

ARKANSAS

Commercial Vehicle Safety Plan for the Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program Fiscal Year 2017

Date of Approval: Dec 21, 2016

Final CVSP

Basic and Incentive Program Overview

The Basic and Incentive Program Overview part allows the State to provide a brief description of the mission or goal statement of the MCSAP Lead Agency, a description of the State's MCSAP Basic/Incentive Program structure, and to indicate how it meets the MCSAP minimum requirements as prescribed in 49 CFR 350.213(b). The MCSAP grant program has been consolidated to include Basic/Incentive, New Entrant, and Border Enforcement. These three separate grant programs are now considered focus areas in the CVSP. Each focus area will be addressed individually within the eCVSP system and will be contained within a consolidated CVSP.

1 - Mission or Goal Statement of Lead State Commercial Motor Vehicle Safety Agency

Instructions:

Briefly describe the mission or goal of the lead State commercial motor vehicle safety agency responsible for administering this Commercial Vehicle Safety Plan (CVSP) throughout the State.

NOTE: Please do not include a discussion of any safety activities conducted under any other FMCSA focus areas such as New Entrant and Border Enforcement or the High Priority grant program. There are separate sections within eCVSP where information on the New Entrant and Border Enforcement focus areas will be entered. High Priority grant opportunities will be applied for outside the eCVSP system.

The official mission of the Arkansas Highway Police (AHP) is to protect the public and the Intermodal Transportation System through the enforcement of state laws. By employing innovative and effective enforcement strategies based upon statistical data, the AHP will continue to pursue improvement of highway safety through the reduction of commercial motor vehicle (CMV) crashes with the goal of also reducing the rate of truck related fatalities. Focusing on problem specific activities in the carrier industry, as identified by CSA and other information sources, will ultimately aid in the reduction of these fatalities and motor carrier safety violations as a whole.

All state laws and adopted federal regulations pertaining to size, weight, driver, vehicle safety and hazardous materials transportation will be administered fairly and impartially focusing on the ultimate goal of a safer highway environment. This effort will be approached as a partnership between state and federal enforcement agencies, the motor carrier industry, the motoring public and other highway safety stakeholders. All available resources including education and enforcement activities will continue to be utilized.

2 - Basic and Incentive Program Structure**Instructions:**

Briefly describe the State's commercial motor vehicle (CMV) enforcement program funded with Basic/Incentive funding and/or used to substantiate the Lead Agency's Maintenance of Effort (MOE). Include a description of the program structure (state and local agency participation, including responsibilities, a general overview of the number of FTE supporting the program and in what areas they contribute, etc.).

NOTE: Please do not include activities/FTE primarily assigned to and funded under another focus area such as New Entrant and/or Border Enforcement or another FMCSA grant program such as High Priority. There are separate sections within eCVSP where information on the New Entrant and Border Enforcement (if applicable) focus areas will be entered. High Priority grant opportunities will be applied for outside the eCVSP system.

The Arkansas Highway Police(AHP) Division of the Arkansas State Highway and Transportation Department (AHTD) is the lead MCSAP agency as designated by the Governor. The agency is staffed with 115 certified state law enforcement officers assigned statewide to weigh/inspection stations and patrol units. AHP plans on hiring an additional 30 officers starting in the first quarter of FFY 2017 and continuing into FFY 2018. AHP officers are tasked with wide-ranging enforcement responsibilities in commercial vehicle operations to include compliance with: motor carrier safety regulations, size and weight laws, motor fuel tax laws, criminal and traffic laws and hazardous materials transportation regulations. The AHP has been officially designated by the Arkansas Highway Commission as the only organization in Arkansas having the authority to enforce motor carrier safety regulations.

3 - Basic and Incentive Minimum Requirements - Driver Activities

Instructions:

Use the radio buttons in the table below to indicate the activities that the State will execute to meet the requirements of 49 CFR §350.213(b) in this Fiscal Year's CVSP. All statements must be answered using the radio buttons or the CVSP will be considered incomplete.

1. If a State marks any responses as "None, Not Planned", it must explain how it satisfies the minimum requirements in the narrative section below.
2. If the State marks any boxes as "Planned", it should provide further information in the narrative section below indicating the purpose of the proposed policy and when the State expects to fully implement it.
3. If the State marks all responses as "Existing", no further explanation is required.

Existing	Planned	None, Not Planned	Promote activities in support of the national program elements including the following:
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Activities aimed at removing impaired CMV drivers from the highways through adequate enforcement of restrictions on the use of alcohol and controlled substances and by ensuring ready roadside access to alcohol detection and measuring equipment.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Provide basic training for roadside officers and inspectors to detect drivers impaired by alcohol or controlled substance.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Breath testers are readily accessible to roadside officers and inspectors either at roadside or a fixed facility location.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Criminal interdiction activities, in conjunction with an appropriate CMV inspection, including human trafficking and activities affecting the transportation of controlled substances by any occupant of a CMV, and training on appropriate strategies for carrying out those interdiction activities.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Provide training for roadside officers and inspectors to detect indicators of controlled substance trafficking.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Ensure drug interdiction officers are available as a resource if an officer/inspector suspects controlled substance trafficking.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Engage in drug interdiction activities in conjunction with inspections including interdiction activities that affect the transportation of controlled substances.

Enter explanation of activities:

The AHP will continue to implement procedures that focus on removing impaired CMV drivers from highways through adequate enforcement of restrictions on the use of alcohol and controlled substances. Officers routinely perform special DUI activities throughout the state, either alone or in conjunction with another major activity, such as Click It or Ticket or Operation Air Brake Check. Frequently these activities are conducted in conjunction with other federal, state or local enforcement agencies, such as FMCSA, county and local police, or the Arkansas State Police.

Selected AHP officers in all five AHP Districts are also certified Drug Recognition Experts (DREs). In addition Portable Breathalyzer Testers (PBTs) are assigned to each weigh station and remain there available for officers' use. The majority of AHP officers are certified through the Arkansas Department of Health to operate the breath testing devices provided by the Arkansas Department of Health and used by law enforcement agencies throughout the state.

4 - Basic & Incentive Minimum Requirements - Federal Registration & Financial Responsibility Activities
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Instructions:

Use the radio buttons in the table below to indicate the activities that the State will execute to meet the requirements of 49 CFR §350.213(b) in the upcoming Fiscal Year. All statements must be answered using the radio buttons or the CVSP will be considered incomplete.

1. If a State marks any responses as "None, Not Planned", it must explain how it satisfies the minimum requirements in the narrative section below.
2. If the State marks any boxes as "Planned", it should provide further information in the narrative section below indicating the purpose of the proposed policy and when the State expects to fully implement it.
3. If the State marks all responses as "Existing", no further explanation is required.

Existing	Planned	None, Not Planned	Federal Registration and Financial Responsibility activities including:
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Activities to enforce federal registration (such as operating authority) requirements under 49 U.S.C. 13902, 49 CFR Part 365, 49 CFR Part 368, and 49 CFR 392.9a by prohibiting the operation of (i.e., placing out of service) any vehicle discovered to be operating without the required operating authority or beyond the scope of the motor carrier's operating authority.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Activities to cooperate in the enforcement of financial responsibility requirements under 49 U.S.C. 13906, 31138, 31139, and 49 CFR Part 387 (if adopted by a State).

Enter explanation of activities:

Every AHP officer has a wireless air card or direct network connection to the Internet. Each officer has been instructed to run the motor carriers' operating authority through ASPEN, CVIEW or Portal (QC). If there is no Internet connection, officers have been instructed to make contact with Central Radio Dispatch to verify the motor carriers' operating authority. All AHP officers have been trained in CVIEW and Portal, and all supervisors have the ability to log into CVIEW and view the officers' activity logs. In addition, each AHP officer is utilizing ASPEN 3.0, which automatically verifies operating authority when officers are connected to Internet.

Basic and Incentive Program Effectiveness Summary - Past Performance

The Program Effectiveness Summary - Past Performance part provides a 5 year trend analysis based upon national performance objectives found in 49 CFR Part 350. For each section, insert information in the tables to describe goals and objectives from previous CVSPs along with actual outcomes.

1 - State Fatality Reduction Trend Analysis: 2011 - 2015

Instructions:

Complete the table below to document the State's safety performance goals and outcomes over the past five measurement periods. Include the beginning and ending date of the state's measurement period, the goals, and the outcome. Please indicate the specific goal measurement used including source and capture date, e.g., large truck fatal crashes per 100 million vehicle miles traveled (VMT). All columns must be completed.

- 1. Insert the beginning and end dates of the measurement period used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12 month period for which data is available).*
- 2. FMCSA views the total number of fatalities as a key national measurement. Insert the total number of fatalities during the measurement period.*
- 3. Insert a description of the state goal as expressed in the CVSP (e.g., rate: large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). If you select 'Other' as the goal measurement, explain the measure used in the narrative box below.*
- 4. Insert the actual outcome as it relates to the goal as expressed by the state. States may continue to express the goal as they have in the past five years and are not required to change to a different measurement type.*
- 5. If challenges were experienced while working toward the goals, please provide a brief narrative including details of how the State adjusted the program and if the modifications were successful.*

Goal measurement as defined by your State: Large Truck Fatal Crashes per 100M VMT

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
01/01/2015	12/31/2015	81	0.20	0.23
01/01/2014	12/31/2014	83	0.20	0.30
01/01/2013	12/31/2013	90	0.20	0.21
01/01/2012	12/31/2012	94	0.20	0.18
01/01/2011	12/31/2011	89	0.20	0.27

Enter the source and capture date of the data listed in the table above:

A & I, Crash Stats, Published Records, CMV Fatality Rate Per 100 million VMT for CY2011 through 2015. (July 2016) VMT -100 million total vehicle miles traveled was not available on A & I. Statistics for VMT were obtained from AHTD's System Information and Research Division.

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.

Increases in Interstate and secondary roadway construction projects have caused an increase in crashes with the potential for injury or death. The AHP has also experienced a significant decrease in MCSAP enforcement personnel during this time period. Overall statistical information shows a decrease in the fatalities during the measurement period.

2 - State Motorcoach/Passenger Fatality Reduction Trend Analysis: 2011 - 2015

Instructions:

Complete the table below to document the State's safety performance goals and outcomes over the past five measurement periods. Include the beginning and ending date of the state's measurement period, the goals, and the outcome. Please indicate the specific basis of the goal calculation (including source and capture date), e.g., large truck fatal crashes per 100 million vehicle miles traveled (VMT). All columns must be filled in with data.

1. Insert the beginning and end dates of the measurement period used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12 month period for which data is available).
2. FMCSA views the total number of fatalities as a key national measurement. Insert the total number of fatalities during the measurement period.
3. Insert a description of the state goal as expressed in the CVSP (e.g., rate: large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). If a State did not establish a goal in their CVSP for a particular measurement period, do not enter a value in the Goal column for that period.
4. Insert the actual outcome as it relates to the goal as expressed by the state. States may continue to express the goal as they have in the past five years and are not required to change to a different measurement type.
5. If you select 'Other' or 'N/A' as the goal measurement, explain the measure used in the narrative box below.

Goal measurement as defined by your State: Actual # Fatalities

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
01/01/2015	12/31/2015	9	0	9
01/01/2014	12/31/2014	2	0	2
01/01/2013	12/31/2013	2	0	2
01/01/2012	12/31/2012	4	0	4
01/01/2011	12/31/2011	2	0	2

Enter the source and capture date of the data listed in the table above:

Safetynet A & I

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.

Historically, the AHP measured this objective by the number of inspections conducted on the identified vehicle type for passenger carriers. Going forward, the AHP will measure this area's objective using the number of fatalities. Therefore, the goal expressed in prior year's CVSPs will be zero. In CY2015, Arkansas had three fatal motorcoach crashes resulting in nine fatalities. The most severe being one crash resulting in six fatalities.

AHP now has 10 officers who are trained to conduct passenger carrier inspections. It is our goal to have each of the 10 officers conduct eight passenger carrier inspections. Arkansas' current objective is to reduce the number of passenger carrier fatalities. Arkansas will continue to be involved in FMCSA Passenger Carrier Strike Force activities and be vigilant in recognizing unsafe operation of passenger carrier vehicles during traffic enforcement efforts.

3 - State Hazardous Materials Fatality Reduction Trend Analysis: 2011 - 2015

Instructions:

Complete the table below to document the State's safety performance goals and outcomes over the past five measurement periods. Include the beginning and ending date of the state's measurement period, the goals, and the outcome. Please indicate the specific basis of the goal calculation (including source and capture date), e.g., large truck fatal crashes per 100 million vehicle miles traveled (VMT). All columns must be filled in with data.

1. Insert the beginning and end dates of the measurement period used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12 month period for which data is available).
2. FMCSA views the total number of fatalities as a key national measurement. Insert the total number of fatalities during the measurement period.
3. Insert a description of the state goal as expressed in the CVSP (e.g., rate: large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). If a State did not establish a goal in their CVSP for a particular measurement period, do not enter a value in the Goal column for that period.
4. Insert the actual outcome as it relates to the goal as expressed by the state. States may continue to express the goal as they have in the past five years and are not required to change to a different measurement type.
5. If you select 'Other' or 'N/A' as the goal measurement, explain the measure used in the narrative box below.

Goal measurement as defined by your State: Actual # Fatalities

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
01/01/2015	12/31/2015	0	0	0
01/01/2014	12/31/2014	0	0	0
01/01/2013	12/31/2013	1	0	1
01/01/2012	12/31/2012	2	0	2
01/01/2011	12/31/2011	8	0	8

Enter the source and capture date of the data listed in the table above:

Safetynet Reports ran July 2016

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.

Arkansas will continue to conduct hazardous materials inspections as they apply to commercial motor vehicles that operate in the state, and participate in related strike force operations sponsored by the FMCSA. In addition, officers will continue to monitor the operation of these identified vehicles for traffic violations and take action based upon their observations.

The reporting of and data collection related to highway incidents involving hazardous materials is mandated by state law to the Arkansas State Police (ASP) and the Arkansas Department of Emergency Management (ADEM).

4 - Traffic Enforcement Trend Analysis: 2011 - 2015**Instructions:**

Please refer to the MCSAP Comprehensive Policy for an explanation of FMCSA's traffic enforcement guidance. Complete the table below to document the State's safety performance goals and outcomes over the past five measurement periods.

1. Insert the beginning and end dates of the measurement period used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12 month period for which data is available).
2. Insert the total number of the measured element (traffic enforcement stops with an inspection, non-inspection stops, non-CMV stops).
3. Insert the total number of written warnings and citations during the measurement period. The number of warnings and citations do not need to be split out separately in the last column.

State Defined Measurement Period (Include 5 Periods)		Number Of CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2015	12/31/2015	4622	
01/01/2014	12/31/2014	4757	
01/01/2013	12/31/2013	5396	
01/01/2012	12/31/2012	6464	
01/01/2011	12/31/2011	6937	

☐ Check if State does not conduct CMV traffic enforcement stops without an inspection.

State Defined Measurement Period (Include 5 Periods)		Number Of CMV Traffic Enforcement Stops without Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2015	12/31/2015	25	15
01/01/2014	12/31/2014		
01/01/2013	12/31/2013		
01/01/2012	12/31/2012		
01/01/2011	12/31/2011		

☐ Check if State does not conduct Non-CMV traffic enforcement stops.

State Defined Measurement Period (Include 5 Periods)		Number Of Non-CMV Traffic Enforcement Stops	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2015	12/31/2015	195	176
01/01/2014	12/31/2014		
01/01/2013	12/31/2013		
01/01/2012	12/31/2012		
01/01/2011	12/31/2011		

Enter the source and capture date of the data listed in the table above:

Data Source: Safetynet and A & I Traffic enforcement activities are a tool in addressing driver behavior at the time it occurs. Traffic enforcement plays an important role in the prevention of accidents and removes unsafe vehicles and drivers from the road. The

objective of traffic enforcement for the AHP is to decrease serious injury and fatality crashes on Arkansas' roadways. The AHP conducts CMV traffic enforcement stops with an inspection, CMV stops without inspection and Non-CMV traffic enforcement stops. In the near future AHP will be able to track information regarding the number of CMV stops without inspection and Non-CMV stops. This will be accomplished utilizing the newly developed E-Citation system to track the number of citations and warnings issued during these specific traffic stops. AHP is currently finalizing the E-Citation system to capture the number of traffic stops and enforcement actions taken (citations and warnings) and it should be operational in the first quarter of FFY 2017. Until the E-Citation system is fully implemented, data for CMV traffic enforcement stops without an inspection and Non-CMV traffic enforcements is simply collected using totals from directed enforcements. The numbers entered for CY 2015 have been obtained from directed enforcements conducted in the fourth quarter of CY 2015 (FFY 2016 First Quarter) and are not a true reflection of the overall total activity performed in the state of Arkansas. The collection of this type stop and citation data using this method was not performed prior to the fourth quarter of CY 2015.

5 - Outreach and Education Goals - Report on progress from the FY 2016 CVSP**Instructions:**

Please enter information to describe your year-to-date Outreach and Education activities from the FY2016 CVSP. Click on "Add New Activity" to enter information.

Activity #1**Activity: Describe Outreach and Education activity conducted:**

The AHP has been very successful in educating the public and conducting outreach activities concerning CMV operations. AHP officers routinely attend safety meetings and public functions in order to share knowledge regarding FMCSA rules and regulations and promoting safe travel on Arkansas highways in and around commercial motor vehicles.

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate):

In the past AHP has not stated a specific number of education and outreach activities to be conducted.

Actual: Insert year to date progress (#, %, etc., as appropriate):

AHP has conducted the following number of outreach activities: -2011 9 activities -2012 17 activities -2013 19 activities -2014 22 activities -2015 28 activities In FY 2016 Arkansas Highway Police as conducted 16 educational presentations reaching over 1,900 of our industry partners, general public and law enforcement personnel. These educational programs have ranged from formal presentations for the Arkansas Trucking Association covering NAS Level 1 Inspection, conducting safety meetings and enlightening civic organizations. Topics varied from hazardous materials, CDL requirements, medical and physical qualifications, hours of service, brake regulations and numerous other FMCSA regulations.

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.

The Arkansas Highway Police does not have a formal education and outreach program that actively promotes outreach activities. The AHP is responsive to public and industry requests for information and educational presentations. These activities are coordinated at the headquarters level with AHP District supervisors who subsequently assign officers to handle safety presentations.

6 - State Specific Objectives – Report on Progress from the FY2016 CVSP**Instructions:**

Please enter information as necessary to describe year-to-date progress on your State-specific objectives from the FY2016 CVSP. Click on "Add New Activity" to enter information.

Activity #1**Activity: Describe State-specific activity conducted from previous year's CVSP.**

CMV Crash Reduction / 17 County High Crash Corridor

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate):

Crash reduction of 10% over the life of the objective

Actual: Insert year to date progress (#, %, etc., as appropriate):

During the life of this objective, CMV crashes have dropped from 30 in CY2014 to 27 in CY2015 in the identified area. This decrease represents a reduction of 10%.

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.

The plan for achieving the goal has been multiple faceted and included speed/traffic enforcements, weight enforcements, and MCSAP inspections. Even with reduced staffing levels, each AHP District has been tasked with conducting special enforcements/directives.

Basic & Incentive CMV Safety Objectives

The CMV Safety Program Objectives part allows States to define their goals and objectives for this year's plan, address the national priorities contained in the Notice of Funding Availability (NOFA), and to identify any State-specific objectives for any safety or performance problems identified by the State. The State must address problems it believes will help reduce the overall number of CMV crash related fatalities and injuries.

1 - Crash Reduction Goal

Instructions:

The State must include a reasonable crash reduction goal for their State that supports FMCSA's mission to reduce the national number of crashes, injuries and fatalities involving commercial motor vehicle transportation. The State has flexibility in setting its goal. It can be based on raw numbers (e.g., total number of fatalities or crashes) or based on a rate (e.g., fatalities per 100 million VMT).

Problem Statement Narrative: Describe the identified problem including baseline data:

Based on crash data published on FMCSA's A & I website for CY2011 through CY2014, Arkansas has three main crash corridors accounting for a significant number of the total CMV crashes. The crash corridors identified by AHP cover 17 counties along three Interstate systems that travel throughout the state excluding the metropolitan area of Little Rock (Pulaski Co).

According to full year reports available from CY2011 to CY2014 there has been an increase of CMV involved crashes in Arkansas. The 17 county area identified accounted for 43.4% of the total crashes state-wide during CY2011, 42.9% during CY2012, 45.5% during CY2013 and increased to 45.7% during CY2014.

The total crashes for the 17 counties identified were CY2011 (931), CY2012 (945), CY2013 (1,015) and CY2014 (1,161). The 17 county identified area accounted for 31 fatalities in CY2011, 29 fatalities in CY2012, 38 fatalities in CY2013 and 38 fatalities in CY2014.

Enter Data Source Capture Date:

07/25/2016

Enter Data Source:

A & I, Crash Stats, Published Records, Large Trucks Fatal/Non-Fatal Crashes (FARS & MCMIS).

Enter Crash Reduction Goal

AHP has set a CMV fatal crash reduction goal of 0.20% / VMT AHP has set a total CMV crash reduction goal of 2%

Identify each of the national program elements the State will utilize to meet the performance objective. The State will describe these activities in greater detail in the respective narrative sections of the CMV Safety Program Objectives and Commercial Vehicle Enforcement Activities.

Check all program elements that apply (minimum of 1):

- ☒ **Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)**
- ☒ **Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)**
- ☒ **Conduct Carrier Investigations (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)**
- ☒ **Conduct Public Education and Awareness (complete activities in the Commercial Vehicle Enforcement Activities section 4)**
- ☒ **Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)**

Program Activities: States must include activities related to this goal in the output estimates in the Commercial Vehicle Enforcement Activities part. However, States must also indicate in this objective the amount of effort (staff hours, FTE, inspections, traffic enforcement stops, etc.) that will be resourced directly for this purpose. For example, 3,000 of the 10,000 Level 1 inspections listed in the Commercial Vehicle Enforcement Activities Section 1 will be dedicated to this objective.

During FFY 2017, the AHP will continue to evaluate information accrued from all available data for the identified counties and initiate enforcement activities designed to combat identifiable crash factors. The evaluation of past enforcement activities in the identified areas will also be conducted. In addition, continued solicitation of information from supervisors and personnel assigned to those areas will be sought in order to identify changes in patterns or trends related to safety status.

Based on crash data, enforcement history and recommendations of frontline personnel, enforcement and education activities will be planned. Personnel assigned to the area may be supplemented with additional enforcement officers from other areas during 20 planned, two-day special enforcements that will include five officers for each activity, with an expected investment of 1600 staff hours. AHP will conduct one special enforcement per District each quarter. The special enforcements will focus on CMVs and non-CMV's (in close proximity to CMVs) driving aggressively in the targeted areas. AHP acquired five UltraLyte Series Laser Speed Guns to utilize state-wide to increase our efforts to get the maximum production. Utilizing these speed guns, the officers will be able to tell a vehicle's speed, while simultaneously obtaining a measurement of the next following vehicle's distance. The planned enforcement activities are contingent on staffing availability and other circumstances.

Educational and information programs will be considered to alert the industry and other operators in the area of necessary steps to reduce the involvement of CMVs in traffic crashes. Educational programs will also be considered for law enforcement agencies with jurisdiction in the area alerting them to the objective problem and providing them with information and guidance related to laws, rules and regulations that are enforceable by their officers. Educational programs will be presented as requested. The AHP will monitor and evaluate the effectiveness of its CMV Crash Reduction Goal quarterly and annually by evaluating the data elements found on FMCSA's A & I website.

Performance Measurements and Monitoring: The State will monitor the effectiveness of its CMV Crash Reduction Goal quarterly and annually by evaluating the performance measures and reporting results in the required SF-PPRs. Describe how the State will conduct ongoing monitoring of progress in addition to quarterly reporting.

Arkansas will monitor activity in the identified areas and measure the effectiveness of the initiated strategies. AHP's goal is to decrease CMV involved crashes by 2% per year. Data related to the CMV crashes, the inspection activity and enforcement actions, generated by enforcement personnel assigned to the 17 counties, will be evaluated and reported quarterly and annually.

2 - State Safety Data Quality and Information Systems Objective

Instructions:

In the tables below, indicate your State's rating or compliance level within each of the Safety Data and Information Systems categories.

Under certain conditions, the FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O & M) costs associated with Safety Data Systems (SSDQ), Innovative Technology Deployment (ITD, previously known as CVISN) and the Performance and Registration Information Systems Management (PRISM).

1. For SSDQ, if the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs).
2. For PRISM, O&M costs are eligible expenses subject to FMCSA approval.
3. For ITD, if the State agrees to comply with ITD program requirements and has complied with all MCSAP program requirements including achievement of at least Level 6 in PRISM, O & M costs are eligible expenses.

Instructions will be provided within the Spending Plan Narrative section regarding documentation of these costs within the CVSP.

State Safety Data Quality: Indicate your State's SSDQ rating and goal in the table below by utilizing the drop-down menus.

SSDQ Category	Goal from FY 2016 CVSP	Current SSDQ Rating	Goal for FY 2017
Crash Record Completeness	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good
Crash Timeliness	Good	Poor	Good
Crash Accuracy	Good	Good	Good
Crash Consistency			
Inspection Record Completeness	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good
Inspection Timeliness	Good	Good	Good
Inspection Accuracy	Good	Good	Good

Enter the date of the A&I Online data snapshot used for the "Current SSDQ Rating" column:

A & I Online snapshot date for the current SSDQ rating is July 2016.

Compliance table: Please verify the level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs, details must be in this section and in your Spending Plan. If 'no' is indicated in the verification column, please provide an explanation in the narrative box below.

Technology Program	Current Compliance Level according to FMCSA	Verification by State of Current Compliance Level
ITD	Core CVISN Compliant	Yes
PRISM	step 7	Yes
SSDQ	Fair	Yes

Data Sources:

- [FMCSA website ITD information](#)
- [FMCSA website PRISM information](#)
- [FMCSA website SSDQ information](#)

The AHP will utilize funds for the operation and maintenance of its CVIEW and automated permitting and routing system (ARPARS) which provides the ability to automatically check the federal out-of-service status of permittees.

Problem Statement Narrative: Describe any issues encountered for any SSDQ category not rated as "Good" in the Current SSDQ Rating category column above (i.e. problems encountered, obstacles overcome, lessons learned, etc.). If the State is "Good" in all categories, no further narrative or explanation is necessary. If your State's PRISM compliance is less than step 6, describe activities your State plans to implement to achieve full PRISM compliance.

Arkansas' Crash Timeliness rating is poor based upon not having access to crash reports maintained by the Arkansas State Police. The AHP now has access to all crashes and is now entering all reportable crashes. This will take a matter of time to level out and get back in good standing.

Program Activities: Describe any actions that will be taken to achieve a "Good" rating in any category not currently rated as "Good" including measureable milestones. Also, describe any actions that will be taken to implement full PRISM compliance.

Arkansas' crash timeliness rating is poor based upon not having access to crash reports maintained by the Arkansas State Police (ASP). The AHP now has access to all crashes and is now entering all reportable crashes. The ASP, the e-crash provider, is now working to develop the capability to export reportable crash data and import them into AHP's crash system. This will help to improve the timeliness of crash data.

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

AHP will continue to monitor the state's progress through the A & I website data quality reports.

3 - Passenger Carrier Enforcement

Instructions:

We request that States conduct Enhanced Investigations for motor carriers of passengers and other high risk carriers. We also ask that States plan to allocate resources to participate in the Enhanced Investigations training being offered by FMCSA. Finally, we ask that States continue to partner with FMCSA in conducting Enhanced Investigations and inspections at carrier locations.

Check this box if:

☐ As evidenced by the trend analysis data in Program Effectiveness Summary - Past Performance, State Motorcoach/Passenger Fatality Reduction Goals, the State has not identified a significant passenger transportation safety problem and therefore will not establish a specific passenger transportation goal in the current fiscal year. However, the State will continue to enforce the FMCSRs pertaining to passenger transportation by CMVs in a manner consistent with the MCSAP Comprehensive Policy as described either below or in the Commercial Vehicle Enforcement Activities part. If this box is checked, no additional narrative is necessary.

Problem Statement Narrative: Describe problem identified by performance data.

Arkansas recognizes the national problem related to crashes and incidents related to passenger carrying commercial motor vehicles. The AHP currently has 10 officers who are certified to conduct inspections of motorcoaches. Arkansas has also obtained ramps and other specialized equipment for the completion of Level I inspections at destination locations, although Arkansas has a limited number of destination locations that are frequented by motorcoaches on a regular basis.

As reported by A & I and MCMSIS, Arkansas conducted 726 motorcoach/passenger carrier inspections (153 Level I, 78 Level II, 162 Level III, and 333 Level V) during the last completed reporting period of CY2012 to CY2015. During the same reporting period there were 511 motorcoach / passenger carrier crashes reported in Arkansas resulting in 17 fatalities and 438 injuries.

The AHP will strive to implement and grow its passenger vehicle inspection program and schedule enforcement activities as practical directed toward motorcoaches and passenger carrying commercial motor vehicles. Data related to crashes and enforcement activities will be evaluated by the Safetynet Coordinator and MCSAP Coordinator using the FMCSA's database for the last available calendar year that will be compared with subsequent years.

Performance Objective: Enter performance objectives including baseline data and performance goal.

The AHP will strive to increase the number of motorcoach inspections conducted in the state. The identification of destination points will continue to be researched and cooperation sought from the parties responsible for these locations. The AHP will continue to participate in FMCSA enforcement programs and make plans to increase the enforcement activities related to passenger carrying commercial motor vehicles, in addition to, possible directed enforcement activities specific to these vehicles types.

With the implementation of a Passenger Vehicle Inspection Program, Arkansas expects to see a reduction in fatalities the nine fatalities in CY2015 to the end of the objective.

To meet this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections in the CMV Safety Program Objectives and Commercial Vehicle Enforcement Activities parts.

Check all program elements that apply (minimum of 1):

- ☒ **Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)**
- ☒ **Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)**
- ☒ **Conduct Carrier Investigations [CSA] (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)**
- ☒ **Conduct Public Education and Awareness (complete activities in the Commercial Vehicle Enforcement Activities section 4)**
- ☒ **Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)**

Program Activities: Additional information regarding how these activities will be implemented.

The AHP plans to utilize the recently trained officers and acquired inspection equipment to expand its inspection program for passenger vehicles. The AHP will strive to schedule inspection events quarterly at various locations throughout the state as determined by the MCSAP Coordinator. These inspection events will include destination, terminal and intransit inspections, dependent on circumstances and adherence to FMCSA policy.

The AHP will compare the projected increase in MCSAP inspections and traffic enforcement against future crash statistics to evaluate the performance of the program during FFY 2016 and future years. Using available data, the AHP will identify passenger carrier vehicles domiciled within the state as well as destination venues with a high tourism rate by this type vehicle. This data should provide a basis for increasing the number of passenger vehicle inspections.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

Arkansas will compare the number of inspections performed on passenger carrying CMVs annually to previous year totals. Traffic enforcement activity, relative to the operation of these types of vehicles, will be tracked and identified during FMCSA or state directed enforcement efforts. Crash data for the previous and subsequent time periods will be evaluated and compared. Data related to passenger carrying CMVs will be monitored by using officer activity reports and FMCSA databases through the Safetynet Coordinator. The MCSAP Coordinator or designee will evaluate the activity quarterly and annually.

4 - Enforcement of Federal Out-of-Service Orders during Roadside Activities**Instructions:**

FMCSA has established an Out-of-Service catch rate of 85% for carriers operating while under an OOS order. In this section, States will indicate their catch rate is at least 85% by using the check box or complete the problem statement portion below.

Check this box if:

☐ As evidenced by the data provided by FMCSA, the State identifies at least 85% of carriers operating under a federal Out-of-Service (OOS) order during roadside enforcement activities and will not establish a specific reduction goal. However, the State will maintain effective enforcement of Federal OOS orders during roadside inspections and traffic enforcement activities. If this box is checked, no additional narrative is necessary..

Enter your State's OOS Catch Rate percentage if below 85%:

50

Performance Objective: Enter performance objective(s).

Arkansas will strive to identify all federal out-of-service carriers who are contacted by officers during roadside inspections and take appropriate enforcement actions relative to the federal out-of-service conditions for each identified carrier.

To achieve this objective, the AHP will reinforce out-of-service carrier identification training for field personnel and frontline supervisors on at least an annual (refresher) basis and supplementally to other training activities.

The AHP will continue to utilize its CVIEW, as well as ASPEN 3.0, to identify federal out-of-service carriers who are subject to inspections by AHP officers.

To meet this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections in the CMV Safety Program Objectives and Commercial Vehicle Enforcement Activities parts.

Check all program elements that apply (minimum of 1):

- ☒ **Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)**
- ☒ **Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)**
- ☒ **Conduct Carrier Investigations [CSA] (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)**
- ☒ **Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)**

Program Activities: Please describe policies, procedures, and/or technology that will be utilized to identify OOS carriers at roadside, and how you will conduct quality assurance oversight to ensure that inspectors are effectively identifying OOS carriers and preventing them from operating.

Arkansas will strive to identify all federal out-of-service carriers that are contacted by its officers by reinforcing Out of Service carrier identification training on a regular basis for field personnel and front line supervisors. In addition, the AHP will utilize its CVIEW and FMCSA portal to identify federal out-of-service carriers who are subject to inspection by AHP officers.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

Arkansas will conduct timely monitoring for this objective through the use of the PRISM Report of Driver/Vehicle Inspections performed on out-of-service carriers inspected, along with reports generated from its CVIEW. The AHP will report accordingly upon submission of its MCSAP/CVSP quarterly reports.

5 - Hazardous Materials Transportation Safety

Instructions:

Describe the state's efforts to address hazardous materials transportation safety, if applicable. Select the box below indicating that data does not indicate a hazardous materials problem OR complete the problem statement, performance objective, Activity Plan and Performance Measure.

Check this box if:

As evidenced by the trend analysis data indicated in the Program Effectiveness Summary - Past Performance section 3, State Hazardous Materials Fatality Reduction Goals, the State has not identified a significant hazardous materials safety problem that warrants a specific state objective. As a result, the State will not establish a specific hazardous materials crash reduction goal. However, the State will continue to enforce the FMCSRs pertaining to hazardous materials transportation by CMVs in a manner consistent with its enforcement for all CMVs. If this box is checked, no additional narrative is necessary.

6 - State-Identified Objective (Optional)**Instructions:**

Describe any other identified State-specific objectives.

Basic & Incentive Enforcement Activities

The Commercial Vehicle Enforcement Activities part allows the States to provide specific targets for their inspection, traffic enforcement, carrier investigation, and outreach and education goals. The State will use this section to describe the specific national program element activities (per 49 CFR 350.109) that it will use to meet the goals. In completing this section, the State need not repeat the broad program objectives or performance measurements established in the previous goals section of the plan.

*Note: The State can access detailed counts of its core MCSAP performance measures, such as roadside inspections, traffic enforcement activity, review activity, and data quality by quarter for the current and past two fiscal years using the **State Quarterly Report and CVSP Data Dashboard** on the A&I Online website. The Data Dashboard is also a resource designed to assist the State with preparing their MCSAP-related quarterly reports and is located at: <http://ai.fmcsa.dot.gov/StatePrograms/Home.aspx> (user id and password required).*

1 - Driver/Vehicle Inspection Program - Overview and Performance Goals

Instructions for Overview:

Describe components of the State's general Roadside and Fixed-Facility Inspection Program that are not already detailed as part of a specific program goal. Include the day to day routine for inspections and explain resource allocation decisions (i.e., Number Of FTE, where inspectors are working and why).

Enter narrative description of the State's overall inspection program including a description of how the State will monitor its program to ensure effectiveness and consistency.

The AHP employs both fixed station facilities and personnel in mobile patrol units to perform driver/vehicle inspections. The fulltime equivalent is 50 officers working on MCSAP related activities. We have 1/3 of our officers assigned to fixed station on Interstates 30, 40, 49 and 55 near the borders of Texas, Oklahoma, Tennessee and Mississippi. We have 1/3 of our officers assigned to patrol units along the Interstate system and the rest working rural US and state highways.

AHP is organizationally divided into five Districts. Both fixed station facilities and patrol units are dispersed geographically around the state to ensure maximum coverage of major commercial transportation highway routes. All AHP enforcement personnel are equipped with laptop computers and the ability to connect to FMCSA websites and AR-CVIEW during roadside inspections. If there is no connectivity in the area, officers have been instructed to contact Central Radio Dispatch to run the carrier through CVIEW. Officers frequently use Query Central and the ISS algorithm as tools in the selection of driver and/or vehicles to inspect. All officers have received training and instruction on the use of the available information from the web to identify carriers who may be operating under federal out-of-service orders.

AHP officers have been provided with information relative to the CSA initiative and have been made aware of the DataQ challenge process. The necessity to specifically identify violations noted during roadside inspections and to maintain consistency and accuracy in their reporting has been emphasized. Relative to the violations identified during driver/vehicle inspections, the AHP has assigned specific personnel in its Central Office to receive, investigate and respond to DataQ challenges generated from roadside inspections in a professional, accurate and timely manner.

Instructions for Performance Goals:

*Please complete the following tables indicating the number of inspections that the State anticipates conducting during Fiscal year 2017. Please enter inspection goals by agency type (separate tabs are used for the Lead Agency and Funded agencies). **You are required to complete/review information on the first 3 tabs (as applicable). The "Summary" tab is totaled by the eCVSP system.***

Note: States are strongly encouraged to conduct at least 33% Level 3 inspections of the total inspections conducted. If the State chooses to do less than 33% Level 3 inspections, it will be required to provide an explanation in the Summary tab.

Lead Agency**Lead Agency is:** ARKANSAS HIGHWAY POLICE**Enter the total number of certified officers in the Lead agency:** 115

FY 2017 Driver/Vehicle Inspection Goals					
	Estimated Performance Goal				
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1	9500	220	65	9785	25.09%
Level 2	11000	950	150	12100	31.03%
Level 3	16170	600	150	16920	43.38%
Level 4				0	0.00%
Level 5	110	20	65	195	0.50%
Level 6				0	0.00%
Sub-Total Lead Agency	36780	1790	430	39000	

Funded Agencies

Complete the following information for each MCSAP Basic funded agency, other than the lead agency in your State. A separate table must be created for each funded agency. Click 'Save' after each table entry.

Enter the name of the Funded Agency: N/A

Enter the total number of certified officers in this funded agency: 0

FY 2017 Driver/Vehicle Inspection Goals					
Inspection Level	Estimated Performance Goal				Percentage by Level
	Non-Hazmat	Hazmat	Passenger	Total	
Level 1				0	%
Level 2				0	%
Level 3				0	%
Level 4				0	%
Level 5				0	%
Level 6				0	%
Sub-Total Funded Agencies	0	0	0	0	

Non-Funded Agencies

Enter the number of non-funded agencies:	0
Enter the total number of non-funded certified officers:	0

Summary

Total FY 2017 Driver/Vehicle Inspection Goals For Lead, Funded and Non-Funded Agencies					
MCSAP Lead Agency: ARKANSAS HIGHWAY POLICE					
# certified officers: 115					
Funded Agencies: N/A					
# certified officers: 0					
Number of Non-Funded Agencies: 0					
# certified officers: 0					
	Estimated Performance Goal				
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1	9500	220	65	9785	25.09%
Level 2	11000	950	150	12100	31.03%
Level 3	16170	600	150	16920	43.38%
Level 4				0	0.00%
Level 5	110	20	65	195	0.50%
Level 6				0	0.00%
Total ALL Agencies	36780	1790	430	39000	

2 - Traffic Enforcement

Instructions:

Describe the State's level of effort (number of personnel/FTE) it proposes to use for implementation of a statewide CMV (in conjunction with and without an inspection) and/or non-CMV traffic enforcement program. If the State conducts CMV and/or non-CMV traffic enforcement activities only in support of the overall crash reduction goal, describe how the State allocates traffic enforcement resources (i.e., number of officers, times of day and days of the week, specific corridors or general activity zones, etc.). Traffic Enforcement activities should include officers who are not assigned to a dedicated Commercial Vehicle Enforcement unit but conduct commercial vehicle/driver enforcement activities. If the State conducts non-CMV traffic enforcement activities, the State will conduct these activities in accordance with the MCSAP Comprehensive Policy.

The AHP's objective is to reduce crashes and fatalities by the close monitoring of both CMVs and non-CMVs through the continued use of radar, lidar and other methods, such as special enforcement projects. The state also intends to conduct Level III inspections to meet or exceed the national average of 33%. Arkansas will utilize patrol units to monitor traffic patterns in both high crash and other areas where significant volumes of CMVs operate. Special directed traffic enforcement projects will be used to both detect and deter traffic violations.

Arkansas plans to conduct 20 directed traffic enforcement projects during FY2017 based upon available staffing and other contingencies. These enforcements will not exceed one FTE for the year. The enforcements generally consist of a minimum of four officers. AHP directed enforcement forms and e-Citations will be utilized to calculate the enforcement activities. This will entail increased AHP personnel and possibly include the Arkansas State Police utilized along highly traveled routes as has been done in previous years.

Plans also include reviews of crashes for location and time of day to establish possible changes in patrol deployment for enforcement. The AHP is also aware of a dramatic increases in highway construction due to increased funding created by the recent passage of voter approved state sales tax and bond issues. Officers will be used during regular patrol assignments and Federal Aid Programs for law enforcement presence in highway work zones.

Arkansas' level of effort stated in the FAST Act averaged 51,897 inspections per year for 2004 and 2005. AHP staffing levels currently are lower than in the past years. AHP currently has 115 officers compared to 167 in 2004 and 159 in 2005. Arkansas will be unable to conduct the number of inspections to maintain the same level of activities achieved in fiscal years 2004 and 2005 in order for non-CMV traffic enforcement activities to be eligible MSCAP expenses. Therefore, the Arkansas Highway Police will not seek reimbursement for non-CMV traffic enforcement activities conducted.

Arkansas' level of effort stated in the FAST Act averaged 29 compliance reviews/investigations per year for 2004 and 2005. AHP staffing levels currently are lower than in the past years. AHP currently has one Motor Carrier Safety Inspector compared to two in 2004 and 2005. For the years of 2004/2005, with two inspectors, AHP conducted 29 compliance reviews/investigations per year. That would make the level of effort equal to 14.5 average compliance reviews/investigations yearly per inspector. AHP is currently staffed with one inspector who has conducted 19 compliance reviews/investigations for the year. That would make the level of effort equal to 19 average compliance reviews/investigations yearly per inspector which exceeds the level of effort maintained for the 2004/2005 period.

Arkansas' level of effort stated in the FAST Act averaged 10 New Entrant safety audits per year for 2004 and 2005. AHP staffing levels currently are higher than in past years. AHP currently has three New Entrant Safety Auditors compared to none in 2004 and 2005. During 2004 and 2005 safety audits were conducted by Motor Carrier Safety Inspectors who primarily conducted compliance reviews/investigations. For the years of 2004/2005, with two inspectors, AHP conducted 10 safety audits per year. That would make the level of effort equal to five average safety audits yearly per inspector. AHP is currently staffed with three safety auditors and has conducted 381 safety audits for the year. That would make the level of effort equal to 127 average safety audits yearly per auditor which exceeds the level of effort maintained for the 2004/2005 period.

Please indicate using the radio buttons the Traffic Enforcement Activities the State intends to conduct in FY 2017 in the table below.

Yes	No	Traffic Enforcement Activities	Enter the Goals (Number of Stops, not Tickets or Warnings; these goals are NOT intended to set a quota.)
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	60
<input checked="" type="radio"/>	<input type="radio"/>	CMV without Inspection	200
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	0
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	20

Describe components of the State's traffic enforcement efforts that are not already detailed as part of a specific program goal including a description of how the State will monitor its traffic enforcement efforts to ensure effectiveness, consistency, and correlation to FMCSA's national traffic enforcement priority.

3 - Carrier Investigations

Instructions:

Describe the State's implementation of FMCSA's interventions model to the maximum extent possible for interstate carriers and any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel and FTE assigned to this effort.

Performance Objective: Enter performance objective(s) including the number of Interventions/Investigations from the previous year and the goal for FY 2017

To make contact with carriers to determine problem areas and assist with compliance. Officers will be required to complete an average of eight compliance reviews/interventions per quarter as compared to the 16 completed through the third quarter of FFY 2016. Arkansas will participate in the Comprehensive Safety Analysis (CSA), a safety measurement system which uses progressive interventions designed to pinpoint a motor carrier's poor safety performance with significant emphasis placed on data that is gathered at the roadside. AHP will measure performance by the number of compliance reviews/interventions conducted.

Program Activities: Describe components of the State's carrier investigation efforts that are not already detailed as part of a specific program goal. Include the number of personnel/FTE participating in this activity.

The AHP has two Motor Carrier Safety Inspector positions that perform compliance reviews (CRs) on Interstate motor carriers. The completion of projected numbers of compliance reviews is dependent upon other contingencies such as staffing and scheduling. At the current time AHP only has one officer staffed in the position as Motor Carrier Safety Inspector.

Primarily, the AHP coordinates their compliance review efforts through Arkansas' FMCSA Division Office. Assignments are discussed between AHP and federal officials and comply with FMCSA program policy and procedures.

Along with conducting assigned on-site and off-site compliance reviews, certified AHP personnel will also, upon request, assist FMCSA Safety Investigators with compliance reviews of large Arkansas-based carriers. The AHP will conduct compliance reviews in accordance with FMCSA's eFOTM. Completion of compliance reviews includes any enforcement action which is also taken through the Federal System.

Performance Measurements and Monitoring: Describe all measures the State will use to monitor progress towards the annual goals. Further, describe how the State measures qualitative components of its carrier investigation program (not just outputs).

The SafetyNET Coordinator will use available data systems to monitor quantitative and/or qualitative progress towards achieving the objective and report results on a regular basis. Ultimately, this objective will be evaluated on a quarterly basis. It is expected the crash rates of the motor carriers reviewed will decrease, subsequent to the review, in accordance with what FMCSA's Compliance Review Effectiveness Model has shown.

Note: The Carrier Investigation Goals table is designed to collect State projections for the number of investigation activities estimated for FY 2017. The State may still conduct traditional motor carrier safety compliance reviews of intrastate motor carriers. Therefore, the CVSP may contain projections for both CSA investigations and compliance reviews of intrastate carriers.

Complete the table below indicating the number of investigations that the State anticipates conducting during this Fiscal Year. Note: if your State does not conduct reviews/investigations, you are not required to complete this table.

☐ **Our State does not conduct reviews/investigations.**

FY 2017 Carrier Investigation Goals		
Review/Investigation Type	Interstate Goals	Intrastate Goals
Rated and Non-rated Reviews (Excludes CSA & SCR's)		
Non-HM Cargo		
Passenger		
HM		
Rated and Non-rated Reviews (Excludes CSA & SCR's) Total	0	0
CSA Off-Site Investigations		
Non-HM Cargo CSA Off-Site		
Passenger CSA Off-Site		
HM CSA Off-Site		
CSA Off-Site Investigations Sub-total	0	0
CSA On-Site Focused Investigations		
Non-HM Cargo CSA On-Site Focused	36	
Passenger CSA On-Site Focused		
HM CSA On-Site Focused		
CSA On-Site Focused Investigations Sub-total	36	0
CSA On-Site Comprehensive		
Non-HM Cargo CSA On-Site Comprehensive	12	
Passenger CSA On-Site Comprehensive		
HM CSA On-Site Comprehensive		
CSA On-Site Comprehensive Sub-total	12	0
CSA Investigations (all Types) Total	48	0
HM-Related Review Types		
Security Contact Reviews (SCRs)		
Cargo Tank Facility Reviews		
Shipper Reviews		
HM-Related Review Types Total	0	0
ALL REVIEW TYPES GRAND TOTAL	48	0

Add additional information as necessary to describe the carrier investigation estimates:

Carrier investigation estimates are based on one Motor Carrier Safety Inspector currently trained and performing 32 total investigations annually. The 16 remaining investigations will be based on filling the second Motor Carrier Safety Inspector position currently vacant. This inspector would be required to do a reduced amount of investigations based on training requirements time frame.

4 - Public Education & Awareness

Instructions:

A public education and awareness program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMV's which operate around large trucks and buses. Describe the type of activities the State plans to conduct, including but not limited to passenger transportation, hazardous materials transportation, and share the road safely initiatives. Include the number of FTE that will be participating in this effort.

Note: the number of specific activities accomplished should be reported in each quarterly performance progress report (SF-PPR).

Performance Objective: To increase the safety awareness of the motoring public, motor carriers and drivers through public education and outreach activities such as safety talks, safety demonstrations, etc.:

In addressing this objective, Arkansas will continue to be an active partner in activities such as the *Share the Road Safely* campaign, providing safety compliance handout material and making safety presentations to the public and industry partners. Arkansas will continue to work in concert with the FMCSA to present information to the public and the transportation industry related to the CSA initiative. Arkansas will provide information to the industry for challenging information contained in inspection and crash reports by use of the DataQ system.

AHP officers will continue to make presentations ranging from impromptu carrier safety meetings to organized events sponsored by carrier associations reliant on CMV operations for the transportation of goods and services. Examples of such carrier associations are as follows: Arkansas Trucking Association, Arkansas Timber Producers Association, Arkansas Farm Bureau and the Arkansas Agricultural Aviation Association (AAAA Fly-ins). A number of these programs have been held in cooperation with Arkansas' FMCSA Division Office.

For a number of years, AHP officers have been present during the Arkansas State Fair making numerous individual contacts with the public and answering questions regarding MCSAP and CSA in addition to providing printed material and regulation books as requested. Printed materials and regulation books would be purchased with state funds.

The AHP receives and responds to an estimated 1,300 MCSAP related information calls annually and continues to respond to Internet inquiries available through the "HPHQ" question link on the Arkansas Highways website.

At a minimum, these efforts should increase awareness of the CSA initiative and CMV safety issues and result in increased compliance and a measurable reduction in those violations that lead to reportable crashes.

In the table below, indicate if the State intends to conduct the listed program activities and the estimated number.

Yes	No	Public Education and Awareness Activities	Goals
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	4
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	1
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	2
<input checked="" type="radio"/>	<input type="radio"/>	State-sponsored outreach events	1
<input checked="" type="radio"/>	<input type="radio"/>	Local educational safety events	3
<input checked="" type="radio"/>	<input type="radio"/>	Teen safety events	1

Program Activities: Describe components of the State's public education and awareness efforts that it intends to perform.

Upon request, the AHP plans to continue to provide officers to make presentations at safety meetings or meetings of industry related associations. Arkansas anticipates it will perform at least 12 such programs during FY2017. The total hours spent providing these presentations performed throughout the year will be less than one FTE.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct monitoring of progress. States must report the quantity, duration and number of attendees in their quarterly Performance Progress Report (SF-PPR):

During CY2015, AHP officers made 28 presentations ranging from impromptu carrier safety meetings to organized events sponsored by carrier associations or various businesses reliant on CMV operations for the transportation of goods and services. Based upon the number of presentation requests, the AHP expects to conduct a similar number of activities in this area in CY2016, FFY2017 and in future years. At a minimum, these efforts should increase awareness of CMV safety issues.

The same measures will be captured for FY2017 as each AHP officer who makes a formal presentation or provides information at impromptu meetings will send all relevant information (event, location, handouts, number of attendees, topic) to the MCSAP Coordinator.

New Entrant

1 - New Entrant Focus Area

Instructions:

The FAST Act consolidated several FMCSA grant programs. Interstate New Entrant safety audits, which were funded previously under a separate FMCSA grant program, are now a component of the MCSAP grant. The FAST Act affirms that conducting New Entrant safety audits is now a requirement to participate in the MCSAP. The Act also says that a State or a third party may conduct safety audits. If a State authorizes a third party to conduct safety audits on its behalf, the State must verify the quality of the work conducted and remains solely responsible for the management and oversight of the New Entrant activities. The Act allows a State to conduct Intrastate New Entrant Safety Audits at the State's discretion. However, States that choose to conduct intrastate safety audits must not negatively impact their interstate new entrant program.

Complete the following areas to describe your plan for this MCSAP focus area.

Goal: Reducing the number and severity of crashes, injuries, and fatalities involving commercial motor vehicles by reviewing new entrant interstate and, at the State's discretion, intrastate motor carriers to ensure that they have effective safety management programs.

Objective: Processing and Completing Safety Audits within the Statutory Time Limits

- Entry date into the New Entrant program (as shown in FMCSA data systems) September 30, 2013 or earlier: safety audit must be completed within 18 months.
- Entry date into the New Entrant program (as shown in FMCSA data systems) October 1, 2013 or later: safety audit must be completed within 12 months for all motor carriers and 120 days for motor carriers of passengers.

Enter New Entrant Agency:

Arkansas Highway Police

Strategies: Include a description of the strategies that will be utilized in order to meet the program objective above. The applicant must provide any challenges or impediments you foresee that may prevent your successful completion of the objective.

The Arkansas Highway Police (AHP) proposes to conduct 300 New Entrant Safety Audits in FY2017. This will assist in accomplishing FMCSA's goal of reducing the number of crashes and fatalities involving large trucks and commercial buses.

Objectives:

1. Processing and completing safety audits within the new statutory time limits as follows: Entry date into the New Entrant program (as shown in FMCSA data systems) October 1, 2013 or later. The safety audit must be completed within 12 months for all motor carriers and within 120 days for motor carriers of passengers.
2. Require all New Entrant motor carriers to demonstrate sufficient compliance with applicable FMCSRs and HMRs.
3. Provide educational and technical assistance to promote safe operation by New Entrant motor carriers.
4. Utilize New Entrant grant funding effectively and efficiently to ensure every New Entrant motor carrier receives a safety audit with the required timeframe.

Activity Plan: A description of the activities the applicant believes will help achieve the objectives. If group audits are planned, include an estimate of the number of group audits.

Program Summary:

Using data provided by FMCSA which identifies new carriers, the immediate goal of the AHP is to confirm the status of those identified carriers listed as new entrants and to conduct audits within the specified time frame. The ultimate goal is to make certain that all new interstate motor carriers based in Arkansas are familiar with and adhere to the FMCSRs.

In accordance with the 2016 agreement, the AHP has completed 288 audits as of June 30, 2016. These audits resulted in 37 failed audits and 251 passing audits. We have reduced our inventory by 279 additional carriers that exited due to change or inactivation or were revoked due to no contact. As of June 30, 2016, FMCSA data reflects an inventory total of 510 new interstate motor carriers in Arkansas. Our number of completed audits has been reduced from the previous year due to losing one auditor position and having to train a replacement. For the majority of FY2016 the AHP operated with only three auditors for the entire state.

Program Activities:

<u>Description</u>	<u>Number</u>
Anticipated number of New Entrant Safety Audits to be conducted by New Entrant program funded positions:	300
Anticipated number of non-Audit resolutions (inactivation, non-responsive, convert to intrastate, etc) to be conducted by New Entrant program funded positions:	325
Anticipated number of Compliance Reviews/Investigations to be conducted by New Entrant program funded positions in lieu of a safety audit if the carrier appears on the high risk or mandatory list:	0
Anticipated number of Compliance Reviews/CSA Interventions to be conducted by New Entrant program funded positions: for full time new entrant auditors, to maintain certification because the individual is unable to conduct these activities as part of other assigned duties:	0
Anticipated number of Driver/Vehicle Inspections to be conducted by New Entrant program funded positions as part of safety audits:	0
Anticipated number of Driver/Vehicle Inspections to be conducted by New Entrant program funded positions to maintain certification for individuals unable to conduct these activities as part of other assigned duties:	128

Resources Needed: Personnel

We have four New Entrant Auditors (three trained and one new hire as of September 5, 2015) and one Motor Carrier Safety Specialist I (clerical) who continue to execute the New Entrant Audit Program. The purpose of this FY2017 grant proposal is to fully fund the continuation of the audit activities conducted by AHP personnel. An AHP supervisor directs the daily operations of the New Entrant Audit Program. Consequently, this supervisor works closely with the clerical employee and the four auditors as well as officials within the FMCSA Arkansas Division office.

Performance Measurement Plan: A description of how the applicant will measure progress toward meeting the objective, such as quantifiable and measureable outputs (staffing, work hours, carrier contacts, inspections, etc.). The measure must include specific benchmarks that can be reported on in the quarterly progress report, or as annual outputs.

Program performance measures of the AHP will include the following: The annual number of new entrant carriers, the number of audits performed annually and the number of new entrant carriers failing to meet FMCSA safety requirements.

An AHP supervisor directs the daily operations of the New Entrant Audit Program. Consequently, this supervisor maintains close contact with the clerical employee and the four auditors, as well as, officials within Arkansas' FMCSA Division Office. This close contact essentially provides the opportunity for constant monitoring of the program and permits both parties - AHP and FMCSA - to stay abreast of new entrant carrier behavior. If needed, formal discussions can be scheduled and conducted promptly to address any issues or items of concern.

A financial and performance quarterly report will be submitted within 30 days of the end of each quarter as required by FMCSA.

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Critical Information Table: The following Critical Information Table (although not required) is provided below for your use to summarize the anticipated project activities.

Summary of Anticipated Activities		
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate
# of Safety Audits (Onsite)	300	0
# of Safety Audits (Offsite)	0	0
TOTAL Safety Audits	300	0
# of Non-Audit Resolutions	325	0

Spending Plan

New Entrant Spending Plan

What is a Spending Plan?

The Spending Plan explains the 'what', 'how', and 'why' of a line item cost in carrying out grant project goals and objectives. Use these instructions to develop your application spending plan.

What does a Spending Plan do?

A spending plan is a narrative explanation of each budget component which supports the costs of the proposed work. The spending plan should focus on how each item is required to achieve the proposed project goals and objectives. It should also justify how costs were calculated. The spending plan should be clear, specific, detailed, and mathematically correct.

The spending plan is one of the first places FMCSA reviews to confirm the allowability, allocability, necessity, reasonableness and consistent treatment of an item. A well-developed spending plan is an effective management tool; a plan that doesn't represent a project's needs makes it difficult to recommend for funding and assess financial performance over the life of the project.

The spending plan serves a number of critical functions:

- *Describes your need for or necessity of an expense;*
- *Documents how reasonable the request is, conveys your judgment as well as the feasibility of the project in context of available and proposed resources.*
- *Helps FMCSA review high-risk cost items to decide funding.*

1 - Spending Plan: Personnel**What different types of costs do I need to put in my Spending Plan?**

Below is the spending plan. You may add additional lines to the table, as necessary. Remember to include clear, concise explanations in the narrative on how you came up with the costs and how the costs are necessary.

The Federal Share and State Share columns are not automatically calculated based on the Total Eligible Costs. These are freeform fields and should be calculated and entered by State users. You are not required to include 15 percent State share for each line item, including Overtime. You are only required to contribute up to 15 percent of the total costs, which gives you the latitude to select the areas where you wish to place your match.

Unlike in previous years' CVSPs, planned Maintenance of Effort (MOE) expenditures are now to be included in the spending plan narrative for FY 2017. Your planned MOE expenditures will be auto-populated into the Spending Plan from the narrative sections.

Personnel costs are your employee salaries working directly on a project. Include the number and type of personnel, the percentage of time dedicated to the project, number of hours in a work year, hourly wage rate, and total cost. It is not necessary to list all individual personnel separately by line. You may use average or actual salary and wages by personnel category (e.g., Trooper, Civilian Inspector, Admin Support, etc.). You may add as many additional lines as necessary to reflect your personnel costs.

The Hourly Rate column is where the State will enter the hourly pay rate that you have determined for each position.

If Overtime (OT) is going to be charged to the grant, please add the OT amounts that will be charged under the award (not to exceed 15% of the total award amount).

Allowable amount for Overtime (15% of total award amount without justification): \$706,571.00

Personnel Spending Plan Narrative								
Salary Information								
Position(s)	# of Staff	% of Time	Work Year Hours	Hourly Rate	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Auditors	2	100	2080	\$18.43	\$76,668.80	\$65,168.48	\$11,500.32	\$0.00
Auditor	1	100	2080	\$15.55	\$32,344.00	\$27,492.40	\$4,851.60	\$0.00
Auditor	1	100	2080	\$17.17	\$35,713.60	\$30,356.56	\$5,357.04	\$0.00
Clerical Position	1	100	2080	\$15.18	\$31,574.40	\$26,838.24	\$4,736.16	\$0.00
Coordinator	1	50	2080	\$24.82	\$25,812.80	\$21,940.88	\$3,871.92	\$0.00
Sub-Total Salary					\$202,113.60	\$171,796.56	\$30,317.04	\$0.00
Overtime Information								
Overtime		100	2080		\$0.00	\$0.00	\$0.00	\$0.00
Sub-Total Overtime					\$0.00	\$0.00	\$0.00	\$0.00
TOTAL PERSONNEL					\$202,113.60	\$171,796.56	\$30,317.04	\$0.00

Enter detailed explanation of how you came up with the personnel costs:

Salary cost for each of the four auditors is calculated by their hourly rate x 2080 hours (based on work hours for one year) and solely comes from the New Entrant Program portion of the budget. Salary cost for the one clerical position is calculated in the same manner,

hourly rate x 2080 hours (based on work hours for one year). The Auditors and clerical employee salaries will be charged fully to this budget, as all the time worked is dedicated entirely to the New Entrant Program. The coordinator salary/time is split 50% to the New Entrant Program and 50% to a different budget.

Clerical Position - This position is responsible for monitoring all carriers who obtain a DOT # and enter in to the New Entrant Program. This person will assign each carrier to the appropriate auditor based on geographic location to have a safety audit conducted. Assist auditors in making contact with carriers and scheduling new entrant audits. Works in conjunction with FMCSA staff and AHP auditors to provide carriers with clear information about any corrective action needed. Uses federal audit software and related programs to generate reports, carrier lists, and to investigate any issues with a carrier. This person keeps the day to day operation running smoothly and obtains all supplies needed by the motor carrier safety auditor to successfully complete their job.

New Entrant Coordinator - Supervisor of the four motor carrier safety auditors and the one clerical employee. Monitors carriers entering the New Entrant Program and sets the geographic territory that each auditor will be responsible for. Oversees assignment of carriers and verifies all audits are completed in a timely manner. Answers questions from auditors and carriers about state and federal regulations. Reviews and uploads completed audits and addresses training issues. Monitors time keeping, equipment and office supply inventory, and any problems with the maintenance of auditor assigned vehicles.

2 - Spending Plan: Fringe Benefits

Fringe costs are benefits paid to your employees, including the cost of employer's share of FICA, health insurance, worker's compensation, and paid leave. Only non-federal grantees that have an accrual basis of accounting may have a separate line item for leave, which will be entered as the projected leave expected to be accrued by the personnel listed within Narrative Section 1 – Personnel. Reference 2 CFR 200.431(b) for the proper management of leave expenditures. Include how the fringe benefit amount is calculated (i.e., actual fringe benefits, rate approved by HHS State Wide Cost Allocation or cognizant agency). Include a description of the specific benefits that are charged to a project and the benefit percentage or total benefit cost.

The costs of fringe benefits are allowable if they are provided under established written leave policies; the costs are equitably allocated to all related activities, including Federal awards; and, the accounting basis (cash or accrual) selected for costing each type of leave is consistently followed by the non-Federal entity or specified grouping of employees. Depending on the state, there are set employer taxes that are paid as a percentage of the salary, such as Social Security, Federal Unemployment Tax Assessment, Medicare, State Unemployment Tax, and State Disability Insurance. For each of these standard employer taxes, under Position you may list "All Positions"; the benefits would be the respective standard employer taxes, followed by the respective rate with a base being the total salaries for Personnel in Narrative Section 1 and the base multiplied by the respective rate would give the total for each standard employer taxes. Workers' Compensation is rated by risk area. It would be permissible to enter this as an average, usually between sworn and unsworn, but any grouping that is reasonable and clearly explained in the narrative is allowable. Health Insurance and Pensions can vary greatly and it too can be averaged and like Workers' Compensation, can sometimes be broken into sworn and unsworn.

Fringe Benefits Spending Plan Narrative						
Position(s)	Fringe Benefit Rate	Base Amount	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Auditors	65.50	\$76,669.00	\$50,218.20	\$42,685.47	\$7,532.73	\$0.00
Auditor	65.50	\$32,340.00	\$21,182.70	\$18,005.29	\$3,177.41	\$0.00
Auditor	65.50	\$35,714.00	\$23,392.67	\$19,883.77	\$3,508.90	\$0.00
Clerical Position	65.50	\$31,574.00	\$20,680.97	\$17,578.82	\$3,102.15	\$0.00
Coordinator	65.50	\$25,814.00	\$16,908.17	\$14,371.94	\$2,536.23	\$0.00
Expense Allowance	50	\$2,000.00	\$1,000.00	\$850.00	\$150.00	\$0.00
Uniform Allowance for Coordinator	50	\$1,500.00	\$750.00	\$637.50	\$112.50	\$0.00
Sub-Total Fringe Benefits			\$134,132.71	\$114,012.79	\$20,119.92	\$0.00

Enter detailed explanation of how you came up with the fringe benefits costs:

The cognizant agency for the AHP, the Arkansas State Highway and Transportation Department (AHTD), currently charges 65.5% of salaries expense for payroll additives. Elements of the cost for payroll additives include:

- Retirement (State's matching portion) is 12.9% of employee's salary. Budgeted amount is \$26,072.
- Social Security (State's matching portion) is 7.65% of employee's salary as required by Federal Government. Budgeted amount is \$15,462.
- Leave Time is 15.59% of salaries which are charged to federal grants or federal highway jobs. Leave time is annual (vacation) or sick (illness/ doctor's appointment/hospitalization/physical therapy, etc.). Budgeted amount is \$31,510.
- Unemployment and Workers Compensation is 3.16% of salaries as required by the State to fund Unemployment and Workers Compensation. Budgeted amount is \$6,387.
- Group Insurance (State's matching portion) is 16.90% of salaries and covers a portion of employee's health insurance. Currently \$205 for 24 pay periods. Budgeted amount is \$34,157.
- Employees Liability Insurance (State's matching portion) is a nominal amount. Budgeted amount is \$0.
- Administration fees of Section 125 Cafeteria Plan is 0%. Budgeted amount is \$0.
- Service Recognition Payment is 3.8% of salaries. The amounts for Service Recognition Payments are: 10-14 years \$600; 15-19 years \$700; 20-24 years \$800 and 25 years and up \$900. Budgeted amount is \$7,680.

Leave Time is an accrued cost. Annual Leave is accrued at 8 hours per month for 1 day through 3 years of service and increases to 15 hours per month for 20 plus years of service. Sick Leave accrues at 8 hours per month. When annual leave is taken by grant funded staff, that cost will be recovered from the leave pool and not be billed as a direct expense to the grant.

Also included in fringe benefits are:

- Expense Allowance - The New Entrant Coordinator receives \$166.66 monthly for an Expense Allowance. Fifty percent (\$83.33) is charged to the New Entrant grant monthly.
- Uniform Allowance – The New Entrant Coordinator receives \$125 monthly for a Uniform Allowance. Fifty percent (\$62.50) is charged to the New Entrant grant monthly.

Projected payroll additives of \$134,132.71 have been budgeted for the New Entrant positions.

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3 - Spending Plan: Travel

Travel costs are funds for field work or for travel to professional meetings. Provide the purpose, number of persons traveling, number of days, and estimated cost for each trip. If details of each trip are not known at the time of application submission, provide the basis for determining the amount requested.

Travel Cost Spending Plan Narrative						
Purpose	# of Staff	Days	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Over night travel for audits	4	20	\$2,580.00	\$2,193.00	\$387.00	\$0.00
NE Safety Auditor Training	1	12	\$3,511.00	\$2,984.35	\$526.65	\$0.00
Auditors Refresher Training	5	4	\$2,580.00	\$2,193.00	\$387.00	\$0.00
Sub-Total Travel			\$8,671.00	\$7,370.35	\$1,300.65	\$0.00

Enter detailed explanation of how you came up with the travel costs:

Field work activities include in-state travel expenses for new entrant auditors to make certain that all new interstate motor carriers based in Arkansas are familiar with and adhere to the Federal Motor Carrier Safety Regulations and to conduct Level 1 inspections. In-state travel is reimbursed at a rate of \$129 daily for meals and lodging. Out-of-state refresher training is for the four auditors and the new entrant coordinator. Meals and lodging will be reimbursed at an estimated \$129 daily for four days for each participant unless the destination is listed in the Federal Travel Directory.

4 - Spending Plan: Equipment

Equipment costs only include those items which are tangible, nonexpendable, personal property having a useful life of more than one year and acquisition cost of \$5,000 or more per unit. Include a description, quantity and unit price for all equipment. If the expense is under the threshold of \$5,000 per item, it belongs under "Supplies". However, if your State's equipment threshold is below \$5,000, check the box and provide the amount of your equipment threshold.

The actual "Cost per Item" for MCSAP grant purposes is tied to the percentage of time that the team will be dedicated to MCSAP activities. For example, if you purchase a vehicle costing \$20,000 and it is only used for MCSAP purposes 50% of the time, then the "Cost per Item" in the table below should be shown as \$10,000. A State can provide a more detailed explanation in the narrative section.

Equipment Cost Spending Plan Narrative						
Item Name	# of Items	Cost per Item	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Replacement Vehicle for Auditor	1	\$21,700.00	\$21,700.00	\$18,445.00	\$3,255.00	\$0.00
Sub-Total Equipment			\$21,700.00	\$18,445.00	\$3,255.00	\$0.00

Enter detailed explanation of how you came up with the equipment costs:

Purchase of a vehicle to replace a current auditor's vehicle will be made based on state contract.

5 - Spending Plan: Supplies

Supplies are tangible personal property other than equipment (which can include laptop computers and printers). Include the types of property in general terms. It is not necessary to document office supplies in great detail (reams of paper, boxes of paperclips, etc.) A good way to document office supplies is to indicate the approximate expenditure of the unit as a whole. Do include a quantity, unit of measurement (e.g., month, year, each, etc.) and unit cost.

The actual "Cost per Item" for MCSAP grant purposes is tied to the percentage of time that the item will be dedicated to MCSAP activities. For example, if you purchase an item costing \$200 and it is only used for MCSAP purposes 50% of the time, then the "Cost per Item" in the table below should be shown as \$100. A State can provide a more detailed explanation in the narrative section.

Supplies Cost Spending Plan Narrative							
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Computer	1	2000	\$2,000.00	\$2,000.00	\$1,700.00	\$300.00	\$0.00
Equipment Supplies and Parts	1	1000	\$1,000.00	\$1,000.00	\$850.00	\$150.00	\$0.00
Ink Tanks / Toners	1	1500	\$1,500.00	\$1,500.00	\$1,275.00	\$225.00	\$0.00
Uniforms	1	800	\$800.00	\$800.00	\$680.00	\$120.00	\$0.00
Office Supplies	1	1500	\$1,500.00	\$1,500.00	\$1,275.00	\$225.00	\$0.00
Printer	2	200	\$200.00	\$400.00	\$340.00	\$60.00	\$0.00
Sub-Total Supplies				\$7,200.00	\$6,120.00	\$1,080.00	\$0.00

Enter detailed explanation of how you came up with the supplies costs:

General supplies budgeted in the 2017 New Entrant grant for the New Entrant Auditors include:

- Computers (1 @ \$2,000)
- Equipment Supplies & Parts (as needed)
- Ink Tank/Toners (as needed)
- Jumpsuits/Shirts (for new Auditor)
- Office Supplies (as needed)
- Printers (2 @ \$400)

Approximate expenditures for general supplies total \$7,200 or \$600 monthly.

Funding is requested for one (1) new laptop computer to replace laptop computers as needed. This laptop computer will be assigned to one of the four (4) New Entrant Auditors who works full time on the New Entrant program. The cost for the laptop computers is estimated at \$2,000.

Funding is also requested to purchase two (2) new printers to replace printers as needed by the New Entrant Auditors. The cost for each of the printers is estimated at \$400 each.

6 - Spending Plan: Contractual

Contractual includes subgrants and contracts, such as consulting costs. Include the rationale for the amount of the costs. The narrative should provide the name of the subgrantee or vendor if known at the time that the application is being developed. If the name of the subgrantee or vendor is not known, enter "unknown at this time" and give an estimated time when it is expected. You do need to include specific contract goods and/or services provided, the related expenses for those goods and services, and how the cost of the contract represents a fair market value, which includes stating that the contract is procured through established state procurement practices. Entering the statement "contractual services" will not be considered as meeting the requirement for completing this section.

Contract means a legal instrument by which a non-Federal entity purchases property or services needed to carry out the project or program under a Federal award.

Subaward means an award provided by a pass-through entity to a subrecipient for the subrecipient to carry out part of a Federal award received by the pass-through entity. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract.

For applicants with subgrantee agreements: Whenever the applicant intends to provide funding to another organization as a subaward, the grantee must provide a narrative and spending plan for each subgrantee organization. The eCVSP allows applicants to submit a narrative and spending plan for each subgrantee. Provide a separate spending plan for each subgrant, regardless of the dollar value and indicate the basis for the cost estimates in the narrative.

Contractual Cost Spending Plan Narrative				
Description of Services	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Sub-Total Contractual	\$0.00	\$0.00	\$0.00	\$0.00

Enter detailed explanation of how you came up with the contractual costs:

7 - Spending Plan: Other Costs

Other direct costs do not fit any of the aforementioned categories, such as rent for buildings used to conduct project activities, utilities and/or leased equipment, employee training tuition, etc. You must include a quantity, unit of measurement (e.g., month, year, each, etc.) and unit cost. You must itemize ALL "Other" direct costs.

If the State plans to include O&M costs, details must be provided in this section and the costs included in the Other Costs area of the Spending Plan Narrative. Please indicate these costs as ITD O&M, PRISM O&M, or SSDQ O&M.

Indicate if your State will claim reimbursement for Indirect Costs: ☐ Yes ☒ No If yes please fill in table below.

Item Name	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Indirect Costs				

Other Costs Spending Plan Narrative							
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
800 number	1	25	\$25.00	\$25.00	\$21.25	\$3.75	\$0.00
OOS Criteria Books	5	25	\$25.00	\$125.00	\$106.25	\$18.75	\$0.00
FMCSR CFR Management Edition	5	25	\$25.00	\$125.00	\$106.25	\$18.75	\$0.00
CFR Haz-Mat Parts 100-199	5	25	\$25.00	\$125.00	\$106.25	\$18.75	\$0.00
Fleet Cost (Mileage/Repairs)	1	26000.00	\$26,000.00	\$26,000.00	\$22,100.00	\$3,900.00	\$0.00
Communications (Air Cards / Cellphones)	1	5200	\$5,200.00	\$5,200.00	\$4,420.00	\$780.00	\$0.00
Sub-Total Other Costs				\$31,600.00	\$26,860.00	\$4,740.00	\$0.00

Enter detailed explanation of how you came up with the other costs:

Included in the Other Expenses category for the 2017 New Entrant Grant is the cost of furnishing a toll-free 800 number for motor carriers to call the New Entrant Office. The yearly cost of this service is \$25 or \$2.08 monthly.

The fleet cost for the repair and maintenance of equipment purchased with federal funds including the coordinator's pursuit vehicle is estimated at \$26,000 for FY 2017, or approximately \$2,166.66 monthly, for four new entrant auditors and 50% of the one coordinator's fleet expense.

Funding for air cards (wireless) and mobile phones for the four (4) new entrant auditors and 50% of the coordinator's expense is requested at \$5,200 for FY 2017, or approximately \$433.33 monthly.

8 - Spending Plan**Instructions:**

The spending plan will be auto-populated from the relevant tables in the narrative. MOE is autopopulated from the Spending Plan Narrative sections. The Total Grant Expenditures column is automatically calculated based on the auto-populated Federal and State share amounts entered in the narrative tables.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$4,003,900.00	\$706,571.00	\$4,710,471.00

Allowable amount for Overtime (15% of total award amount without justification): \$706,571.00

Maximum amount for Non-CMV Traffic Enforcement (10% of Basic funding amount): \$347,317.00

Personnel (Payroll Costs)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Auditors	\$65,168.48	\$11,500.32	\$76,668.80	\$0.00
Auditor	\$27,492.40	\$4,851.60	\$32,344.00	\$0.00
Auditor	\$30,356.56	\$5,357.04	\$35,713.60	\$0.00
Clerical Position	\$26,838.24	\$4,736.16	\$31,574.40	\$0.00
Coordinator	\$21,940.88	\$3,871.92	\$25,812.80	\$0.00
Subtotal for Personnel	\$171,796.56	\$30,317.04	\$202,113.60	\$0.00

Fringe Benefit Costs (Health, Life Insurance, Retirement, etc.)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Auditors	\$42,685.47	\$7,532.73	\$50,218.20	\$0.00
Auditor	\$18,005.29	\$3,177.41	\$21,182.70	\$0.00
Auditor	\$19,883.77	\$3,508.90	\$23,392.67	\$0.00
Clerical Position	\$17,578.82	\$3,102.15	\$20,680.97	\$0.00
Coordinator	\$14,371.94	\$2,536.23	\$16,908.17	\$0.00
Uniform Allowance for Coordinator	\$637.50	\$112.50	\$750.00	\$0.00
Expense Allowance	\$850.00	\$150.00	\$1,000.00	\$0.00
Subtotal for Fringe Benefits	\$114,012.79	\$20,119.92	\$134,132.71	\$0.00

Program Travel				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Over night travel for audits	\$2,193.00	\$387.00	\$2,580.00	\$0.00
NE Safety Auditor Training	\$2,984.35	\$526.65	\$3,511.00	\$0.00
Auditors Refresher Training	\$2,193.00	\$387.00	\$2,580.00	\$0.00
Subtotal for Program Travel	\$7,370.35	\$1,300.65	\$8,671.00	\$0.00

Equipment				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Replacement Vehicle for Auditor	\$18,445.00	\$3,255.00	\$21,700.00	\$0.00
Subtotal for Equipment	\$18,445.00	\$3,255.00	\$21,700.00	\$0.00

Supplies				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Computer	\$1,700.00	\$300.00	\$2,000.00	\$0.00
Equipment Supplies and Parts	\$850.00	\$150.00	\$1,000.00	\$0.00
Ink Tanks / Toners	\$1,275.00	\$225.00	\$1,500.00	\$0.00
Uniforms	\$680.00	\$120.00	\$800.00	\$0.00
Office Supplies	\$1,275.00	\$225.00	\$1,500.00	\$0.00
Printer	\$340.00	\$60.00	\$400.00	\$0.00
Subtotal for Supplies	\$6,120.00	\$1,080.00	\$7,200.00	\$0.00

Contractual (Subgrantees, Consultant Services, etc.)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Contractual	\$0.00	\$0.00	\$0.00	\$0.00

Other Expenses				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
800 number	\$21.25	\$3.75	\$25.00	\$0.00
OOS Criteria Books	\$106.25	\$18.75	\$125.00	\$0.00
FMCSR CFR Management Edition	\$106.25	\$18.75	\$125.00	\$0.00
CFR Haz-Mat Parts 100-199	\$106.25	\$18.75	\$125.00	\$0.00
Fleet Cost (Mileage/Repairs)	\$22,100.00	\$3,900.00	\$26,000.00	\$0.00
Communications (Air Cards / Cellphones)	\$4,420.00	\$780.00	\$5,200.00	\$0.00
Subtotal for Other Expenses including Training & Conferences	\$26,860.00	\$4,740.00	\$31,600.00	\$0.00

Total Costs				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Direct Costs	\$344,604.70	\$60,812.61	\$405,417.31	\$0.00
Total Costs Budgeted	\$344,604.70	\$60,812.61	\$405,417.31	\$0.00

Comprehensive Budget

This Comprehensive Budget is a read-only document. It is a cumulative summary of the Spending Plans from each focus area by budget category.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$4,003,900.00	\$706,571.00	\$4,710,471.00

Cost Summary by Budget Category				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Personnel Total	\$1,821,529.68	\$321,446.41	\$2,142,976.09	\$346,660.90
Fringe Benefit Total	\$1,329,474.47	\$234,613.15	\$1,564,087.62	\$207,356.30
Program Travel Total	\$213,537.85	\$37,683.15	\$251,221.00	\$0.00
Equipment Total	\$120,870.00	\$21,330.00	\$142,200.00	\$0.00
Supplies Total	\$182,235.99	\$32,159.29	\$214,395.28	\$0.00
Contractual Total	\$0.00	\$0.00	\$0.00	\$0.00
Other Expenses Total	\$336,246.54	\$59,337.62	\$395,584.16	\$0.00
Total Costs				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Direct Costs	\$4,003,894.53	\$706,569.62	\$4,710,464.15	\$554,017.20
Indirect Costs	\$0.00	\$0.00	\$0.00	\$0.00
Total Costs Budgeted	\$4,003,894	\$706,570	\$4,710,464	\$554,017

NOTE: Total Costs Budgeted row: Federal Share value rounded down to nearest whole dollar and State Share value rounded up to the nearest whole dollar amount.

Certification of MCSAP Conformance (State Certification) – FY 2017

I, **Scott E. Bennet, P.E., Director of the Arkansas State Highway and Transportation Department**, on behalf of the **State of Arkansas**, as requested by the Administrator as a condition of approval of a grant under the authority of 49 U.S.C. § 31102, as amended, do hereby certify as follows:

1. The State has adopted commercial motor carrier and highway hazardous materials safety regulations, standards and orders that are compatible with the FMCSRs and the HMRs, and the standards and orders of the Federal Government.
2. The State has designated the **Arkansas State Highway and Transportation Department** as the Lead State Agency to administer the Commercial Vehicle Safety Plan throughout the State for the grant sought and the **Arkansas Highway Police** to perform defined functions under the CVSP. The Lead State Agency has the legal authority, resources, and qualified personnel necessary to enforce the State's commercial motor carrier, driver, and highway hazardous materials safety laws, regulations, standards, and orders.
3. The State will obligate the funds or resources necessary to provide a matching share to the Federal assistance provided in the grant to administer the plan submitted and to enforce the State's commercial motor carrier safety, driver, and hazardous materials laws, regulations, standards, and orders in a manner consistent with the approved plan.
4. The laws of the State provide the State's enforcement officials right of entry (or other method a State may use that is adequate to obtain the necessary information) and inspection sufficient to carry out the purposes of the CVSP, as approved, and provide that the State will grant maximum reciprocity for inspections conducted pursuant to the North American Standard Inspection procedure, through the use of a nationally accepted system allowing ready identification of previously inspected CMVs.
5. The State requires that all reports relating to the program be submitted to the appropriate State agency or agencies, and the State will make these reports available, in a timely manner, to the FMCSA on request.
6. The State has uniform reporting requirements and uses FMCSA designated forms for record keeping, inspection, and other enforcement activities.
7. The State has in effect a requirement that registrants of CMVs demonstrate their knowledge of the applicable Federal or State CMV safety laws or regulations.
8. The State must ensure that the total expenditure of amounts of the Lead State Agency will be maintained at a level of effort each fiscal year in accordance with 49 CFR 350.301.
9. The State will ensure that MCSAP funded enforcement of activities under 49 CFR 350.309 will not diminish the effectiveness of the development and implementation of the programs to improve motor carrier, CMV, and driver safety.

10. The State will ensure that CMV size and weight enforcement activities funded with MCSAP funds will not diminish the effectiveness of other CMV safety enforcement programs.

11. The State will ensure that violation sanctions imposed and collected by the State are consistent, effective, and equitable.

12. The State will (1) establish and dedicate sufficient resources to a program to provide FMCSA with accurate, complete, and timely reporting of motor carrier safety information that includes documenting the effects of the State's CMV safety programs; (2) participate in a national motor carrier safety data correction program (DataQs); (3) participate in appropriate FMCSA systems including information technology and data systems; and (4) ensure information is exchanged in a timely manner with other States.

13. The State will ensure that the CVSP, data collection, and information data systems are coordinated with the State highway safety improvement program under sec. 148(c) of title 23, U.S. Code. The name of the Governor's highway safety representative (or other authorized State official through whom coordination was accomplished) is ***Colonel William J. Bryant, Director of the Arkansas State Police.***

14. The State has undertaken efforts to emphasize and improve enforcement of State and local traffic laws as they pertain to CMV safety.

15. The State will ensure that it has departmental policies stipulating that roadside inspections will be conducted at locations that are adequate to protect the safety of drivers and enforcement personnel.

16. The State will ensure that MCSAP-funded personnel, including sub-grantees, meet the minimum Federal standards set forth in 49 CFR part 385, subpart C for training and experience of employees performing safety audits, compliance reviews, or driver/vehicle roadside inspections.

17. The State will enforce registration (i.e., operating authority) requirements under 49 U.S.C 13902, 31134, and 49 CFR § 392.9a by prohibiting the operation of any vehicle discovered to be operating without the required registration or beyond the scope of the motor carrier's registration.

18. The State will cooperate in the enforcement of financial responsibility requirements under 49 U.S.C. 13906, 31138, 31139 and 49 CFR part 387.

19. The State will include, in the training manual for the licensing examination to drive a non-CMV and the training manual for the licensing examination to drive a CMV, information on best practices for safe driving in the vicinity of noncommercial and commercial motor vehicles.

20. The State will conduct comprehensive and highly visible traffic enforcement and CMV safety inspection programs in high-risk locations and corridors.

21. The State will ensure that, except in the case of an imminent or obvious safety hazard, an inspection of a vehicle transporting passengers for a motor carrier of passengers is conducted at a bus station, terminal, border crossing, maintenance facility, destination, or other location where motor carriers may make planned stops (excluding a weigh station).

22. The State will transmit to its roadside inspectors the notice of each Federal exemption granted pursuant to 49 U.S.C. § 31315(b) and 49 CFR 390.32 and 390.25 as provided to the State by FMCSA, including the name of the person granted the exemption and any terms and conditions that apply to the exemption.

23. Except for a territory of the United States, the State will conduct safety audits of interstate and, at the State's discretion, intrastate new entrant motor carriers under 49 U.S.C. § 31144(g). The State must verify the quality of the work conducted by a third party authorized to conduct safety audits under 49 U.S.C. § 31144(g) on its behalf, and the State remains solely responsible for the management and oversight of the activities.

24. The State will fully participate in the performance and registration information systems management program under 49 U.S.C. § 31106(b) not later than October 1, 2020, or demonstrates to FMCSA an alternative approach for identifying and immobilizing a motor carrier with serious safety deficiencies in a manner that provides an equivalent level of safety.

25. In the case of a State that shares a land border with another country, the State may conduct a border CMV safety program focusing on international commerce that includes enforcement and related projects or will forfeit all MCSAP funds based on border-related activities.

26. In the case that a State meets all MCSAP requirements and funds operation and maintenance costs associated with innovative technology deployment with MCSAP funds, the State agrees to comply with the requirements established in 49 CFR 350.319 and 350.329

Date 8-23-2016

Signature Scott A. Bennett

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8/24/16
Jht

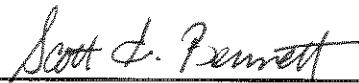
Regulatory Compatibility Review:

In accordance with 49 CFR, Parts 350 and 355, as Director for the Arkansas State Highway & Transportation Department, State of Arkansas, I do hereby certify the State of Arkansas' compatibility with appropriate parts of the Federal Motor Carrier Safety Regulations (FMCSR's) and the Federal Hazardous Material Regulations (FHMR's) as follows:

INTERSTATE MOTOR CARRIERS

INTRASTATE MOTOR CARRIERS

Dated this 6 day of OCT 2016



Scott E. Bennett, P.E., Director



The State of Arkansas has conducted an annual review of all laws and regulations under Arkansas Code of 1955 Annotated, Section 23-13-201 (Arkansas Motor Carrier Act, 1955, as amended) and Arkansas Code of 1977 Annotated, Section 27-2-101 (Hazardous Materials Transportation Act of 1977), pertaining to commercial motor vehicle safety to determine their compatibility with the Federal Motor Carrier Safety Regulations and the Federal Hazardous Materials Regulations. The review was conducted in accordance with Part 355 of the FMCSR's. The variances that exist between the Federal Regulations and State statutes are listed below. These variances fall within the tolerance guidelines of Part 355 of the FMCSR's.

(1) Vehicles with less than 10,000 pounds gross vehicle weight are exempt from the hazardous materials regulations when such vehicles are used in the distribution or application of hazardous materials in immediate intrastate farming operations. This exemption also applies to nurse tanks, provided operation on public highways are restricted to speeds of 25 miles per hour or less, and the origin and destination of the transport trip is wholly within the State of Arkansas. This exemption is not applicable in interstate commerce. Text of variance: Parts 100-199.

(2) Tank trucks constructed for the transportation of LPG built and purchased prior to December 31, 1978, are exempt from Part 178.337, as amended, however they must continue to meet required standards (ASME requirements) that were in effect prior to March 15, 1977. The origin and destination of the truck's transport trip must be wholly within the State of Arkansas, but is not exempt from any of the other hazardous materials transportation regulations. This exemption is not applicable in interstate commerce. Text of variance: Part 178.337, as amended.

There were no statutory or regulatory changes made during the last reporting period.



U.S. Department
of Transportation

**Federal Motor Carrier
Safety Administration**

1200 New Jersey Avenue, SE
Washington, DC 20590

May 27, 2016

In Reply Refer To: MC-CR
FY 2017 Pre-Award AHTD

Mr. Scott E. Bennett, Director
Arkansas State Highway And Transportation Department
P.O. Box 2261
Little Rock, AR 72203

Dear Mr. Bennett:

We are in receipt of the Arkansas State Highway and Transportation Department's (AHTD) Federal Motor Carrier Safety Administration (FMCSA) Title VI Program Compliance Plan. While the Title VI Program Compliance Plan is not a FMCSA Notice of Funding Availability (NOFA) Title VI Program requirement for Fiscal Year (FY) 2016, it will be an FMCSA NOFA Title VI Program requirement for FY 2017. FMCSA's Office of Civil Rights is using FY 2016 to work with all FMCSA Grant Applicants to ensure that each Grant Applicant has an approved FMCSA Title VI Program Compliance Plan for FY 2017.

We have reviewed your FMCSA Title VI Program Compliance Plan and find that the Plan contains all elements stipulated in the FMCSA Title VI Program Compliance Plan Checklist. Therefore, FMCSA approves the AHTD's Title VI Program Compliance Plan. We do request that the AHTD notify FMCSA's Office of Civil Rights should it provide funding to another Recipient (Sub-Recipient) and/or be the object of a Title VI Program compliance review conducted by another Federal agency. In this eventuality, we will coordinate with the AHTD to ensure that the Title VI Program Compliance Plan is updated with the additional applicable section.

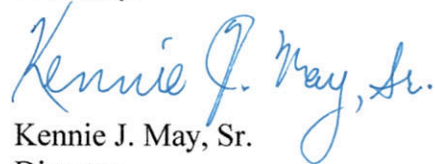
Regarding the future use of the Title VI Program Compliance Plan, the AHTD will be ready to submit the approved Plan with the applicable FY 2017 FMCSA Grant NOFA at the appropriate time. The only update that will be necessary to the approved Title VI Program Compliance Plan will be to update the signature and date on the Policy Statement and Assurance and include any procedural changes that may have taken place in the interim.

On an annual basis, FMCSA's Office of Civil Rights will conduct compliance reviews of a representative sampling of FMCSA Grant Recipients. FMCSA has approximately 125 Recipients annually. If and/or when the AHTD is chosen as one of the FMCSA Grant Recipients' Title VI Program that will be reviewed in a given year, the Office of Civil Rights will use the approved Title VI Program Compliance Plan as the basis for conducting the desk audit and will request additional documentation as deemed appropriate during the review.

In addition, a small number of Recipients who are selected for a Title VI Program compliance review will also be selected for an on-site visit which will include personnel interviews. We appreciate your future assistance in the event the AHTD is chosen for a compliance review in a given year.

If at any time your Agency has Title VI Program-related questions, please do not hesitate to contact Mr. Lester Finkle, National Title VI Program Manager at (202) 366-4474 or lester.finkle@dot.gov.

Sincerely,

A handwritten signature in blue ink that reads "Kennie J. May, Sr." with a stylized, cursive script.

Kennie J. May, Sr.
Director
Office of Civil Rights

cc: Stephanie Martin, Arkansas State Highway and Transportation Department
Joanna McFadden, Arkansas State Highway and Transportation Department
Kevin Breedlove, Division Administrator, Arkansas Division Office
Mark Westmoreland, State Program Specialist, Arkansas Division Office