine Police Department	White Hall Police Department
Dequeen Police Department	Jefferson Co. Sheriff's Office	Paris Police Department	Woodruff Co. Sheriff's Office
Dermott Police Department	Jericho Police Department	Pea Ridge Police Department	Wynne Police Department
Desarc Police Department	Johnsen Co. Sheriff's Office	Perry Co. Sheriff's Office	Yell Co. Sheriff's Office
Dewitt Police Department	Johnsen Police Department		

Planned Participation in Click-it-or-Ticket

Law enforcement partners play an important role in the area of occupant protection. High visibility Enforcement efforts such as national mobilizations and Selective Traffic Enforcement Programs (STEP) in addition to education and public awareness are utilized to change unsafe driving behaviors. One of the objectives is for the Law Enforcement Liaison's (LEL) to solicit law enforcement agencies to participate in the CIOT mobilization. In 2023, 35 STEP and 40 Mini-STEP agencies participated and sent in reports documenting their participation in the CIOT campaign. A total of 1,870 seat belt citations were issued (1,434 STEP and 436 Mini-STEP). A total of 1786 seat belt warnings were issued (777 STEP and 1009 Mini-STEP. LEL duties will include soliciting non-STEP agencies to voluntarily participate in mobilizations or apply for Mini-STEP grants. The Mini-STEP grants will provide funds to pay overtime enforcement or provide equipment to be used in enforcement activities for participating agencies during the 2 CIOT mobilizations.

Law enforcement agencies are encouraged to involve and inform the media during special enforcement events. The national tagline of “Click It or Ticket” will be used in efforts to promote occupant protection. To promote the use of safety belts and support NHTSA’s “Click It or Ticket” national mobilization and the state’s two-week STEP effort, CJRW, Arkansas’s advertising agency of record will secure paid media per NHTSA’s pre-determined media timeline for the campaign.

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 state’s usage rate. The projects mentioned above, along with the CIOT program, are an integral part of the FY 24-26 Triennial Highway Safety Plan. Efforts in FY25 will include emphasis on increasing total enforcement efforts, the number of agencies participating and encouraging agencies outside of STEP to address seat belt enforcement at a much higher level.

List of Task for Participants & Organizations

The AHSO currently utilizes the Driver Behavior Committee for the SHSP Planning Group. The members of this group are listed in the chart below.

Driver Behavior: Debra Hollis	Hwy Safety Mgr AHSO	(501) 618-8190	Debra.Hollis@asp.arkansas.gov
Impaired/Drowsy Driving- Chip Payne	Impaired Driving Specialist AHSO	(501) 618-8134	chip.payne@asp.arkansas.gov
Occupant Protection – PFC. Sevelta Mackey	PFC Highway Police	(501) 569-2421	Sevelta.Mackey@ahtd.ar.gov
Aggressive Driving – Lt. Cody Burk	Lt. Pulaski County Sheriff’s Office	(501) 340-7055	cburk@pcso.org
Distracted Driving – Cpt. Ross Batson	Highway Police	(501) 569-2371	Ross.Batson@ahtd.ar.gov

Child restraint inspection stations

Countermeasure strategies demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Countermeasure Strategy
Child Restraint System Inspection Station(s)

Planned activities demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Unique Identifier	Planned Activity Name
OP-2025-02	Local Selective Traffic Enforcement Projects (STEPS)
OP-2025-08	Statewide Child Passenger Protection Project
OP-2025-03	Statewide Selective Traffic Enforcement Project (STEP)

Total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: **38**

Total number of planned inspection stations and/or events in the State serving each of the following population categories: urban, rural, and at-risk:

Populations served - urban: **17**

Populations served - rural: **21**

Populations served - at risk: **24**

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician. (YES)

Child passenger safety technicians

Countermeasure strategies for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Countermeasure Strategy
Child Restraint System Inspection Station(s)

Planned activities for recruiting, training, and maintaining a sufficient number of child passenger safety technicians:

Unique Identifier	Planned Activity Name
OP-2025-02	Local Selective Traffic Enforcement Projects (STEPS)
OP-2025-08	Statewide Child Passenger Protection Project
OP-2025-03	Statewide Selective Traffic Enforcement Project (STEP)

Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes: **10**

Estimated total number of technicians: **150**

Qualification criteria for a lower seat belt use rate State
The State applied under the following criteria:

Primary enforcement seat belt use statute: **Yes**

Occupant protection statute: **No**

Seat belt enforcement: **Yes**

High risk population countermeasure programs: **No**

Comprehensive occupant protection program: **No**

Occupant protection program assessment: **No**

Primary enforcement seat belt use statute

Requirement Description	State citation(s) captured
The State's statute(s) demonstrates that the State has enacted and is enforcing occupant protection statutes that make a violation of the requirement to be secured in a seat belt or child restraint a primary offense.	Yes

Citations

Legal Citation Requirement: **The State’s statute(s) demonstrates that the State has enacted and is enforcing occupant protection statutes that make a violation of the requirement to be secured in a seat belt or child restraint a primary offense.**

Legal Citation: **A.C.A 27-37-701**

Amended Date: **4/20/2021**

Seat belt enforcement

Countermeasure strategies demonstrating that the State conducts sustained enforcement throughout the fiscal year of the grant to promote seat belt and child restraint enforcement and involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred:

Countermeasure Strategy
Child Restraint System Inspection Station(s)
Communication Campaign (OP)
School Programs
State Primary Seat Belt Use Law
Sustained Enforcement (OP)

Planned activities demonstrating that the State conducts sustained enforcement throughout the fiscal year of the grant to promote seat belt and child restraint enforcement, and involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred:

Unique Identifier	Planned Activity Name
OP-2025-02	Local Selective Traffic Enforcement Projects (STEPS)
OP-2025-04	Mini Selective Traffic Enforcement Projects (M-STEPS)
OP-2025-10	Arkansas Rural Traffic Safety (ARTS)
OP-2025-07	Statewide Law Enforcement Liaison (LEL)
OP-2025-05	Statewide Public Information and Education (PI&E)
OP-2025-03	Statewide Selective Traffic Enforcement Project (STEP)

High risk population countermeasure programs

Countermeasure strategies demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: Drivers on rural roadways; Unrestrained nighttime drivers; Teenage drivers; Other high-risk populations identified in the occupant protection program area plan:

Countermeasure Strategy
Child Restraint System Inspection Station(s)
Communication Campaign (OP)
School Programs
Short-term, High Visibility Seat Belt Law Enforcement
State Primary Seat Belt Use Law
Sustained Enforcement (OP)

Submit planned activities demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: Drivers on rural roadways; Unrestrained nighttime drivers; Teenage drivers; Other high-risk populations identified in the occupant protection program area plan:

Unique Identifier	Planned Activity Name
OP-2025-10	Arkansas Rural Traffic Safety (ARTS)
OP-2025-11/TSP-2025-01	Teen Driver Safety Project

Arkansas Impaired Driving Prevention Task Force



Impaired Driving Prevention Plan
(Updated and Approved June 11, 2024)

Contents

Executive Summary	Page 1
Authority and Basis for Operation	Page 1
Members	Page 2 - 3
Guiding Principles	Page 4
Foci	Page 4
Strategic Plan, Policy Concerns, Priorities	Page 5 – 6
HSO Programming Updates	Page 6
Charter and Establishing Documents	Page 7 - 9
Task Force Meeting Dates and Program	Page 10
Bipartisan Infrastructure Law (BIL)	Page 11
BIL vs FAST	Page 12

Executive Summary

The Arkansas Impaired Driving Prevention Task Force (AIDPTF) was established in 2013 and now presents updates effective July 2024 in the form of two cornerstone documents: 1) The Charter containing the strategy for statewide collaboration to maximize resources to eliminate impaired driving and; 2) The Arkansas Impaired Driving Prevention Plan (AIDPP) and relevant supporting information.

The mission of the AIDPT is to work collaboratively to maximize resources to eliminate impaired driving. The Overall Goal of the AIDPT is to prevent impaired driving, serious injury and fatal crashes. The Arkansas Impaired Driving Prevention Plan is designed to either review or help identify short- and long-term impaired driving activities to be developed, implemented and evaluated over time based on available data, careful problem identification, and evidence-based prevention interventions or strategies to achieve progress towards the mission and goal of zero preventable deaths and injuries.

The AIDPTF includes an engaged membership base that satisfies the mandatory representatives put forth in the National Highway Traffic Safety Administration guidelines along with other groups and individuals whose participation is invaluable towards reducing impaired driving crashes.

Meetings are typically held every other month and there is an opportunity for program announcements, information about community engagement events, updates, special presentations and trainings, guest speakers, problem-solving exercises, resource coordination and data review during the meetings. Members are provided the latest available statistics, legislative updates, national publications and ASP HSO programmatic achievement information. Because the meetings are supported and well attended by ASP HSO leadership, they are an effective vehicle to facilitate feedback, communication, engagement and collaboration between all participants. This Task Force is a working group and its meetings are working meetings.

Authority and Basis for Operation

The AIDPTF operates under the leadership and sanction of the Arkansas State Police Highway Safety Office. Chartered since 2013, guidance for conducting matters of business is detailed in the Charter (See Pages 7 - 9).

The Task Force Members have been in a process of reviewing and informing priority concerns and policy recommendations beginning in October of 2023. Methods used to secure input and recommendations included a broad review of publications, statistics and subject-matter speakers during the December of 2023, and the February of 2024 meetings. Approval of recommended changes and updates was affirmed during the April 2024 meeting. Additional changes to include BIL guidance were reviewed and approval affirmed during the June 2024 meeting.

List of Members (including Name, Title and Organization) – Page 1

Arkansas Impaired Driving Prevention Task Force

Name	Title/Role	Agency	Group Represented
Alberson, Dana	Area Six Manager	Division of Community Correction	Probation
Allgaier, Gina	AIDPTF Administrator and Court Monitor	Speakup About Drugs	Alcohol and Other Drug Misuse
Bagby, Gordon	Director - Youth Accident Prevention	Pulaski County District Court	Prevention
Belew, Teresa	AIDPTF Chairman and Court Monitor	Speakup About Drugs	Alcohol and Other Drug Misuse
Boles, Ashley	B.A.T. Coordinator	Black River Technical College	Law Enforcement Training Academy
Burks, Matt	Program Coordinator, Director's Office	Office of Drug Director	Alcohol and Other Drug Misuse
Catanach, Michael	Program Manager, E-Grants, STEPS	Arkansas State Police	Highway Safety Office
Edmonson, Harold	Traffic Safety Program Manager	University of Arkansas	Criminal Justice Institute - DRE
Fisher, Thomas	State Drug Director	Arkansas State Police	Prevention, Treatment, Rehabilitation
Green, Kristie	DWI SFST Instructor	University of Arkansas	Criminal Justice Institute - SFST
Grigg, Gary	State Program Specialist	U.S. Department of Transportation	Federal Motor Carriers Safety
Hale, Judge Milas "Butch"	DWI Court Judge	Sherwood District Court	Adjudication and DWI Court
Heffington, Mary Lynn	Forensic Toxicologist, Technical Leader	Arkansas State Crime Laboratory	Public Health Laboratory
Hollis, Debra	Highway Safety Office Manager	Arkansas State Police	Highway Safety Office
Kumpuris, Lori	Deputy Prosecutor Coordinator	Office of the Prosecutor Coordinator	Prosecution
Landosky, John	Educator - Friendly Driver Program	City of Little Rock	Prevention
Leigh, Kenton	Public Health Administrator	Arkansas Department of Health	Public Health Laboratory
Little, Colby	Program Manager	Arkansas State Police	Highway Safety Office
Madison, Chris	Law Enforcement Auxiliary Officer	Saline County Sheriffs Office	Local Law Enforcement
Mauldin, Kristen	Chief Forensic Toxicologist	Arkansas State Crime Laboratory	Public Health Laboratory
McMahan, Bob	Director	Office of the Prosecutor Coordinator	Prosecution
Mims, Sharron	Coordinator - Coalitions and Training	Office of Drug Director	Prevention and Community Coalitions
Mundy, Julie	FARS Analyst	Arkansas State Police	Highway Safety Office
Pace, Nichole	Traffic Safety Resource Prosecutor	Office of the Prosecutor Coordinator	Prosecution
Payne, Chip	Program Manager, Impaired Driving, STEPS	Arkansas State Police	Highway Safety Office
Reed, Brittany	Forensic Toxicologist	Arkansas State Crime Laboratory	Public Health Laboratory
Reeves, Peyton	Program Manager, Public Information	Arkansas State Police	Highway Safety Office
Schenk, Aaron	B.A.T. Instructor	Black River Technical College	Law Enforcement Training Academy
Taylor, Judge Chaney	DWI Court Judge	Independence County District Court	Adjudication and DWI Courts
Thompson, Brock	Owner Thompsons Driving School	A 1 Thompson's Driving School	Drivers Education and Training
Tillman, Juan	Coordinator - DASEP	DHS, DAABHS	Screening and Assessment
Todd, Scott	First Lieutenant	Arkansas Highway Police	State Law Enforcement
Traylor, Tristan	Ped, Bike, Motorcycle Safety Manager	Arkansas State Police	Highway Safety Office

List of Members (including Name, Title and Organization) - Page 2

Arkansas Impaired Driving Prevention Task Force

Name	Title/Role	Agency	Group Represented
Turner, Melony	Division Manager	Arkansas DFA - Driver Services	Driver Control
Vernon, Gwen	FARS Analyst	Arkansas State Police	Highway Safety Office
White, Bridget	Highway Safety Office Administrator	Arkansas State Police	Highway Safety Office

Guiding Principles

NHTSA Highway Safety Program Guideline No. 8 - Impaired Driving

- 1) An effective impaired driving plan should be based on strong leadership, sound policy development, program management and strategic planning, and an effective communication program.
- 2) Program efforts should be data-driven, focusing on populations and geographic areas that are most at risk, and science-based, determined through independent evaluation as likely to succeed.
- 3) Programs and activities should be guided by problem identification and carefully managed and monitored for effectiveness.
- 4) Adequate resources should be devoted to the problem and costs should be borne, to the extent possible, by impaired drivers.

Foci

To develop, recommend, implement and sustain a plan that focuses on the problem areas with the greatest opportunity for improvement it is essential to have representation from agencies and organizations with a working knowledge and deep understanding of the various parts of Arkansas's impaired driving system and how the parts interrelate.

A strong chairman is in place; mandated members under FAST guidance have been well engaged since the initial Charter of the Task Force. Attention is being given to ensure that the new requirements set forth in BIL relative to members and community engagement are in place. The BIL guidance has been explained to members resulting in enthusiastic discussion and productive recommendations regarding engagement and opportunities throughout relevant groups and coalitions. This will certainly inform and expand the strong support that has historically been demonstrated by the membership. The Task Force will support the execution of the Bipartisan Infrastructure Law (BIL).

Experienced program management and focused strategic planning will continue to guide the Task Force in the areas of prevention (including community engagement and coalitions), criminal justice systems (laws and enforcement), communications programs, (high visibility efforts), prosecution, adjudication, administrative sanctions, communication programs, alcohol and other drug misuse, screening, treatment, assessment and rehabilitation, program evaluation and data will have been successfully conducted throughout the implementation of the plan through the collaboration of the task force membership, highway safety office staff and NHTSA guidance. In addition, subject matter expert speakers and field observation opportunities will continue to be provided to ensure members are provided first-hand information about key strategies and emerging issues.

AIDPTF Strategic Plan, Policy Concerns and Priorities

Challenges to Meeting Desired Outcomes/Target

1. Lack of valid testing for drug results.
2. Judicial resistance to DRE testimony.
3. New Medical Marijuana Law in Arkansas.
4. Issues related to combination effect of Marijuana, Drugs AND Alcohol.
5. Attrition of DRE certified officers in Arkansas.
6. Growing number of "Entertainment Districts" throughout Arkansas.

Prevention (including community engagement and coalitions)

1. Host 3 listening sessions with Prevention Coalitions and Professionals.
2. Promote media participation at prevention events.

Criminal Justice System (including prosecution, adjudication and probation)

1. Research and share model legislation to update and strengthen Arkansas laws.
2. Encourage expansion of Specialty Courts.

Communications Programs

1. Gain earned media to support mobilizations and prevention messaging.
2. Distribute AIDPTF resources and publications to the general public.

Alcohol and Other Drug Misuse (screening, treatment, assessment, rehabilitation)

1. Collaborate with the Arkansas Drug Director's Office to share provider information.
2. Obtain and distribute treatment and rehabilitation provider info to stakeholders.

Program Evaluation and Data

1. Distribute and review progress towards goals and objectives set by the HSO.
2. Provide engagement survey and listening session findings to Task Force for response.

Policy Concerns and Priorities

1. Foster Care, Special Population Children and Drivers Testing
2. Sealing of Records and Administrative Recall of Tickets
3. BAC Testing Refusals, Warrants and Hospital Cooperation
4. Address Administrative/Driver Control Issues (see separate page)
5. Ignition Interlock Compliance and Program Funding
6. Victim Impact Panel Access
7. Officer Traumatic Event Wellness Assistance
8. Bicycle, eBike, Scooter and Pedestrian Injury
9. Entertainment District Proliferation
10. Autonomous Vehicle Impact on DWI Statutes
11. Participation of Law Enforcement Agencies in Projects

Policy Concerns and Priorities (continued from Page 5)

12. More regional access to DWI education for smaller agencies
13. More DWI, Drug and Mental Health Courts
14. Support a MADD presence in Arkansas
15. Clean up of Arkansas Code related to 5-year look back and 10-year look back

HSO Programming Updates

1. Collaboration with ARDOT to implement a "Ride Share" Program.
2. Explore options to hire State Judicial Liaison.
 - a. Increase communication between Administrative Office of the Courts (AOC) and DWI Courts
 - b. Share information on court locations, participants, programs, graduates, etc.
3. Work with Crime Lab, Drug Czar and LE to identify potential drug tests that can be used.
Task Force Role: Set up work group specific to this programmatic addition.
4. Utilize LEL to promote the DRE program and solicit officers to become DRE certified.
5. Add additional DWI courts in areas with most DWI crashes, fatalities and injuries.
 - a. Utilize DWI Court Judges to increase awareness and educate Judges in these areas on how to set up DWI courts and the benefits.
6. Work with Task Force and Drug Director's Office to explore.
 - a. Providing education and materials through Marijuana Dispensaries.
 - b. Developing educational packets for Judges and Legislators.**Task Force Role: Current Task Force Chairman is appointed by the Governor to the Arkansas Impaired Driving Prevention Task Force that is under the authority of the Drug Director**
7. Implement PPE efforts to solicit community feedback on Impaired Driving
Task Force Role: Set up work group specific to this programmatic addition.

Charter and Establishing Documents

The Arkansas Impaired Driving Prevention Task Force

Background.

In July of 2013, the Arkansas Highway Safety Office (HSO) convened a meeting for the purpose of recruiting leadership for a statewide impaired driving prevention task force whose purpose would be to foster planning, commitment, and coordination among stakeholders interested in impaired driving issues, including both traditional and non-traditional parties and to develop and implement an overall plan for short- and long-term impaired driving prevention activities based on careful and data-driven problem identification.

Preamble.

The State of Arkansas will work collaboratively to maximize its resources to eliminate impaired driving.

Overall Goal.

Prevent impaired driving serious injury and fatal crashes.

Official Name.

The name of the task force will be the Arkansas Impaired Driving Prevention Task Force (AIDPTF).

Impaired Driving.

The term *impaired driving* means operating a motor-vehicle while affected by alcohol and/or other drugs, including prescription drugs, over-the-counter medicines, or illicit substances.

Officers.

There will be two officer/organizers of the task force. Their responsibilities are as follows:

- o Chair
 - Ensures the effective action of the task force leadership and task force as a whole.
 - Develops agendas for meetings (based on member input) and facilitates meetings.
 - Is primary contact with Highway Safety Office staff

- o Administrator
 - Acts as the Chair in their absence; assists Chair with responsibilities or other specified duties.
 - Maintains Membership Lists, distributes meeting notices and other information and documents as necessary for task force support.

- o Appointment and Terms of Office
 - Officers will be appointed based on input from Arkansas Highway Safety Office recommendations and the consent of the whole. Terms of Office will be subject to availability to serve.

Leadership.

The leadership of the Task Force is the Arkansas Highway Safety Office staff in collaboration with mandatory members as directed by NHTSA.

Members.

Key stakeholders will be recruited to ensure a comprehensive membership roster of parties interested in impaired driving issues, including both traditional and non-traditional parties, such as highway safety enforcement, criminal justice, driver licensing, treatment, liquor law enforcement, business, medical, health care, public health, advocacy and multicultural groups, the media, institutions of higher education, and the military.

Mandatory Member Representatives:

Arkansas Highway Safety Office
 Law Enforcement (State and Local)
 Criminal Justice System
 Prosecution
 Adjudication
 Probation
 Public Health
 Drug-impaired Driving Countermeasures
 Communications
 Community Engagement
 NHTSA (Ex Officio)

Committees.

At the direction of the whole, the Chair may appoint committees. Committees will exist for a stated purpose and time period. Each committee will have a chairperson to ensure that the committee convenes in order to

serve its stated purpose and that committee recommendations are presented to the full task force in a timely manner. Generally, these committees will establish procedures to ensure that program activities are implemented as intended.

Meeting Schedule.

The task force will meet on the second Tuesday of even months.

Acceptable Meetings.

It is acceptable to conduct interim meetings at the call of the Chair, via email, or telephone as necessity dictates.

Quorum.

A quorum for voting is fifty percent (50%) of the number of NHTSA mandated members. In the event of a tie, the Chair will determine outcome.

Proxy.

A mandated member agency representative may designate a proxy to attend a meeting.

Rules of Order.

Decisions will be made by consensus. At the vote of the whole, Robert's Rules of Order may be invoked for the purpose of formal, binding business decisions.

Amendments.

The Charter may be amended (via electronic or posted correspondence) notice to members and a seventy-five percent (75%) of the number of NHTSA mandated members vote to amend.

Dates and Purpose of AIDPTF Meetings

Meeting Date	Location	Purpose/Emphasis of Meeting
Tuesday, December 10, 2024	ASP Headquarters	Upcoming
Tuesday, October 8, 2024	ASP Headquarters	Upcoming
Tuesday, August 13, 2024	ASP Headquarters	Upcoming
Tuesday, June 11, 2024	ASP Headquarters	Lunch and Learn - Approve Additional Updates to State Plan
Tuesday, April 9, 2024	ASP Headquarters	Drug Director and State Plan Update Approved
Tuesday, February 13, 2024	ASP Headquarters	Lunch and Learn - Introduce
Tuesday, December 12, 2023	ASP Headquarters	Review of Past Speaker Content and Publications
Tuesday, October 10, 2023	ASP Headquarters	Lunch and Learn - Priority Survey
Tuesday, August 15, 2023	ASP Headquarters	Drugged Driving Facts
Tuesday, June 13, 2023	ASP Headquarters	Lunch and Learn - Review
Tuesday, April 11, 2023	ASP Headquarters	National Roadway Safety Strategy
Tuesday, February 14, 2023	ASP Headquarters	Lunch and Learn - Guide for Local Impaired Driving Task Forces
Tuesday, December 13, 2022	ASP Headquarters	Review Website Resources for Programs
Tuesday, October 11, 2022	ASP Headquarters	Medical Marijuana Issues and Impaired Driving Data
Tuesday, August 9, 2022	ASP Headquarters	Driver Control Guidance Manual and Guidance Document
Tuesday, June 14, 2022	ASP Headquarters	Pedestrian and Friendly Driver Programs
Tuesday, April 12, 2022	ASP Headquarters	Lunch and Learn - Crime Lab Liaison
Tuesday, February 8, 2022	ASP Headquarters	Driver Training Report and BAT Mobile
Tuesday, December 14, 2021	ASP Headquarters	NHTSA Dean Scott
Tuesday, October 12, 2021	ASP Headquarters	Coountermeasures That Work Review
Tuesday, August 10, 2021	ASP Headquarters	Drug Task Force Report
Tuesday, June 8, 2021	ASP Headquarters	Mobilization Updates
Tuesday, April 13, 2021	ASP Headquarters	Traffic Records Report
Tuesday, February 9, 2021	ASP Headquarters	Specialty Courts

Bipartisan Infrastructure Law (BIL)

Below is an overview of provisions of the law that relate to NHTSA.

Advanced Drunk Driving Prevention Technology

Work to issue a final rule within three years prescribing a Federal Motor Vehicle Safety Standard (FMVSS) that requires passenger motor vehicles, manufactured after the effective date of that standard, to be equipped with advanced drunk-and impaired-driving prevention technology. If necessary, NHTSA can extend the time period for three years, but must provide an annual report to Congress. If a standard is not finalized within 10 years, NHTSA must provide a report to Congress.

Alcohol-Impaired Driving

Fund the Driver Alcohol Detection System for Safety program through 2025, up to \$45 million.

Drug-Impaired Driving

Require states that have legalized marijuana to consider programs to educate people and reduce injuries and deaths resulting from marijuana-impaired driving. Allow states to use open container and repeat offender transfer funds for drug-impaired driving countermeasures.

Submit a report on:

- methods and recommendations improving access to samples and strains of marijuana and products containing marijuana for impaired-driving research; and establishing a national clearinghouse to collect and distribute samples and strains of marijuana for scientific research.
- Identification of and recommendations for addressing federal statutory and regulatory barriers to conducting scientific research, and establishment of a national clearinghouse for purposes of facilitating research on marijuana-impaired driving. And, create a report and recommendations on improving access to set up a national clearinghouse.

General

Submit report on barriers to states submitting alcohol and drug toxicology results to the Fatality Analysis Reporting System, recommend how to address those barriers, and identify steps to assist states in improving toxicology testing and the reporting of those results.

BIL

Statewide impaired driving plan that contains the following information, in accordance with part 3 of appendix B to this part:

(i) Section that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval;

(ii) List that contains names, titles, and organizations of all task force members, provided that the task force includes stakeholders from the following groups:

- (A) State Highway Safety Office;
- (B) State and local law enforcement;
- (C) Criminal justice system (e.g., prosecution, adjudication, and probation);
- (D) Public health ;
- (E) Drug-impaired driving countermeasures (e.g., DRE coordinator); and
- (F) Communications and community engagement.

(iii) Strategic plan based on the most recent version of Highway Safety Program Guideline No. 8 – Impaired Driving, which, at a minimum, covers the following:

- (A) Program management and strategic planning;
- (B) Prevention, including community engagement and coalitions;
- (C) Criminal justice systems;
- (D) Communications programs ;
- (E) Alcohol and other drug misuse, including screening, treatment, assessment and rehabilitation; and
- (F) Program evaluation and data.

FAST

Statewide impaired driving plan that contains the following information, in accordance with part 3 of appendix B:

(i) Section that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval;

(ii) List that contains names, titles and organizations of all task force members, provided that the task force includes key stakeholders from the State highway safety agency, law enforcement and the criminal justice system (e.g., prosecution, adjudication, probation) and, as determined appropriate by the State, representatives from areas such as 24–7 sobriety programs, driver licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication ;

(iii) Strategic plan based on the most recent version of Highway Safety Program Guideline No. 8 – Impaired Driving, which, at a minimum, covers the following —

- (A) Prevention;
- (B) Criminal justice system;
- (C) Communication programs ;
- (D) Alcohol and other drug misuse, including screening, treatment, assessment and rehabilitation ; and
- (E) Program evaluation and data.