FY 2010
Highway Safety Plan

State of Delaware Office of Highway Safety

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Executive Summary

On behalf of the Governor of the State of Delaware and the Secretary of the Department of Safety and Homeland Security, the Office of Highway Safety is pleased to present our Fiscal Year 2010 Highway Safety Plan. The plan outlines the Office of Highway Safety's planned initiatives for the coming year. Each initiative is designed to reduce the number of crashes on Delaware roadways as well as reduce fatalities and the injury severity resulting from motor vehicle crashes.

Tricia Roberts, Director
Delaware Office of Highway Safety

Beginning in early spring of 2009, an extensive data driven problem identification process was undertaken to determine the most critical highway safety priority areas. Various data sources were reviewed to assess the current crash picture, analyze motor vehicle crash trends, and develop appropriate goals and performance measures for all identified priority areas. Based on this data analysis, the Office of Highway Safety has identified the following highway safety priority areas for the State of Delaware for Fiscal Year 2010:

- Occupant Protection
- Impaired Driving
- Speeding
- Traffic Records
- Pedestrian Safety
- Motorcycle Safety

As required by 23 CFR Part 1200, the Highway Safety Plan (HSP), our application for Section 402 highway safety funding, includes the following components:

- Performance Plan
- Highway Safety Plan
- Certification and Assurance Statements
- Program Cost Summary

This document incorporates the required Highway Safety Plan elements into the Performance Plan section of this plan. In addition to detailing the problem identification process utilized to determine the priority areas and accompanying goals for the coming year, the Highway Safety Plan includes an organizational overview of the Office of Highway Safety, the FY 2010 Paid Media Plan, and a description of the process undertaken to select sub-grantees for FY 2010. Lastly, per NHTSA guidelines, the FY 2010 Highway Safety Plan also outlines the new performance measures and performance goals for the eleven core outcome and behavior measures as identified by NHTSA in 2008.

Along with our partners, the Office of Highway Safety will be implementing the following initiatives in order to impact motor vehicle crashes on Delaware roadways in FY 2010:

- Checkpoint Strikeforce and national DUI crackdown enforcement and public awareness campaigns throughout FY 2010
- Click it or Ticket enforcement and public awareness campaigns in February and May 2010
- Stop Aggressive Driving/speed enforcement and public awareness campaign in summer 2010
- Tween seat belt use initiatives aimed at increasing seat belt use among 9-13 year old children
- Teen driving initiatives, including Parent Orientation Programs in high schools that outline GDL requirements for parents and their children taking driver's education
- Speed Management Workshop development at the local level
- Section 408 Strategic Plan implementation, including the rollout of the state's new electronic crash report, E-crash, as well as a new locator tool and Safety Data Management System (SDMS) by DelDOT
- Statewide Highway Safety Conference for our law enforcement partners in November 2009
- Pedestrian safety outreach and public awareness campaign in summer 2010
- Work with the State Motorcycle Rider Education Committee on initiatives to improve motorcycle safety
- Alcohol programming and Impaired Driving Assessment
- Traffic Records Assessment
- Awareness campaigns aimed at Teen Drivers as well as Older Drivers

Additionally, OHS will continue to track legislative activities, prepare for the impact of same and apply for and manage a variety of federal grant opportunities.

We thank our partners and federal counterparts for their continued support and commitment to highway safety and we look forward to tackling the challenges with them that this document represents.

Tricia Roberts, Director
Delaware Office of Highway Safety

Table of Contents

OVERVIEW OF THE OFFICE OF HIGHWAY SAFETY 4

FY 2010 PERFORMANCE MEASURES 14

PROBLEM IDENTIFICATION PROCESS 16

PERFORMANCE PLAN AND HIGHWAY SAFETY PLAN 19

- OCCUPANT PROTECTION 19
- IMPAIRED DRIVING 25
- SPEEDING 31
- TRAFFIC RECORDS 33
- PEDESTRIAN SAFETY 34
- MOTORCYCLE SAFETY 37

FY 2010 MEDIA PLAN 40

TOTAL OBLIGATIONS SUMMARY 43

GRANT SELECTION PROCESS 44

STATE CERTIFICATIONS AND ASSURANCES 48

HSP COST SUMMARY 56

FY 2010 FUNDING SUMMARY 59

Overview

Delaware Office of Highway Safety

Mission Statement

The Office of Highway Safety is committed to improving safety on Delaware roadways through the administration of federal highway safety funds, the analysis of crash data to identify problem locations and priority areas and the development and implementation of countermeasures to combat unsafe driving behaviors.

The Office of Highway Safety, established in 1967 via Delaware Code, Title 29, Part IV, Chapter 49, §4901-4904, promotes public safety through the administration and distribution of federal highway safety funds for a variety of state and local highway safety programs and initiatives. In June 2008, Delaware's General Assembly formally established the Office of Highway Safety as a division of the Department of Safety and Homeland Security and established the administrator of the office as the Director of the Office of Highway Safety. OHS is committed to coordinating highway safety initiatives designed to impact our priority areas in accordance with National Highway Traffic Safety Administration guidelines.

As a division of the Department of Safety and Homeland Security, the Office of Highway Safety fulfills its mission through a variety of public information and enforcement efforts. OHS serves as a clearinghouse for behavioral highway safety information in the state. Office staff members are committed to further developing partnerships with agencies statewide, including state, local, and county law enforcement agencies, the Department of Transportation, the Department of Health and Social Services, the Department of Justice, the Administrative Office of the Courts, the Delaware Justice Information System (DelJIS), local Metropolitan Planning Organizations, SAFE KIDS, county EMS offices, Dover Air Force Base, hospitals, businesses, educators, and a host of other organizations. These vital statewide links are essential to the successful promotion of safe driving practices in our state.

By focusing our efforts on the state's identified highway safety priority areas, developing statewide partnerships, and increasing the public's awareness of safe driving habits, the Office of Highway Safety, under the leadership and direction of Mrs. Tricia Roberts, is striving to make Delaware's roadways the safest in the country.

Our highway safety programming efforts concentrate on public outreach and education; high-visibility enforcement; utilization of new safety technology; collaboration with other safety and business organizations; and cooperation with other state agencies and local governments. Programming resources are directed to the following identified State of Delaware highway safety priority areas: Occupant Protection, Impaired Driving, Speeding, Traffic Records, Pedestrian Safety and Motorcycle Safety.

The primary functions of the Office of Highway Safety include:

- **Administration:** Includes the management of federal and state highway safety funds, distribution of federal funds to subgrantee agencies and the preparation of the Annual Highway Safety Plan and Annual Evaluation Report.
- **Problem Identification:** Includes identification of the types of crashes that are occurring, crash locations and the primary contributing circumstances leading to these crashes, as well as the development of effective countermeasures based on the crash data.
- **Monitoring & Evaluation:** Includes monitoring legislative initiatives that impact highway safety and monitoring and evaluating the effectiveness of approved highway safety projects.
- **Public Information & Education:**Includes development and coordination of numerous media events and public awareness/outreach activities with emphasis on the identified priority areas.

Highway Safety Staff and Responsibilities

The Office of Highway Safety currently consists of seven full-time positions, and five part-time assistance positions, as follows:

Director, Tricia Roberts: Responsible for planning, organizing and directing the operations and programs of the Office of Highway Safety in accordance with Federal and State rules, regulations and guidelines. Monitors state and federal legislation that impacts highway safety and the State of Delaware. Serves as the Governor's Representative for Highway Safety.

Management Analyst III, Jana Simpler: Serves as the Deputy Director. Responsibilities include monitoring and evaluation of approved highway safety projects, distribution of federal funds to state, local and private agencies and preparation of the annual Highway Safety Plan. Performs duties as necessary as the **Occupant Protection Coordinator, Aggressive Driving Coordinator and Traffic Records Coordinator**.

Management Analyst III, Lisa Shaw: Responsible for coordinating and organizing impaired driving prevention initiatives across the state, managing the statewide DUI Treatment/ Education Provider Program, and the administration of the TEA-21/Section 154 Transfer Program. Prepares the Annual Evaluation Report and coordinates the state's participation in the OJJDP "Enforcing Underage Drinking Laws" grant program. Performs duties as necessary as the **DUI Coordinator, Pedestrian Safety Coordinator, and Motorcycle Safety Coordinator**.

Community Relations Officer, Andrea Summers: Responsibilities include serving as agency spokesperson, dissemination of information regarding agency programs and events, coordination of public awareness campaigns and media events, and coordination and planning of safety education programs for schools, state agencies, and businesses.

Information Systems Support Specialist, Tim Li: Responsible for the administration of the network computer system, modification of existing programs and implementation of new programs as needed to increase staff efficiency, and maintenance of the OHS website. Maintains internal and external equipment inventory.

Accounting Specialist, Bonnie Whaley: Responsible for processing fiscal documents as necessary for the daily operations of the office. Manages the Office of Highway Safety's timesheets for the Department's Human Resources Section.

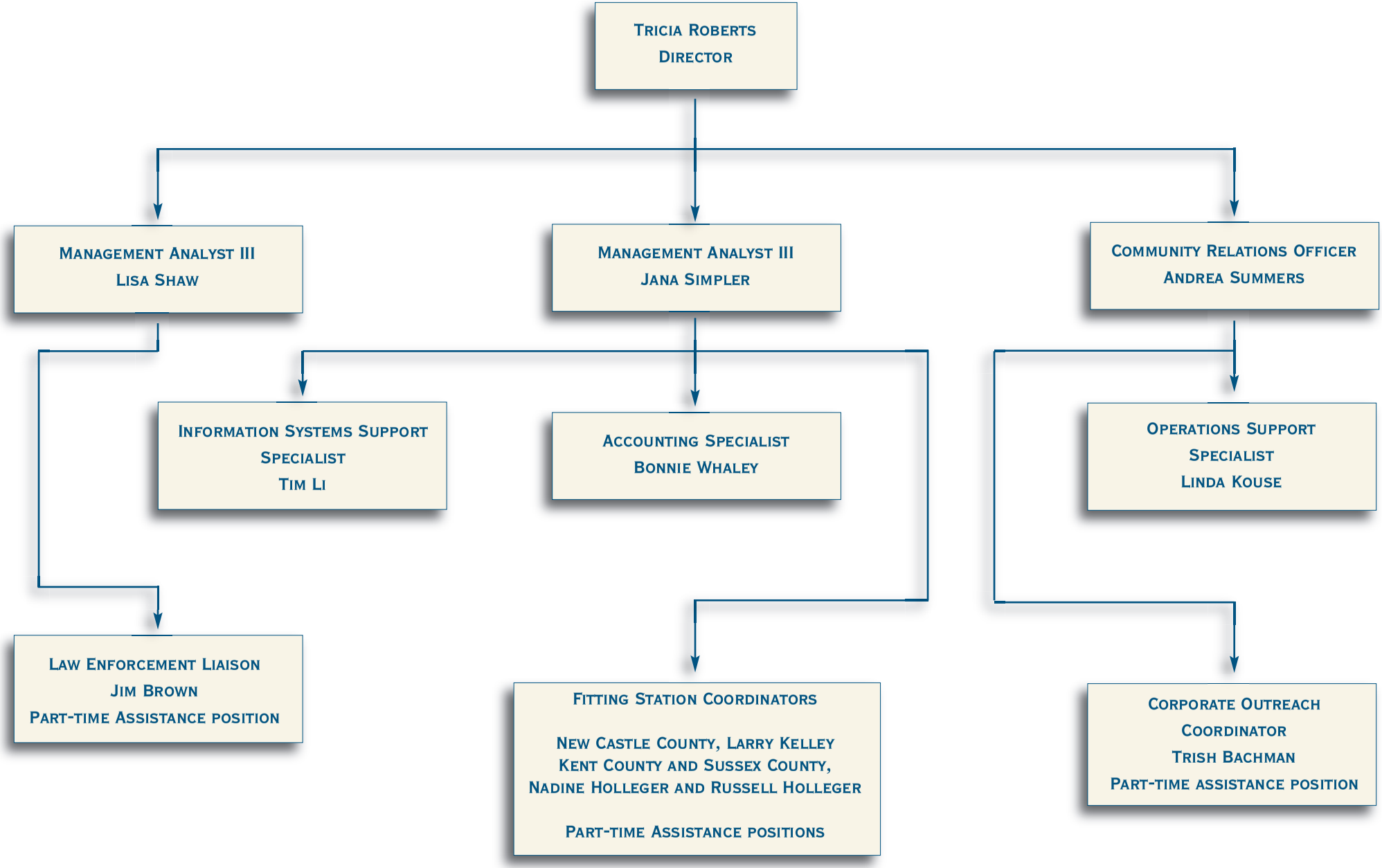
Operations Support Specialist, Linda Kouse: Responsible for ordering public information materials, coordinates distribution of materials to increase public awareness, and assists the Community Relations Officer with public information and education initiatives.

Law Enforcement Liaison, Jim Brown: Responsible for the coordination of law enforcement mobilizations throughout the grant year and for organizing law enforcement training opportunities (part-time assistance position).

Three Fitting Station Coordinators, Nadine Holleger, Russell Holleger, and Larry Kelley: Responsible for the coordination of the Office of Highway Safety's three Child Passenger Safety Fitting Stations, in cooperation with the Division of Motor Vehicles (part-time assistance positions).

Corporate Community Outreach Coordinator, Trish Bachman: Responsible for the creation and implementation of programming initiatives to provide traffic safety- related public information and education to our corporate partners (part-time assistance position).

Delaware Office of Highway Safety Organizational Chart



Community Traffic Safety Program Coordinators

Through a contractual agreement with the University of Delaware's Cooperative Extension Office, the Office of Highway Safety also provides funding to support two Community Traffic Safety Program (CTSP) Coordinators, Cindy Genau, the New Castle County CTSP Coordinator and Merritt Burke, the Kent/Sussex County CTSP Coordinator.

The CTSP Coordinators are responsible for the development, implementation, and evaluation of programming initiatives in their respective counties to improve highway safety and reduce crashes, injuries and fatalities. Their comprehensive programming initiatives focus on each of the state's priority areas including occupant protection, impaired driving, speeding, traffic records, motorcycle safety and pedestrian safety. Each of the coordinators conduct county-wide problem identification to determine the most appropriate highway safety programs to impact the identified problems. Their success is directly related to their ability to establish and maintain partnerships with agencies in their counties, including law enforcement, schools, hospitals, businesses, fire/EMS, insurance companies, parenting groups, AARP, and safety organizations to name a few.

The CTSP coordinators are a valuable asset to the Office of Highway Safety and are committed to improving the state's traffic crash picture and to reducing injuries and fatalities on Delaware roadways.

Delegation of Authority

A written position description is updated and reviewed every year for each of the members of the Office of Highway Safety staff, including the director. These position descriptions clearly outline the expectations of each member of the staff and establish the director as the administrator and manager for the Office of Highway Safety. Specifically, the Director's position description is detailed as follows:

> *"The Director of the Office of Highway Safety is responsible for planning, organizing, coordinating, and directing the operations of the Office of Highway Safety to ensure effective distribution of federal highway safety funds to state and local subdivisions in accordance with federal and state rules, regulations and guidelines."*

Relevant Training

As indicated below, the Office of Highway Safety staff regularly participates in National Highway Traffic Safety Administration (NHTSA) training opportunities and relevant training offered by other partners, as well as management training offered within the state.

Tricia Roberts, Director – NHTSA, Program Management; NHTSA, Financial Management; GHSA, Executive Seminar on Program Management; State of Delaware, Leadership Training; US Department of Justice, Office of Justice Programs, Financial Management Training; Regional GR/Coordinator meetings; and GHSA Annual Meeting and executive board meetings.

Jana Simpler, Management Analyst III – NHTSA, Program Management Training; GHSA, Executive Seminar on Program Management; NHTSA, Child Passenger Safety Technician Training; NHTSA, Instructor/Facilitator Training; NHTSA, Financial Management; State of Delaware, Supervisor and Management Trainings; Regional GR/Coordinator meetings; GHSA Annual Meeting; the Annual Traffic Records Forum, and ATSIP Board meetings.

Lisa Shaw, Management Analyst III – NHTSA, Program Management Training; GHSA, Executive Seminar on Program Management; NHTSA, Instructor/Facilitator Training; NHTSA, Financial Management; Regional GR/Coordinator Meetings.

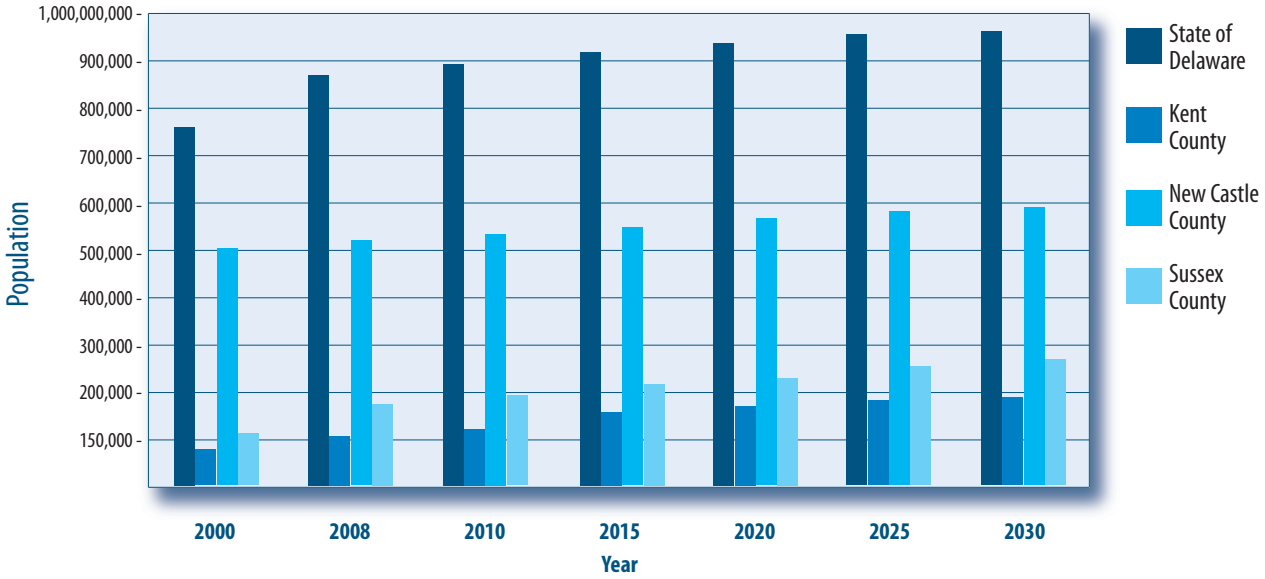
Andrea Summers, Community Relations Officer – NHTSA, Program Management Training; NHTSA, Instructor/Facilitator Training; NHTSA, Child Passenger Safety Technician and Instructor Training; NHTSA, Media Skills Workshop; NHTSA, Financial Management; State of Delaware, Management Training; and the annual NIOA (National Information Officer's Association) Conference.

Statewide Demographics

Delaware is the second smallest state in the nation and in terms of land mass, Delaware ranks 49th in the nation with a total area of 1,982 square miles. The state boasts just three counties, as follows: New Castle County, 438 square miles, Kent County, 594 square miles, and Sussex County, 950 square miles. Delaware is 96 miles long and varies from 9 to 35 miles in width. There are 401.0 persons per square mile and DelDOT maintains 89% of the 12,994 lane miles of roads in Delaware.

The US Census Bureau reports that the 2000 population estimate was 786,488 (501,933 New Castle County, 127,085 Kent County, and 157,430 Sussex County) . Since 1990, the state's population has increased 10% as The Delaware Population Consortium (DPC) has estimated Delaware's 2008 population at 875,953. Persons under the age of 5 represent 4.6% of the state's population and persons over the age of 65 represent 12% of the population. The number of females slightly edge out males, 51.4% to 48.6%. Lastly, based on DPC's estimate of the 2008 population, 74% of the population is white, 22% are African-American, and 4% are either Asian or Hispanic or Latino origin. For more population outlooks, see below or visit
http://stateplanning.delaware.gov/information/dpc_projections.shtml.

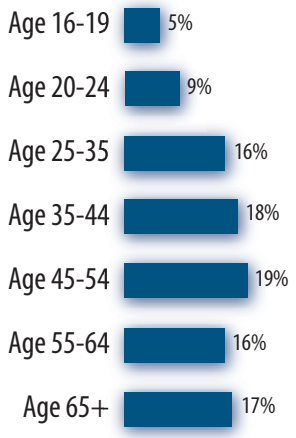
2008 Delaware Population Projections Summary Table
Total Projected Population, 2000 - 2030
As of July 1



Source: Delaware Population Consortium Annual Population Projections, October 31, 2008, Version 2008.0

	Licensed Drivers	Licensed Commercial Drivers	Registered Motor Vehicles	Motor Vehicle Mileage in Millions
1999	552,055	26,502	694,330	8,543
2000	563,949	27,157	717,360	8,199
2001	569,143	27,811	733,207	8,565
2002	577,581	28,446	755,272	8,838
2003	591,713	29,225	778,016	9,010
2004	604,124	30,138	803,942	9,263
2005	614,417	30,902	824,357	9,486
2006	620,433	31,829	841,620	9,407
2007	627,096	32,329	854,604	9,453
2008	634,358	36,628	850,138	9,410

Of the 634,358 licensed drivers in 2008, 5% were between the ages of 16 and 19. See below:



A recent survey conducted by the University of Delaware showed an average of 78% of the workforce in New Castle County commuted to work alone—66% in Kent County and 72% in Sussex County. Though few use other modes of transportation to travel to work, New Castle County has the highest number of persons that use public transportation. The Delaware Population Consortium estimates that 18,300 persons commuted to work in 2006. Please see below.

Note: Public transportation is extremely limited in Kent and Sussex County.

Commuting by Delaware Workers

County	Car Pools	Public Transportation	Work Outside County of Residence	Mean Travel Time to work (minutes)
Kent	13%	0.8%	20.7%	22.7
New Castle	10.9%	3.9%	14.4%	24.3
Sussex	12.4%	0.7%	23.6%	24
Delaware	11.5%	2.8%	17.1%	24

Delaware has two Metropolitan Planning Organizations (MPO), including the Dover/Kent County MPO and the Wilmington Area Planning Council (WILMAPCO). The Dover/Kent County MPO covers all of Kent County while WILMAPCO covers New Castle County and Cecil County, MD. There is no MPO in Sussex County.

**Some facts gleaned from the Department of Transportation Facts Book, published by DelDOT Planning in cooperation with the US Department of Transportation, Federal Highway Administration.

Miscellaneous State Data

There are 41 law enforcement agencies in Delaware, including the Delaware State Police. New Castle County has the only county police agency in the state. The Sheriff's Offices in each county do not have traditional enforcement authority and typically provide subpoena serving support to the court system.

There are seven hospitals in Delaware, including Al Dupont Hospital for Children, which serves children from infancy through 14 years of age and one Level I Trauma Center, Christiana Care Health Systems. Other medical facilities include short-term acute care hospitals, nursing homes, mental health facilities, and a veteran's hospital. Emergency care is provided by area hospitals which have emergency treatment facilities staffed on a 24-hour basis. Emergency medical response to all areas of the State is provided by 57 volunteer ambulance companies, two private ambulance companies and nineteen paramedic units and four State Police helicopters. (source: 2008 Delaware Databook, DEDO)

The capitol of the state, Dover, is home to the state's lone military base, Dover Air Force Base (DAFB). The primary mission of the DAFB is to provide airlift support for troops, cargo, and equipment. There are more than 4,080 active duty and reserve military and 1,558 civilians with a total economic impact of approximately $341,800.00 per year, which ranks the air base as Delaware's fifth largest employer. Many base personnel are actively involved in a variety of off-base activities, and a strong base community program provides a forum for military and civilian cooperation at all levels.

Delaware supports numerous industries, including banking, manufacturing, automotive, poultry processing, and pharmaceuticals. 2006 data indicates that the state's largest employer is the State of Delaware with 13,500 workers. Bank of America (banking) ranked second, the DuPont Company (chemicals) ranked third, Christiana Care Health Systems (health care) ranked fourth and the Dover Air Force Base (military transport) ranked fifth. The unemployment rate in May 2009 was 8.1%, nearly double that of the rate in May 2008. (source: Delaware Department of Labor)

Delaware Unemployment Statistics
Seasonally Adjusted

	Jan 2009	Feb 2009	Mar 2009	Apr 2009	May 2009
Labor Force	439,918	440,145	436,166	438,347	438,023
Employment	410,307	407,874	402,851	405,892	402,403
Unemployment	29,611	32,271	33,315	32,455	35,620
Unemployment Rate (%)	6.7%	7.3%	7.6%	7.4%	8.1%

DART First State Public Transit Service is operated by Delaware Transit Corporation, a Division of DelDOT. The statewide public transit system is provided by this one provider, travels statewide and includes seasonal resort service and para-transit door-to-door service for the elderly and disabled. The DART fleet includes over 320 buses, provides transportation on over 69 bus routes, and serviced 10.2 million passengers in 2006.

The major northÍsouth highway along the Eastern Seaboard is Interstate 95. Delaware's direct access to IÍ95 provides industry with fast, efficient, economical delivery service anywhere in the nation. IÍ95 joins Delaware in the north from Philadelphia, travels through Wilmington to the Maryland line south of Newark, and provides a direct connection to points south and west via the Baltimore Harbor Tunnel and Baltimore Beltway. IÍ295 crosses the Delaware River via the Delaware Memorial Twin Bridges, linking with the New Jersey Turnpike on its way to New York and New England. The Wilmington ByÍPass, IÍ495,
provides access to the Port of Wilmington and many of northern Delaware's major industrial parks. Major industrial centers in central and southern Delaware are linked to the interstate system by U.S. Highways 13 and 113. These routes provide direct connections to Norfolk and southern states via the Chesapeake Bay Bridge. U.S. Route 301 begins at the Delaware Memorial Twin Bridges and goes to Richmond, Virginia via the Chesapeake Bay Bridge at Annapolis, Maryland. This convenient route joins IÍ60
and rejoins IÍ95 at Richmond, Virginia, thus bypassing the congested Baltimore, Maryland and Washington, DC areas for timeÍsaving delivery. The Cape MayÍLewes Ferry links southern New Jersey with southern Delaware, joining the entire Delmarva Peninsula with the Garden State Parkway. (source: 2008 Delaware Databook, DEDO)

On average 80 Amtrak trains serve the historic Wilmington station each weekday, which includes up to 30 high-speed Acela Express trains. Most trains provide service to Richmond, Washington, New York, Boston and direct service to the Carolina's, Atlanta, Miami, New Orleans, and Chicago. In 2005, Amtrak provided 784,488 passenger trips to/from Delaware.

Political and Legislation Status

The Governor of the State of Delaware is Jack A. Markell. The Lt. Governor is Matt Denn. Both are Democrats and took office for their first terms in January 2009. The state's General Assembly consists of two houses, the House of Representatives and the Senate. The House of Representatives seats are currently held by 16 Republicans and 25 Democrats. The Senate seats are currently held by 5 Republicans and 16 Democrats, plus the Lt. Governor who presides over the Senate as the President.

During the first session of the 145th General Assembly (ended June 2009), legislators did not introduce an open container bill. The lack of a compliant open container law subjects the state to Section 154 transfer penalties. Legislators have been resistant to passing an open container law as they believe that it should apply only to the driver of the vehicle and not passengers.

In June 2009, the General Assembly passed legislation to upgrade the state's DUI law. SB 177 created a First Offense Election for first offenders with a BAC of 0.15 or higher. This FOE program requires a 45-day "hard" driver's license revocation, followed by six months of Ignition Interlock with conditional driving privileges – offenders may only drive to and from work, school, their DUI treatment provider, and the IID service provider. In addition, HB 152 creates a new felony class for 5th, 6th, and 7th DUI offenses – increasing fines and jail. In addition, it increases the fines for all DUI offenses.

Crash Data

	Baseline Data 1997-2000				Progress Report Data 2001 - 2008							
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Fatalities (Actual)	148	116	104	130	139	127	145	140	133	147	118	122
Fatality Rate /100 million VMT	1.86	1.42	1.22	1.59	1.62	1.44	1.61	1.53	1.41	1.56	1.26	1.30
Injuries (Actual)	10607	11027	10523	10421	9965	9965	8895	7610	8367	8145	7568	7200
Fatality & Serious Injury Rate/ 100 million VMT	135.1	136.5	124.5	128.6	117.9	114.2	100.3	84.5	89.8	88.1	82.4	77.8
Fatality Rate/100K Population	20.1	15.6	13.8	16.6	17.5	15.7	17.7	16.7	15.8	17.2	13.7	13.9
Fatal & Serious Injury Rate/100K population	1463	1499	1413	1347	1270	1250	1105	924	1011	971.6	889.7	835.9
Alcohol Related Fatalities	64	43	40	59	59	46	54	46	60	55	53	52
Percentage of Alcohol Related Fatalities	43%	37%	38%	45%	42%	36%	37%	33%	45%	37%	45%	43%
Alcohol Related Fatality Rate/ 100 million VMT	0.56	0.46	0.45	0.55	0.49	0.41	0.60	0.36	0.63	0.58	0.57	0.55
Percent of Population Using Safety Belts	59%	62%	64%	66%	67%	71%	75%	82%	84%	86%	87%	91%

Performance Measures

State of Delaware
FY 2010 Highway Safety Goals

1. **Traffic Fatalities** – To decrease traffic fatalities 6% from the 2005-2007 calendar year average of 133 to 125 by December 31, 2011.

2. **Serious Traffic Injuries** – To decrease serious traffic injuries 2% percent from the 2006-2008 calendar year average of 743 to 725 by December 31, 2011.

3. **Mileage Death Rate** – To decrease the mileage death rate from the 2005-2007 calendar year average of 1.4 per 100 million vehicle miles travel to 1.3 by December 31, 2011.

4. **Rural Mileage Death Rate** – To decrease the rural mileage death from the 2005-2007 calendar year average of 2.93 per 100 million vehicle miles travel to 2.70 by December 31, 2011.

5. **Urban Mileage Death Rate** – To decrease the urban mileage death rate from the 2005-2007 calendar base year average of .76 per 100 million vehicle miles travel to .70 by December 31, 2011.

6. **Unrestrained Passenger Vehicle Occupant Fatalities** – To decrease unrestrained passenger vehicle occupant fatalities 11% from the 2005-2007 calendar year average of 45 to 40 by December 31, 2011.

7. **Alcohol Impaired Driving Fatalities** – To decrease alcohol impaired driving fatalities 11% from the 2005-2007 calendar year average of 47 to 42 by December 31, 2011.

8. **Speed Related Fatalities** – To decrease speeding-related fatalities 14% from the 2005-2007 calendar year average of 43 to 37 by December 31, 2011.

9. **Motorcyclist Fatalities** – To decrease motorcyclist fatalities 12% from the 2005-2007 calendar year average of 16 to 14 by December 31, 2011.

10. **Unhelmeted Motorcyclist Fatalities** – To decrease unhelmeted motorcyclist fatalities 12% from the 2005-2007 calendar year average of 8 to 7 by December 31, 2011.

11. **Drivers Age 20 or Younger Involved in Fatal Crashes** – To decrease drivers age 20 or younger involved in fatal crashes 17% from the 2005-2007 calendar year average of 24 to 20 by December 31, 2011.

12. **Pedestrian Fatalities** – To reduce pedestrian fatalities 11% from the 2005-2007 calendar year average of 18 to 16 by December 31, 2011.

13. **Seatbelt Use Rate** – To increase statewide seat belt compliance 2 percentage points from the 2009 calendar year use rate of 88% to 90% by December 31, 2010.

14. Traffic Records – Short-term performance goals:

- Coordinate the planning and development of the Section 408 application and Traffic Records Coordinating Committee (TRCC) Strategic Plan with members of the TRCC.
- Assist the TRCC with the implementation of projects as outlined in the TRCC Strategic Plan. See below:
  - Support efforts by the Delaware Justice Information System (DelJIS) to re-tool the current automated crash reporting project and incorporate into the Law Enforcement Investigative Support Services (LEISS) suite of enforcement reporting tools. (e-crash)
  - Support efforts by the Division of Motor Vehicles in the creation of a DMV Data Mining Tool
  - Support efforts by the Office of Emergency Medical Services to enhance the EMS Data Information Network (EDIN)
  - Support efforts by DelDOT to create a new locator tool to support the electronic crash data system currently in development by DelJIS

Long-range performance goal: Continue to support TRCC partners' efforts to upgrade existing traffic records systems and efforts to identify additional resources to further aid in accurate, timely, and complete data analysis.

Note: The Office of Highway Safety is a member of the state Strategic Highway Safety Plan (SHSP) committee led by the Delaware Department of Transportation. Our FY 2010 highway safety goals outlined in this document, the Highway Safety Plan (HSP), support the goals outlined in the SHSP.

Problem ID Process

Problem Identification Process

The Office of Highway Safety (OHS) staff and the Grant Advisory Committee (GAC) conduct an extensive problem identification process each year to determine the most effective plan for the most appropriate use of federal highway safety funds. Data driven problem identification is key to the success of any highway safety plan or specific programming initiative. Problem identification ensures that the highway safety program addresses specific crash problems, provides the appropriate criteria for the designation of priorities, and provides a benchmark for administration and evaluation of the overall highway safety plan.

The OHS and GAC utilize the NHTSA problem identification process and guidelines outlined in the NHTSA Program Management Training manual. Our problem identification process for FY 2010 included:

- Identify the data elements – The OHS staff and the GAC began the analysis process by identifying the crash data elements to determine if a statewide or localized problem existed. We compiled that list, determined which pieces of information we had access to, which year's data we had access to, and prepared our specific data requests for the appropriate data manager. Some sample data elements included teen drivers, commercial vehicle crashes, seat belt use crashes, ages of pedestrian fatalities, types of roadways, primary contributing circumstances, alcohol-related fatalities, and high crash locations. The actual list of data elements reviewed was extensive and focused on location and demographic data to determine which roadways to focus on and to determine the profile of our most risky drivers.

- Identify the data sources – Once the OHS staff and the GAC determined the data elements that we wanted to focus on, we identified the appropriate data sources from which to draw the information. These included the Delaware State Police (DSP) Traffic Section (statewide crash data repository); Delaware FARS data; the Emergency Medical Services Data Information Network (Patient Care Reports); the Delaware Department of Transportation (DelDOT), Office of Planning for location data; Annual Observational Seat Belt Use Surveys; Delaware's 2005 Traffic Records Assessment; crash report demographic data; DUI Tracking System data; child restraint misuse data; the Division of Motor Vehicle registration and licensed driver data; CODES; DelJIS citation data; Delaware's 2004 Impaired Driving Assessment; and DelDOT Highway Safety Improvement Plan data.

- Identify data display options – In addition to utilizing the paper and electronic reports prepared by the above data sources, the Office of Highway Safety relied heavily on the mapping capabilities provided by our GIS based crash analysis and mapping system, CHAMPS (Criminal and Highway Analysis Mapping for Public Safety). All the identified priority area crashes were mapped to determine if there were any clusters or location consistencies for various types of crashes, including unrestrained fatalities, low seat belt use areas, aggressive driving-related fatal and injury crashes, alcohol-related fatal and injury crashes, pedestrian fatal crashes, and motorcycle fatal crashes. All maps compared three to five years of crash data as well.

- Analyze and interpret the data –In January 2008, the Office of Highway Safety took delivery of the GIS based mapping system, CHAMPS, which allows for both mapping and analysis of crashes on the user's desktop. This web-based tool has allowed for comprehensive crash analysis within the Office of

Highway Safety that had not previously been available. In 2006 the Office of Highway Safety unveiled a new DUI Tracking System to better track DUI offenders from arrest through treatment to relicensure. The DUI Tracking System and the CHAMPS crash analysis software are the only in-house traffic records querying systems housed at the Office of Highway Safety, but OHS has extensive partnerships with numerous highway safety partners that provide data and analysis that is very important to our problem identification process. Additionally, OHS identifies the target audience based on analysis of the data using the following questions:

- Who is involved in crashes more than would be expected given their proportion of the driving population?
- What types of crashes are taking place?
- Where are the crashes taking place in numbers greater than would be expected given the amount of travel in those locations?
- When are the crashes taking place? Time of day? Day of week? Month?
- What are the major contributing factors to the crashes?

• Establish decision rules – From the information gathered, the state's top six highway safety problems were identified. As indicated above, the FY 2010 priority areas were established and ranked:

- Occupant Protection
- Impaired Driving
- Speeding
- Traffic Records
- Pedestrian Safety
- Motorcycle Safety

Based on data driven problem identification, subgrantees were identified to participate in initiatives outlined in this FY 2010 Highway Safety Plan. OHS provides the identified agencies with specific program initiatives and goals to achieve based on their participation in the Highway Safety Plan. The problem identification process is key to establishing an effective Highway Safety Plan and the appropriate distribution of federal funds.

• Review the data and analyze further – OHS conducts additional analysis to review data in greater detail to further ensure that programming initiatives that are selected specifically target the identified problems, for example:

- Day of the week/month
- Time of day
- Age and sex by type of crash

Following extensive review and analysis of the data, the Office developed goals for each of the identified priority areas. We took into account crash, fatality and injury trends, evaluation of programming initiatives, goal achievement in the previous year, and pending legislation. Each of the established goals are specific, measurable, action oriented, reasonable, time framed and related to the identified problem.

Lastly, performance measures for each goal were identified. In doing so, we ensure that the selected measurement will accurately demonstrate the effectiveness of the goal.

Problem Identification Process Strengths and Challenges

The problem identification process undertaken by the Office of Highway Safety staff and Grant Advisory Committee revealed some of Delaware's inherent strengths and challenges related to data collection.

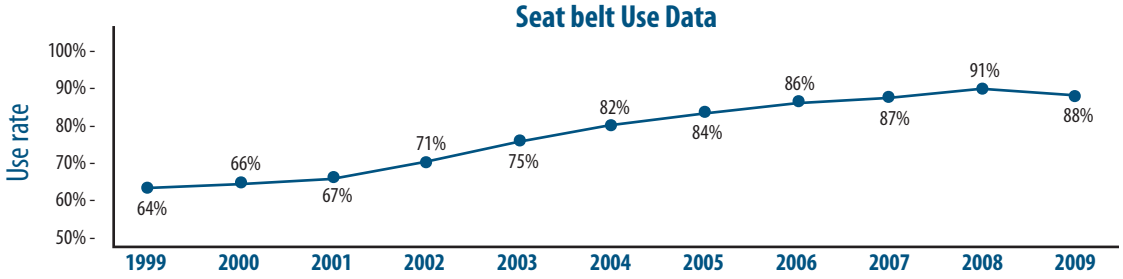
Some of these strengths include the experience of the staff members involved in the process. Much can be said for intuition in determining the direction when analyzing data, selecting priority areas and setting appropriate goals. Additionally, the willingness of our highway safety partners to provide data upon request, the availability of the NHTSA Region 3 staff in assisting the Office with the task, and the participation of our Grant Advisory Committee were tremendously helpful and contributed greatly to the success of the overall problem identification process. FY 2010 represenents the second year that the Office of Highway Safety staff were able to utilize CHAMPS to obtain GIS based location data to accurately identify crash locations and thus subgrantees that can assist OHS in achieving our goals. Additional strengths include the utilization of an automated crash reporting system and implementation of an electronic format for issuing traffic citations for law enforcement.

While there is an abundance of data available for review, timeliness is currently an issue. As the state's law enforcement community embraces the automated crash report and e-ticket, the timeliness of the accessibility of data will greatly improve.

Highway Safety Priority Areas
Performance Goals, Measures, and Funded Projects

Occupant Protection

Based on the Annual Statewide Observational Seat Belt Use Survey conducted in Delaware in June 2009, Delaware's seat belt use rate is 88%, down from 91% in 2007. The nation's average seat belt use rate is 83%. In 2008, 50% (40 of 80) of those occupants killed in motor vehicle crashes on Delaware roadways were not wearing seat belts, up from 47% in 2007. Statistics reveal that as many as half of those killed who weren't wearing seat belts may have survived had they buckled up. In addition, in 2008, 14% (873 of 6,450) of those injured were not wearing seat belts at the time of the crash. In 2008, 48% of the motor vehicle occupants killed in New Castle County were not wearing their seatbelt, as compared to 65% in Kent and 49% in Sussex County. Of the motor vehicle occupants killed in 2008, 45 of 78 were between the ages of 15 and 44. Of those 45, 44% were not buckled at the time of the crash.



Motor Vehicle Occupant Injury and Fatality Data and Seat belt Use

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Injuries	9985	9805	9396	9430	8381	7132	7821	7449	6779	6450
% not using seat belts	22%	23%	21%	18%	17%	13%	15%	15%	13%	14%
	2,196 of 9985	2255 of 9805	1973 of 9396	1697 of 9430	1433 of 8381	911 of 7132	1135 of 7821	1102 of 7449	915 of 6779	873 of 6450
Fatalities	82	100	108	100	113	110	100	104	84	78
% not using seat belts	68%	72%	64%	64%	55%	50%	59%	52%	49%	53%
	56 of 82	72 of 100	69 of 108	64 of 100	62 of 113	55 of 110	59 of 100	54 of 104	41 of 84	41 of 78

Performance Goal

Seatbelt Use Rate – To increase statewide seat belt compliance 2 percentage points from the 2009 calendar year use rate of 88% to 90% by December 31, 2010.

Performance Measures

• Annual **statewide observational seat belt use surveys** will continue to be utilized to measure the statewide usage rates for seat belts. In 1998, the Delaware Office of Highway Safety's Observational Survey Plan was developed and was approved by the National Highway Traffic Safety Administration. Seat belt use is surveyed at over eighty sites across the state and calculations of use are based on VMT (vehicle miles traveled).

• **Monitoring of overall seat belt use rates** in personal injury and fatal crashes will allow for a comprehensive approach to the problem identification process. The Office of Highway Safety will continue to monitor the locations of unrestrained fatal and personal injury crashes and direct targeted enforcement and education efforts in those areas.

FY 2010 Section 402 Occupant Protection Projects

Office of Highway Safety-Project Safe Highways	$503,387
Delaware State Police	$67,320
Newark Police Department	$8,800
New Castle County Police Department	$25,520
Wilmington Police Department	$17,600
Dover Police Department	$23,200
Middletown Police Department	$7,920
Georgetown Police Department	$7,920
University of Delaware, NCCo CTSP	$31,449
University of Delaware, Kent and Sussex County CTSP	$27,266
The SmartDrive Foundation, Inc.	$1,795
Section 402 Total	$722,177

CIOT Billboard, May 2009.

For FY 2010 Occupant Protection project descriptions, see below:

Office of Highway Safety-Project Safe Highways

- Staff salaries, including the Occupant Protection Coordinator, the Accounting Specialist, the Law Enforcement Liaison and the Corporate Outreach Coordinator
- Corporate outreach materials
- Occupant Protection materials, including seat belt and child restraint brochures
- Paid media to support the tween seat belt campaign
- CIOT enforcement and paid media to support a mini-mobilization in February 2010
- Outreach and awareness for the tween population on seat belt issues

Delaware State Police
New Castle County Police Department
Wilmington Police Department
Newark Police Department
Middletown Police Department
Georgetown Police Department
Dover Police Department

- Overtime enforcement (saturation patrols and checkpoints) to arrest violators of the state's seat belt laws on days of the week and times of the day when crashes have occurred that involve unrestrained motorists. Officers will be directed to conduct enforcement at locations where a high incidence of crashes have occurred that involve unrestrained motorists.

University of Delaware—New Castle County CTSP

- Support Click it or Ticket campaign in New Castle County by conducting presentations in low seat belt use areas. Work with schools, agencies, and businesses to increase seat belt use through public awareness activities.
- Conduct educational programs, after school/youth sports/4H programs and programs via other partners to increase seat belt use among the tween population.
- Coordinate GDL Parent Orientation Program presentation for teens and parents in NCCo.
- Utilize the Buckle Up stencil to encourage motorists in NCCo to use their seat belts.

University of Delaware—Kent/Sussex County CTSP

- Support Click it or Ticket campaign in Kent and Sussex Counties by conducting presentations in low seat belt use areas. Work with schools, agencies, and businesses to increase seat belt use.
- Coordinate GDL Parent Orientation Program presentation for teens and parents in Kent and Sussex County.
- Utilize the Buckle Up stencil to encourage motorists in Kent and Sussex County to use their seat belts.
- Develop a community-based program for teenagers ages 16-24 in an effort to increase seatbelt use.
- Partner with the Delaware Business, Industry and Education Alliance's "What in the World" program to bring education and awareness about seat belt safety to middle and high school students.

The SmartDrive Foundation, Inc.

- Develop and implement phase II of the SmartDrive program, SmartDrive Plus, aimed at encouraging teens to make responsible decisions about driving including using seat belts, not drinking and driving, and reducing their speeds.

SAFETEA-LU Occupant Protection Incentive Grants

SAFETEA-LU Section 405 Occupant Protection Incentive Grant – eligibility criteria includes meeting 4 of the following 6 criteria:

- **a law requiring seat belt use by all passengers**
- **a primary enforcement seat belt law.**
- minimum fine or penalty points for occupant protection law violations.
- **a statewide special traffic enforcement program for occupant protection that emphasizes publicity.**
- a statewide child passenger safety education program.
- **a child passenger law that requires minors to be properly secured in a child safety seat.**

FY 2009 – ($156,643) Delaware qualified for this incentive grant by meeting 4 of 6 of the above eligibility criteria. See highlighted criteria. Funds were allocated to the 2009 Click it or Ticket media and enforcement initiative in May 2009. All funds have been expended.

SAFETEA-LU Section 2011 Child Safety and Child Booster Seat Incentive Grant – eligibility criteria includes enforcing a child restraint law that meets federal standards and provides protection for children through at least 65 lbs.

FY 2008 – ($101,549) Funds are allocated to support the state's three child passenger safety fitting stations, including salary and supply needs, CPSAW paid media, plus a small grant to Sussex Pregnancy Care Center that provides car seats to needy families.

FY 2009 – ($143,709 anticipated) The application was submitted to NHTSA in May 2009. Awards have not been made to date.

SAFETEA-LU Section 406 Seat Belt Performance Grant – The state of Delaware was eligible to receive this one-time grant based on passage of a primary seat belt law in June 2003.
FY 2006 – ($2,235,000) The funds are allocated to support ongoing highway safety programming, including Click it or Ticket and our aggressive driving initiatives, plus a paid media campaign to increase motorcycle safety, Graduated Driver's Licensing log books for students and parents, Law Enforcement Liaison salary, radar equipment for law enforcement, and traffic records improvements including CHAMPS (Criminal and Highway Analysis Mapping for Public Safety). Balance to date is $80,000.
FY 2009—($490,000 anticipated) The Section 406 final rule allowed for any remaining 406 funds to be allocated to eligible states. Delaware was notified in July 2009 that we are eligible for $490,000 of these remaining funds.

Delaware State Police conduct a Traffic Safety Checkpoint during the May 2009 Click it or Ticket campaign.

Merritt Burke, Kent/Sussex CTSP coordinator, painted the Buckle Up Stencil on the parking lot at Smyrna High School. Pictured with him are Smyrna High School students that assisted.

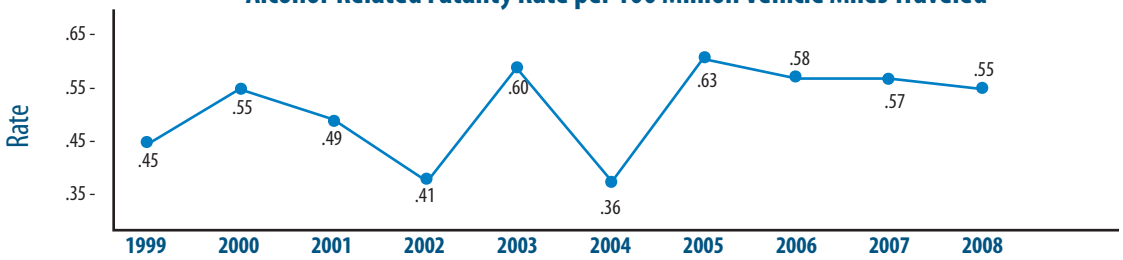
Impaired Driving

Based on the Delaware State Police Annual Traffic Statistical Report for 2008, alcohol-related fatalities accounted for 52 of the 122 total traffic crash fatalities (43%). This is down from 45% in 2007, when 53 of 118 traffic crash fatalities involved alcohol. Also, in 2008 alcohol-related crash injuries were at 11%, 782 of 7200 total crash injuries involved alcohol. Overall, there were 1366 total alcohol-related crashes, down from 1521 in 2007. This includes fatal, personal injury, and property damage crashes. Further crash analysis revealed that 81% of all alcohol-related crashes occurred between 8pm and 4am. Also, 72% happen between Friday and Sunday. Male drivers account for 79% of all alcohol-related fatal crashes, and 80% of those males are between the ages of 22 and 54. In 2008, Delaware law enforcement made a total of 6881 impaired driving arrests, up from 6702 in 2007.

Alcohol Involvement in Traffic Crashes

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Fatalities	104	130	139	127	148	140	133	147	118	122
Alcohol-related	40	59	59	46	57	47	60	55	53	52
% of Total	38%	45%	42%	36%	39%	34%	45%	37%	45%	43%
Injuries	10523	10421	9965	9965	8898	8314	8367	8145	7568	7200
Alcohol-related	1159	1038	1021	1054	1035	899	802	919	830	782
% of Total	10%	10%	11%	10%	10%	10%	10%	11%	10%	11%
All Crashes	20,646	21,218	20,406	21,215	21,020	19,642	18,681	19,351	20,017	19,506
Alcohol-related	1483	1542	1621	1663	1472	1336	1454	1511	1521	1366
% of Total	7%	7%	8%	8%	7%	7%	8%	8%	8%	7%

Alcohol-Related Fatality Rate per 100 Million Vehicle Miles Traveled



Performance Goals

Alcohol Impaired Driving Fatalities – To decrease alcohol impaired driving fatalities 11% from the 2005-2007 calendar year average of 47 to 42 by December 31, 2011.

Performance Measures

- Ongoing **analysis of state traffic crash data** will be used to measure progress towards the desired goals. Particular attention will be placed on all crashes which involve alcohol, the age and gender of the drivers involved in these crashes, the BAC level of the drivers involved in these crashes, the counties in which the crashes occur, the time of day and day of week the crashes occur, and the total number of DUI arrests made by Delaware law enforcement agencies.

- A **comprehensive automated traffic crash report**, currently utilizing the TraCS software, was implemented statewide in January 2007. This reporting system, which utilizes MMUCC data elements, allows for more comprehensive data collection with regard to all traffic crashes, including alcohol-related crashes.

- The **DUI Tracking System** provides data related to the post-arrest processing of a DUI offender. The system tracks progress from arrest through relicensure. System improvements have been made to include Court disposition data, DMV administrative hearing data, and more detailed treatment program information.

Officers from across New Castle County swear in prior to the beginning of the annual Checkpoint Strikeforce Impaired Driving campaign in July 2009.

FY 2010 Section 402 Impaired Driving Projects

Office of Highway Safety-Project Safe Highways	$207,740
Delaware State Police	$39,800
New Castle County Police Department	$2,900
Dover Police Department	$4,800
New Port Police Department	$2,200
Rehoboth Beach Police Department	$4,500
Harrington Police Department	$3,200
Newark Police Department	$2,900
Wilmington Police Department	$2,200
Laurel Police Department	$2,900
Milford Police Department	$3,600
Middletown Police Department	$1,900
Georgetown Police Department	$2,200
University of Delaware, NCCo CTSP	$31,449
University of Delaware, Kent and Sussex County CTSP	$27,266
The SmartDrive Foundation, Inc.	$1,795
Total 402 Funds	$341,350

For FY 2010 Impaired Driving project descriptions, see below:

Office of Highway Safety-Project Safe Highways

- Staff salaries, including the DUI Coordinator, the Community Relations Officer and the Operations Support Specialist

Delaware State Police
New Castle County Police Department
Dover Police Department
Newport Police Department
Rehoboth Beach Police Department
Harrington Police Department
Laurel Police Department
Milford Police Department
Wilmington Police Department
Middletown Police Department
Georgetown Police Department
Newark Police Department

- Overtime enforcement (saturation patrols and checkpoints) to arrest violators of the state's DUI laws on days of the week and times of the day when alcohol-related crashes have occurred. Officers will be directed to conduct enforcement at locations where alcohol-related crashes have been prevalent.

University of Delaware—New Castle County CTSP

- Support the Checkpoint Strikeforce campaign through the distribution of educational materials, coordinating educational events, and attendance at CPSF checkpoints as available.
- Support the Hero campaign (designated driver program).
- Coordinate efforts in NCCO to reduce the incidence of underage drinking through numerous USA partnerships, including Building Bridges 5th Quarter events, and DSAMH's Town Hall meeting.
- Support OHS efforts to promote Safe Family Holiday events during the holiday season through distribution of materials and through the coordination of mocktail events.

University of Delaware—Kent/Sussex County CTSP

- Support the Checkpoint Strikeforce campaign through the distribution of educational materials, coordinating educational events, and attendance at CPSF checkpoints as appropriate.
- Coordinate efforts in Kent and Sussex counties to reduce the incidence of underage drinking through impaired driving awareness programs at local high schools via mock DUI crash programs and "Playing Under Impairment" demonstrations.
- Support OHS efforts to promote Safe Family Holiday events during the holiday season through distribution of materials and through the coordination of mocktail events.
- Expand the SIDNE program to new corporate partners.

The SmartDrive Foundation, Inc.

- Develop and implement phase II of the SmartDrive program, SmartDrive Plus, aimed at encouraging teens to make responsible decisions about driving including using seat belts, not drinking and driving, and reducing their speeds.

Checkpoint Strikeforce Billboard, July 2009

SAFETEA-LU Impaired Driving Incentive Grants and Transfer Funding

SAFETEA-LU Section 410 Incentive Grant - eligibility criteria included meeting 3 of the following 8 criteria in FY 2006 and 4 of the 8 in FY 2007. Highlighted criteria represent those that the state met in order to qualify:

- **A high visibility enforcement program**
- **A prosecution and adjudication program**
- A BAC testing program
- **A high risk drivers program**
- **An alcohol rehabilitation or DWI court program**
- **An underage drinking prevention program**
- **An administrative license revocation program**
- A self-sustaining impaired driving prevention program

FY 2007 – ($558,348) Delaware is using these funds to support overtime enforcement mobilization activities, to provide funding for the Traffic Safety Resource Prosecutor position, to fund maintenance and software updates for the online DUI Tracking System, for paid media efforts coordinated with our mobilizations, and to fund business travel and training for OHS staff, law enforcement, and the judiciary.

Delaware did not qualify for Section 410 funds in FY 2008. Eligibility criteria required compliance with 5 of the 8 criteria listed above. As of last year, Delaware only met four of those listed.

FY 2009 funds have not yet been awarded. Due to passage of legislation, Delaware expects to qualify using 6 of the 8 criteria listed above. Our application will be submitted by August 1, 2009.

Section 154/164 Funds – these funds represent a transfer penalty due to Delaware's failure to enact specific DUI legislation:

- Prohibiting open containers of alcohol from the passenger compartment of a vehicle (Section 154)

FY 2006 – ($2,221,681) Delaware was again penalized for failure to enact a conforming open container law (Section 154). $1,443,681.00 is allocated to the Hazard Elimination Program managed by the Delaware Department of Transportation. The balance, $778,000.00 is allocated to the Section 402 Impaired Driving Countermeasures Program. Funds are being used to support the Checkpoint Strikeforce program, to support Delaware's Drug Recognition Expert program, to provide additional equipment to the Delaware State Police crime lab to aid in the conviction of DUI offenders, and to fund a Traffic Safety Resource Prosecutor.

FY 2007 – ($2,543,170) Delaware was again penalized for failure to enact a conforming open container law (Section 154). $1,653,060.00 is allocated to the Hazard Elimination Program managed by the Delaware Department of Transportation. The balance, $890,110.00 is being allocated to the Section 402 Impaired Driving Countermeasures Program.

Funds are being used to support the Checkpoint Strikeforce program, as well as to provide training opportunities to law enforcement, the judiciary, and highway safety personnel. In addition, the funds are being used for paid media to accompany the Checkpoint Strikeforce campaign, and to fund a Traffic Safety Resource Prosecutor.

FY 2008 – ($2,728,335) Delaware was again penalized for failure to enact a conforming open container law (Section 154). $1,773,418.00 is allocated to the Hazard Elimination Program managed by the Delaware Department of Transportation. The balance, $954,917.00 is allocated to the Section 402 Impaired Driving Countermeasures Program. Funds will be used to fund the Traffic Safety Resource Prosecutor position, to fund overtime enforcement efforts for Checkpoint Strikeforce, to fund paid media and other PI&E efforts coordinated with the Checkpoint Strikeforce campaign, to fund business travel and training for OHS staff, law enforcement, and the judiciary, to fund maintenance for the online DUI Tracking System, to purchase equipment for law enforcement to aid in the detection of impaired drivers, and to fund a sub-grant to the Delaware State Police to aid in the conviction of impaired drivers.

FY 2009 – ($2,874,374) Delaware was again penalized for failure to enact a conforming open container law (Section 154). $1,868,343 is allocated to the Hazard Elimination Program managed by the Delaware Department of Transportation. The balance, $1,006,031 is allocated to the Section 402 Impaired Driving Countermeasures Program. Funds will be used to fund the Traffic Safety Resource Prosecutor position, to fund overtime enforcement efforts for Checkpoint Strikeforce, to fund paid media and other PI&E efforts coordinated with the Checkpoint Strikeforce campaign, to fund travel and training for OHS staff, law enforcement, and the judiciary, to fund maintenance for the DUI Tracking System, to purchase equipment for law enforcement to aid in the detection of impaired drivers, to fund training and travel, as well as equipment needs for the Drug Recognition Expert officers, and to fund a sub-grant for the Delaware State Police to aid in the conviction of impaired drivers.

Troopers conduct a DUI checkpoint during Checkpoint Strikeforce.

Speeding

The Office of Highway Safety determined that aggressive driving crashes were a large contributor to the state's fatal crash picture in the late 1990's. Since that time, OHS has focused our mobilizations and outreach efforts on reducing the top four aggressive driving acts that contribute to crashes: speeding, failure to yield, red light violations, and stop sign violations. While some progress was made, speeding remained by far the number one cause of aggressive driving related crashes. In 2008, speeding contributed to 19% of all fatal crashes. Following further analysis of the crash data, beginning in FY 2008, the Office of Highway Safety narrowed the scope of our aggressive driving efforts to focus on speeding specifically. Please see below the data reference the percentage of fatal crashes where the primary contributing circumstance is speed:

Percentage of fatal crashes resulting from speeding

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Total fatal crashes	95	121	119	117	138	130	118	133	106	106
Speeding related	15	13	20	23	35	33	33	21	27	20
Percentage	15%	11%	17%	20%	25%	25%	28%	16%	25%	19%

Performance Goal

Speed-Related Fatalities – To decrease speeding-related fatalities 14% from the 2005-2007 calendar year average of 43 to 37 by December 31, 2011.

Performance Measures

- OHS will continue on-going analysis of aggressive driving-related crash data, with a focus on speed, to assist in more targeted program planning in this priority area. Continued implementation of coordinated data collection systems will enable a more efficient and accurate problem identification process related to the problem of aggressive driving. By identifying the location of speed related crashes, plus time of day and day of week, special emphasis can be placed on target areas at certain times of the year.

- Special emphasis during analysis will be placed on state and local jurisdictions that have been identified as having a speed-related crash problem.

FY 2010 Section 402 Speed Projects

Office of Highway Safety-Project Safe Highways	$524,159
Delaware State Police	$92,400
New Castle County Police Department	$26,400
Dover Police Department	$14,400
University of Delaware, NCCo CTSP	$31,449
University of Delaware, Kent and Sussex County CTSP	$27,266
The SmartDrive Foundation, Inc.	$1,800
Total 402	$717,874

For FY 2010 Speeding countermeasure project descriptions, see below:

Office of Highway Safety-Project Safe Highways

- Speeding-related educational materials, materials for the promotion of the GDL law, Stop Aggressive Driving enforcement and paid media efforts, and radar equipment for law enforcement.

Delaware State Police
New Castle County Police Department
Dover Police Department

- Overtime enforcement to arrest violators of the state's speeding laws on days of the week and times of the day when speeding-related crashes have been prevalent. Officers will be directed to conduct enforcement at locations where speeding-related crashes have occurred.

The SmartDrive Foundation, Inc.

- Develop and implement phase II of the SmartDrive program, SmartDrive Plus, aimed at encouraging teens to make responsible decisions about driving including using seat belts, not drinking and driving, and reducing their speeds.

The summer/fall 2009 Stop Aggressive Driving campaign included utilizing "Call 911" signs to encourage motorists to report dangerous drivers.

Traffic Records

The Office of Highway Safety determined that aggressive driving crashes were a large contributor to the state's fatal crash picture in the late 1990's. Since that time, OHS has focused our mobilizations and outreach efforts on reducing the top four aggressive driving acts that contribute to crashes: speeding, failure to yield, red light violations, and stop sign violations. While some progress was made, speeding remained by far the number one cause of aggressive driving related crashes. In 2008, speeding contributed to 19% of all fatal crashes. Following further analysis of the crash data, beginning in FY 2008, the Office of Highway Safety narrowed the scope of our aggressive driving efforts to focus on speeding specifically. Please see below the data reference the percentage of fatal crashes where the primary contributing circumstance is speed:

Performance Goal

Short-term performance goals:

- Coordinate the planning and development of the Section 408 application and Traffic Records Coordinating Committee (TRCC) Strategic Plan with the TRCC.
- Support efforts of the TRCC to implement projects as outlined in the TRCC Strategic Plan.
- Support efforts by the Delaware State Police and the Delaware Justice Information System to re-tool the current automated crash reporting program and incorporate into the LEISS suite of enforcement reporting tools.
- Complete the testing phase for CHAMPS and utilize the system for problem identification needs within the office.

Long-range performance goal: Continue to support TRCC partners' efforts to upgrade existing traffic records systems and efforts to implement additional resources to further aid in accurate, timely, and complete data analysis.

Performance Measures

- The Traffic Records Coordinating Committee's **Strategic Plan** will be utilized as a guide to ensure that the proper steps are being taken to create data systems that are timely, accurate, consistent, complete, and accessible.

FY 2010 Traffic Records Projects

Office of Highway Safety-Project Safe Highways	$69,710
University of Delaware, NCCo CTSP	$5,243
University of Delaware, Kent and Sussex County CTSP	$4,543
Total 402 funds	$79,496

For FY 2010 Traffic Records project descriptions, see below:

Office of Highway Safety-Project Safe Highways

- Salary costs for the Information Systems Support Specialist for the Office of Highway Safety, FY2010 attitude and behavior surveys, and a Traffic Records Assessment.

University of Delaware—New Castle County CTSP

- Support the Click it or Ticket campaign by assisting the Office of Highway Safety with the Annual Observational Seat Belt Use Survey.

University of Delaware—Kent/Sussex County CTSP

- Support the Click it or Ticket campaign by assisting the Office of Highway Safety with the Annual Observational Seat Belt Use Survey.

SAFETEA-LU Traffic Records Incentive Grant

Section 408 Incentive Grant - eligibility criteria includes (a) an established Traffic Records Coordinating Committee; and (b) a multiyear highway safety data and traffic records system strategic plan that incorporates specific performance based measures.

FY 2007 – ($350,000) Delaware has allocated the funds to two specific traffic records projects, including the purchase of GPS enabled modems for local law enforcement to aid in location analysis of e-tickets and for the development and implementation of E-crash, our new electronic crash data capture system.

FY 2008 – ($500,000) Delaware has allocated the funds to four specific traffic records projects, as follows:

- DelDOT locator tool project
- Additional modems for police agencies
- DMV Data Analysis Tool
- EMS Data Information Network (EDIN) Next Generation System (consultant only to scope the project)

FY 2009 – ($500,000 anticipated) The application was submitted to NHTSA in June 2009.

Pedestrian Safety

In 2008, 252 persons were injured and 22 were killed in pedestrian crashes (18%). This percentage has remained static since 2007. Of the 22 pedestrians killed in 2008, 11 were under the influence of alcohol or other drugs (50%). 17 of the fatal crashes occurred in New Castle County, 2 occurred in Kent County and 2 occurred in Sussex County. Also, 55% of all pedestrian fatalities occur among those persons age 35-64.

Percentage of Pedestrian Fatalities

	2002	2003	2004	2005	2006	2007	2008
Total Traffic Fatalities	127	145	140	133	147	118	123
Pedestrian Fatalities	16	18	17	10	27	17	21
% Pedestrian Fatalities	13%	12%	12%	8%	18%	14%	17%

Performance Goal

Pedestrian Fatalities – To reduce pedestrian fatalities 11% from the 2005-2007 calendar year average of 18 to 16 by December 31, 2011.

Performance Measures

- The Office of Highway Safety will continue ongoing analysis of pedestrian crash data, including the age of victims, crash locations, and alcohol involvement to direct enforcement and education campaigns to targeted locations and audiences to achieve maximum results.

FY 2010 Section 402 Pedestrian Safety Projects

Office of Highway Safety-Project Safe Highways	$84,000
Delaware State Police	$13,000
Wilmington Police Department	$3,200
Newark Police Department	$2,200
Dover Police Department	$3,600
Seaford Police Department	$3,600
Laurel Police Department	$3,600
University of Delaware, NCCo CTSP	$5,243
University of Delaware, Kent and Sussex County CTSP	$4,544
Total 402 funds	$122,987

For FY 2010 Pedestrian Safety project descriptions, see below:

Office of Highway Safety-Project Safe Highways

- Bike safety materials, bike safety paid media and pedestrian safety paid media

Delaware State Police
Newark Police Department
Dover Police Department
Wilmington Police Department
Seaford Police Department
Laurel Police Department

- Overtime enforcement to arrest violators (motor vehicle operators and pedestrians) of the state's pedestrian laws on days of the week and times of the day when pedestrian crashes have been prevalent. Officers will be directed to conduct enforcement at locations where pedestrian crashes have occurred.

University of Delaware—New Castle County CTSP

- Support the Office of Highway Safety's pedestrian safety campaign by distributing materials in New Castle County and partnering with WILMAPCO via their coalition meetings.

University of Delaware—Kent/Sussex County CTSP

- Support the Office of Highway Safety's pedestrian safety campaign by distributing materials in Kent and Sussex County.
- Conduct Pedestrian Safety Checkpoints with traffic safety partners in the beach resort area.
- Partner with law enforcement to help deliver pedestrian safety messages.
- Design a pedestrian safety campaign for Dewey Beach.

The Kent/Sussex CTSP Coordinator talks to a pedestrian at a Pedestrian Safety Checkpoint in Fenwick Island, DE in July 2009.

Motorcycle Safety

In 2008, 13% of all fatalities were motorcyclists, 16 of 122. This is down from 2007, when 17 of 118 fatalities were motorcyclists (14%). Of the 16 motorcyclists killed in 2008, 7 were wearing helmets (44%). That represents an increase in helmet use from 2007 when 35% of motorcycle fatalities were wearing helmets. Further analysis shows that 56% of motorcycle fatalities involved alcohol, or 9 of 16. This is a significant increase over 2007 when 4 of the 17 fatalities involved alcohol (24%).

Percentage of Motorcycle Fatalities

	2002	2003	2004	2005	2006	2007	2008
Total Traffic Fatalities	127	148	140	133	147	118	123
Motorcycle Fatalities	7	12	10	21	12	17	16
% Motorcycle Fatalities	6%	8%	7%	16%	8%	14%	13%

Performance Goal

Motorcyclist Fatalities – To decrease motorcyclist fatalities 12% from the 2005-2007 calendar year average of 16 to 14 by December 31, 2011.

Unhelmeted Motorcyclist Fatalities – To decrease unhelmeted motorcyclist fatalities 12% from the 2005-2007 calendar year average of 8 to 7 by December 31, 2011.

Performance Measures

- The Office of Highway Safety will continue ongoing analysis of motorcycle crash data, including the age of victims, crash locations, helmet use, motorcycle safety course participation and alcohol involvement.

FY 2010 Section 402 Motorcycle Safety Projects

Office of Highway Safety-Project Safe Highways	$60,000
Delaware State Police	$38,800
Smyrna Police Department	$1,000
Newark Police Department	$3,600
Dover Police Department	$3,600
Milford Police Department	$4,500
Middletown Police Department	$1,000
Wilmington Police Department	$1,100
New Castle County Police Department	$3,600
Total 402 funds	$117,200

Office of Highway Safety-Project Safe Highways

- Paid media for motorcycle safety outreach efforts

Delaware State Police
Smyrna Police Department
Newark Police Department
Milford Police Department
Dover Police Department
Middletown Police Department
New Castle County Police Department
Wilmington Police Department

- Overtime enforcement to arrest violators of the state's motorcycle safety laws on days of the week and times of the day when motorcycle crashes have been prevalent. Officers will be directed to conduct enforcement at locations where these crashes have occurred.

SAFETEA-LU Motorcycle Safety Incentive Grant

Section 2010 Incentive Grant – States could qualify for this grant in the first year by meeting one of six criteria. In subsequent years, states must meet two of the six criteria. Delaware has applied for second year funding and expects to qualify by meeting the following two eligibility criteria:

- Offer an effective motorcycle rider training course that is offered throughout the state
- Offer an effective statewide program to enhance motorist awareness of the presence of motorcyclists
- Experience a reduction in fatalities and crashes involving motorcyclists for the preceding calendar year

- Implement a statewide program to reduce impaired motorcycle operation
- Experience a reduction of fatalities and crashes involving impaired motorcyclist for the preceding calendar year
- Use the fees collected from motorcyclists for motorcycle training and safety programs

FY 2006 – ($100,000) Delaware is using these funds in coordination with the Division of Motor Vehicles to enhance Delaware's motorcycle safety program. Funds are being used to develop media materials and to purchase brochures and other public information and education materials for distribution at health and safety fairs.

FY 2007 – ($100,000) Delaware is using these funds for the development of media materials targeting both motorists and motorcyclists. In addition, the funds are being used to place paid media targeting motorists, with a "share the road" message. Other PI&E materials are being developed for distribution at health and safety fairs.

FY 2008 – ($100,000) Delaware is using these funds in coordination with the Division of Motor Vehicles to enhance Delaware's motorcycle safety program. In addition, the funds are being used to place paid media targeting motorists, with a "share the road" message.

FY 2009 funds have not yet been awarded. Our application will be submitted by August 1, 2009.

Office of Highway Safety's 2009 Motorcycle Safety Billboard.

FY 2010 Paid Media Plan

In 2010, the Office of Highway Safety will continue to support its enforcement based campaigns with a combination of paid and earned media. NHTSA strongly believes in the importance of combining high visibility enforcement with heightened public awareness as the most effective way to positively impact a state's priority areas as well as effect behavior change.

OHS, through the Community Relations Officer will continue to utilize a full service communications PR firm to assist with efforts such as media buying/creative development/production/evaluation as well as development of campaign collateral materials and additional work as needed. The Community Relations Officer however, will continue to handle Earned Media Relations efforts which include issuing press releases, conducting media interviews, and coordinating media events and photo opportunities.

The Communications/PR Firm will also continue to assist with year-round strategic communications planning, as well as the creation, development and implementation of statewide public awareness campaigns. These campaigns include Click It or Ticket, Checkpoint Strikeforce and the Stop Aggressive Driving campaign. Other public information initiatives the firm will support include Child Passenger Safety, Pedestrian Safety, Teen Driver Safety and Motorcycle Safety which will include increased paid media efforts to reach motorists with a "share the road" message.

Additional non-enforcement initiatives include: a "tween" campaign aimed at keeping "tweens" (8 – 12 yoa) in the back seat, increasing awareness of the state's "Move Over law", bicycle safety outreach in support of OHS's participation on the State Bicycle Council, increasing awareness of Delaware's Graduated Driver Licensing law, and new this year, a campaign warning of the dangers of distracted driving as well as one aimed at older driver safety.

The media mix for enforcement-based, as well as for non-enforcement based campaigns, depends largely upon the demographics of the target audience determined for each. Many of our initiatives involve a primarily teen or young adult audience. Therefore, OHS will undertake efforts to increase use of ads on internet spaces such as My Space as well as Facebook. The benefit of using these mediums specifically is to be able to target ads based on Delaware IP (computer) addresses and specific age ranges. While ads on Facebook are largely static, ads on My Space can be more dynamic and attention getting.

OHS will continue to use traditional means of advertising via billboard, radio and television, particularly for primary campaigns such as Click It or Ticket, Checkpoint Strikeforce, and "Stop Aggressive Driving". In some cases, limited, targeted print ads, indoor advertising in bars and restaurants and messages on transit buses will be used as well.

In FY 2010, OHS will continue to increase efforts to reach out to the Latino community by advertising with Hispanic based radio stations and print magazines. Translations are done by editors of a Latino publication and proofed by members of the Spanish speaking community – OHS's Hispanic Outreach Committee. In late FY 2009, OHS began the process of revamping some of its materials aimed at Spanish speaking audiences relying more on photos than text to reach a variety of literacy levels and dialects in this community.

Please see the chart on the following page to see how DE OHS plans to use federal funding for the purposes of paid media advertising.

Program Area (include campaign name if applicable)	Amount of Funding Allocated	Method of Assessing Effectiveness of Paid Media/Campaign	Amount $ for Evaluation	Funding Source
Occupant Protection 1) Click It or Ticket (Feb 2010)	$75,000 – for radio, t.v., print and internet to focus on increasing night time seat belt use. Will accompany one week enforcement mobilization focused on night time enforcement	Provide number of paid airings or print ads, reach, frequency and GRP's	Evaluation provided as part of contract with OHS's PR firm	402
2) Click It or Ticket (May 2010)	Approximately $225,000 - $150K is from 402, the remainder from 405. The funds are for cost of paid advertising (radio, t.v., billboards, internet, print) the rest is account management, production costs and evaluation	Observational Seat Belt use surveys and Motor Vehicle intercept surveys along with the number of paid airings or print ads, reach, frequency and GRP's	Evaluation provided as part of contract with OHS's PR firm (approx $15,000 for survey conduct)	402/405
3) CPSAW (September 2010)	$15,000 - radio & limited print	Provide number of paid airings or print ads, reach, frequency and GRP's	Evaluation provided as part of contract with OHS's PR firm	2011
4) Tween project	$25K is for radio and PR activities, and production of materials related to keeping tweens buckled in back seat away from air bags	a) Provide number of paid airings reach, frequency and GRP's along with measurables for radio program b) Observational surveys as part of Little League	Evaluation provided as part of contract with OHS's PR firm	402
5) Fitting Station Awareness	$15K for radio, print and collateral materials	Provide number of paid airings or print ads, reach, frequency and GRP's	Evaluation provided as part of contract with OHS's PR firm	2011
Impaired Driving 1) Checkpoint Strikeforce (July 2010 – Dec 2010) includes paid media for National Over the Limit crackdowns in August and December as well as Holiday mobilizations (New Years, St. Patrick's Day, Halloween, etc.) and materials for HERO Designated Driver campaign	Total - $350,000 $300,000 for paid media (includes radio, t.v., billboards, internet, indoor, transit, etc.) $50,000 for account management, production of materials	Provide number of paid airings or print ads, reach, frequency and GRP's plus DMV intercept interviews	Evaluation provided as part of contract with OHS's PR firm (approx $15,000 for surveys)	154/410
Aggressive Driving 1) Stop Aggressive Driving Campaign – speed focus (July, Aug., Sept., Oct. 2010) 2) Move Over Law promotion	Total - $170,000.00 $150,000 for paid media (includes radio, billboards, internet ads) $20,000 for production of information materials and account management $20K for Move Over Law promotion	Provide number of paid airings, reach, frequency and GRP's as well as the before and after approach (analysis of fatal crash data related to acts of aggressive driving), behavior/awareness DMV intercept surveys	Evaluation provided as part of contract with OHS's PR firm ($15,000 to conduct surveys)	402

Program Area (include campaign name if applicable)	Amount of Funding Allocated	Method of Assessing Effectiveness of Paid Media/Campaign	Amount $ for Evaluation	Funding Source
Pedestrian Safety	$60,000 – radio (traffic spots), billboards, transit, and print materials	Provide number of paid airings and size of audience reached	Evaluation provided as part of contract with OHS's PR firm	402
Motorcycle Safety	$80,000 – billboards, print ads and materials $60K from 402 for paid media alone $15K from 2010 for print materials and media development	Provide number of paid airings or print ads, reach, frequency and GRP's	Evaluation provided as part of contract with OHS's PR firm	402/2010
Bicycle Safety	$20K – radio and production of bumper stickers	Provide number of paid airings reach, frequency and GRP's along with measurables for radio program	Evaluation provided as part of contract with OHS's PR firm	402
Distracted Driving	$20K – development of materials for radio and billboards or transit	Provide number of paid airings or signage and reach, frequency and GRP's	Evaluation provided as part of contract with OHS's PR firm	406
Graduated Driver Licensing	$30K – radio and production of collateral materials for driver education teachers	Provide number of paid airings reach, frequency and GRP's along with measurables for radio program	Evaluation provided as part of contract with OHS's PR firm	406
Older (Senior) Driver Safety	$45K – production of radio and collateral materials	Provide number of paid airings reach, frequency and GRP's along with measurables for radio program	Evaluation provided as part of contract with OHS's PR firm	406

Total Obligations Summary

	402	405	2011	410	408	406	2010	1906	154/164
FY 06	$1,073,507	$161,728	*	$530,578	*	$2,235,000	$100,000	*	$2,221,681
FY 07	$1,099,350	$159,874	$143,709	$558,348	$350,000	N/A	$100,000	*	$2,543,170
FY 08	$1,686,525	$159,874	$101,549	*	$500,000	N/A	$100,000	*	$2,728,335
FY 09	$1,761,525	$156,643	$143,709 (anticipated)	$560,000 (anticipated)	$500,000 (anticipated)	$490,000 (anticipated)	$100,000 (anticipated)	*	$2,874,374

N/A = funds not available that fiscal year
* = DE didn't qualify for the funds

Grant Selection Process

The Office of Highway Safety is committed to implementing a comprehensive highway safety plan to reduce the number and severity of crashes and injuries on Delaware roadways. The Office is charged with determining the appropriate allocation of federal funds to impact highway safety and reach as many motorists as possible. The foundation of Delaware's grant selection process and the allocation of funds rests on extensive data-driven problem identification. The agencies included in the highway safety plan to receive federal funds have been identified based on crash, DMV, EMS and GIS data and their agency's ability to impact Delaware's crash, fatality and injury picture.

The grant selection process has evolved extensively over the last several years. In 1993, the Office of Highway Safety implemented a Grant Review Committee to assist with the selection of grantees for the coming grant year. In the spring of 2004, OHS revised the role of the Grant Review Committee from simply rating and scoring potential subgrantee grant applications. The renamed Grant Advisory Committee (GAC) assists the Office with problem identification and in establishing and ranking our priority areas, as well as grant selection. The GAC meets twice in the spring of each year in preparation for the coming grant year.

The FY 2010 Grant Advisory Committee (GAC) included the following members:

Agency	Representative
Office of Highway Safety	Tricia Roberts
National Highway Traffic Safety Administration	Kristen Allen
Federal Highway Administration	Patrick Kennedy
Milford Police Department	Lt. Steve Rust
Department of Transportation	Tom Meyer
Delaware State Police	Lt. Mark Collender
University of Delaware, Cooperative Extension Office	Maria Pippidis

The FY 2010 planning process followed the timeline below:

- February 2009—Meeting with Grant Advisory Committee to begin the problem identification process for FY 2010.
- March 2009—OHS staff conducted extensive problem identification, ranked the priority areas, identified goals and performance measures and identified agencies to allocate funds to impact the identified problems. This exercise was instrumental in the development of the Highway Safety Plan.
- Late March 2009—Grant application mailed to non-law enforcement agencies. Due to OHS late April.
- Early May 2009—Annual GAC meeting to rate grant applications received and to review and approve the draft highway safety plan. The GAC also assists in identifying priorities and selects programs and projects for the coming year.
- Late May 2009—Subgrantee award notices mailed.
- July 2009—Prepare the Highway Safety Plan for NHTSA.
- August 2009—Develop Project Agreements and reporting requirements for all grantees.
- September 1, 2009—Submit the Highway Safety Plan to NHTSA.
- Early September 2009—FY 2010 Pre-Award meetings.
- October 2009—FY 2010 grant year begins.

The Office of Highway Safety's problem identification process includes a review of three to five years of crash data, crash location information, driver registration totals, seat belt survey results, demographic information, primary contributing circumstances, DE FARS reports, and county-level highway safety problem identification. Once the priority areas are identified based on this information, the Office of Highway Safety staff utilized GIS maps from CHAMPS (OHS' Criminal and Highway Analysis and Mapping for Public Safety) for occupant protection, impaired driving, speeding, pedestrian crashes and motorcycle crashes. From these maps, we are able to identify the appropriate law enforcement agencies to allocate funds to in order to improve the highway safety problem in their jurisdiction. Non-law enforcement grantees are asked to submit a grant application for the Grant Advisory Committee to review and rate. Their rating and subsequent scores determine the applicant's inclusion in the Highway Safety Plan.

Each non-law enforcement application is reviewed and scored based on the following criteria:

1. CLEAR, REALISTIC PROBLEM STATEMENT: 25 POINTS
   A highway safety problem is clearly identified in brief and concise language and relates to the priority areas set forth by the Office of Highway Safety.
   - a. Need for the project is established by using relevant and supporting data.
   - b. Program is based on local and state historic/current data.
   - c. Problem clearly identified for each priority area for which funds are being requested.

2. CLEAR, MEASURABLE AND REALISTIC GOALS: 15 POINTS
   Goals must be relevant to the Highway Safety goals as outlined in the top 5 priority areas.
   - a. Achievement of the previous year's program goals will be a major consideration under this rating component.

3. COMPREHENSIVE PROBLEM SOLUTION PLAN: 25 POINTS
   A project action plan must be developed and discussed in clear and specific terms. Programs that include the community, have both public information and education elements and address several of the specified priority areas will be given major consideration when rating this component.
   - a. The applicant must define:
     1. the systematic steps necessary to solve the identified problem.
     2. a time frame for conducting the activities involved in the action plan.
     3. solutions which correlate with the identified project goals as outlined in the proposal.

4. APPROPRIATENESS OF PLAN FOR MONTHLY MONITORING OF SUCCESS, INCLUDING GOALS AND TIMEFRAMES: 15 points
   The project proposal must include timelines for administering and monitoring the program in terms of activities, goal-achievement, and fiscal expenditures.
   - a. Past history in relationship to timely reporting, comprehensive evaluation component, funding allocations, and grant monitoring play a significant part in the overall rating of this component.

5. BUDGET PREPARATION - SELF-SUFFICIENCY/ MATCHING PLAN: 20 Points
Grantee must provide a project budget proposal which reflects a realistic and specific funding plan related to the identified problem.

a. Budget must be itemized as it pertains to the priority areas and must reflect costs associated with performing tasks as described.
b. Proposal must include a written plan for becoming self-sustaining within a three-year period.
c. Proposal must include an in-kind matching plan for requested federal funds.

SCORING SCALE (based on availability of funds)

Numerical Scores and Percentage Funded

Acceptable Levels

90 to 100= ***100% Funding***
80 to 89= ***90% Funding***
70 to 79= ***80% Funding***
60 to 69= ***70% Funding***

Marginal Levels

50 to 59 = ***50% Funding***
40 to 49 = ***25% Funding***

Unacceptable Level

0 to 39 = **NOT FUNDED**

For each agency that receives federal funding, the Project Director is required to attend a pre-award session held during the month of September. At the session, the Project Director is notified of the approved amount of funding and advised of their individual fiscal and administrative reporting requirements. In addition, the project objectives, performance measures and problem solution plan are reviewed for clarification.

Reporting requirements are established based on the individual project proposal. Project directors are required to review and sign off on the monthly reporting requirement stipulations at the pre-award meeting.

All projects are monitored by the Office of Highway Safety on a regular basis to include on site monitoring in the FY 2010 grant year. Project directors are required to submit a monthly administrative report indicating project progress. If project goals are not being achieved, the Office of Highway Safety reserves the right to terminate the project or require changes to the project action plan.

The project director shall, by the fifteenth of each month, submit an Administrative Report which outlines activities from the previous month as detailed in the reporting requirements obtained at the pre-award meeting, as well as the reimbursement voucher requesting reimbursement. See reporting schedule below:

Reporting Month	Report Due Date
October	November 15
November	December 15
December	January 15
January	February 15
February	March 15
March	April 15
April	May 15
May	June 15
June	July 15
July	August 15
August	September 15
September	October 15

All OHS grants are reimbursable in nature, meaning that the agency must first spend the funds and then request reimbursement from OHS. In order to be reimbursed for funds spent as part of the grant, grantees must submit a reimbursement voucher. This form indicates the amount of federal funding spent each month. Backup documentation must be attached to the reimbursement voucher. This documentation includes receipts, timesheets, etc. In addition, in order to be reimbursed monthly, the reimbursement voucher must accompany the monthly administrative report. A final administrative report is required to be submitted at the end of the project period. This report is an in-depth cumulative summary of the tasks performed and goals achieved during the project period. This report is due no later than November 30 of each year.

Certification Statement

Certifications and Assurances

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

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

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

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

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

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

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

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient

organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

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

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

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

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

<u>The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):</u>

The State will provide a drug-free workplace by:

e. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is

prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;

f. Establishing a drug-free awareness program to inform employees about:
    1. The dangers of drug abuse in the workplace.
    2. The grantee's policy of maintaining a drug-free workplace.
    3. Any available drug counseling, rehabilitation, and employee assistance programs.
    4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.

g. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).

h. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
    1. Abide by the terms of the statement.
    2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.

i. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.

j. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
    1. Taking appropriate personnel action against such an employee, up to and including termination.
    2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.

k. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

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

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

POLITICAL ACTIVITY (HATCH ACT).

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

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

RESTRICTION ON STATE LOBBYING

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

NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

15. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
16. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
17. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
18. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
19. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
20. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
21. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered

transaction, without modification , in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

22. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
23. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
24. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

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

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

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

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

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

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

Instructions for Lower Tier Certification

25. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
26. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
27. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
28. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
29. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
30. The prospective lower tier participant further agrees by submitting this proposal that is it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
31. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant

may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

32. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
33. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

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

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year ___2010_____ highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

Governor's Representative for Highway Safety

7-21-09

Date

Cost Summary

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

State: Delaware

Highway Safety Plan Cost Summary

2010-HSP-1

For Approval

Page: 1

Report Date: 07/10/2009

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2010-10-00-00	FY 10 402 Planning & Administration	$.00	$67,600.00	$.00	$67,600.00	$67,600.00	$.00
Planning and Administration Total			**$.00**	**$67,600.00**	**$.00**	**$67,600.00**	**$67,600.00**	**$.00**
Alcohol								
	AL-2010-10-00-00	FY 10 402 Alcohol	$.00	$80,337.50	$.00	$321,350.00	$321,350.00	$133,610.00
Alcohol Total			**$.00**	**$80,337.50**	**$.00**	**$321,350.00**	**$321,350.00**	**$133,610.00**
Motorcycle Safety								
	MC-2010-10-00-00	FY 10 402 Motorcycle Safety	$.00	$14,300.00	$.00	$57,200.00	$57,200.00	$57,200.00
Motorcycle Safety Total			**$.00**	**$14,300.00**	**$.00**	**$57,200.00**	**$57,200.00**	**$57,200.00**
Occupant Protection								
	OP-2010-10-00-00	FY 10 402 Occupant Protection	$.00	$111,294.24	$.00	$445,177.00	$445,177.00	$326,297.00
Occupant Protection Total			**$.00**	**$111,294.24**	**$.00**	**$445,177.00**	**$445,177.00**	**$326,297.00**
Pedestrian/Bicycle Safety								
	PS-2010-10-00-00	FY 10 402 Ped/Bike Safety	$.00	$9,746.75	$.00	$38,987.00	$38,987.00	$38,987.00
Pedestrian/Bicycle Safety Total			**$.00**	**$9,746.75**	**$.00**	**$38,987.00**	**$38,987.00**	**$38,987.00**
Traffic Records								
	TR-2010-10-00-00	FY 10 402 Traffic Records	$.00	$11,124.00	$.00	$44,496.00	$44,496.00	$44,496.00
Traffic Records Total			**$.00**	**$11,124.00**	**$.00**	**$44,496.00**	**$44,496.00**	**$44,496.00**
Speed Enforcement								
	SE-2010-10-00-00	FY 10 402 Speed Enforcement	$.00	$150,718.50	$.00	$602,874.00	$602,874.00	$602,874.00
Speed Enforcement Total			**$.00**	**$150,718.50**	**$.00**	**$602,874.00**	**$602,874.00**	**$602,874.00**
Paid Advertising								
	PM-2010-10-00-00	FY 10 402 Paid Media	$.00	$147,750.00	$.00	$591,000.00	$591,000.00	$591,000.00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
	Paid Advertising Total		**$.00**	**$147,750.00**	**$.00**	**$591,000.00**	**$591,000.00**	**$591,000.00**
	NHTSA 402 Total		***$.00***	***$592,870.99***	***$.00***	***$2,168,684.00***	***$2,168,684.00***	***$1,794,464.00***
408 Data Program SAFETEA-LU								
	K9-2010-07-00-00	FY 07 Section 408 Carry Over	$.00	$27,312.87	$.00	$109,251.48	$109,251.48	$109,251.48
	K9-2010-08-00-00	FY 08 Section 408 Carry Over	$.00	$42,386.00	$.00	$169,544.03	$169,544.03	$169,544.03
	408 Data Program Incentive Total		**$.00**	**$69,698.87**	**$.00**	**$278,795.51**	**$278,795.51**	**$278,795.51**
	408 Data Program SAFETEA-LU Total		***$.00***	***$69,698.87***	***$.00***	***$278,795.51***	***$278,795.51***	***$278,795.51***
410 Alcohol SAFETEA-LU								
	K8-2010-07-00-00	FY 07 Section 410 Carry Over	$.00	$71,599.50	$.00	$214,787.79	$214,787.79	$214,787.79
	410 Alcohol SAFETEA-LU Total		***$.00***	***$71,599.50***	***$.00***	***$214,787.79***	***$214,787.79***	***$214,787.79***
2010 Motorcycle Safety								
	K6-2010-07-00-00	FY 07 Section 2010 Carry Over	$.00	$.00	$.00	$23,532.30	$23,532.30	$23,532.30
	K6-2010-08-00-00	FY 08 Section 2010 Carry Over	$.00	$.00	$.00	$93,454.01	$93,454.01	$93,454.01
	2010 Motorcycle Safety Incentive Total		**$.00**	**$.00**	**$.00**	**$116,986.31**	**$116,986.31**	**$116,986.31**
	2010 Motorcycle Safety Total		***$.00***	***$.00***	***$.00***	***$116,986.31***	***$116,986.31***	***$116,986.31***
2011 Child Seats								
	K3-2010-08-00-00	FY 08 Section 2011 Carry Over	$.00	$5,473.52	$.00	$16,420.60	$16,420.60	$16,420.60
	2011 Child Seat Incentive Total		**$.00**	**$5,473.52**	**$.00**	**$16,420.60**	**$16,420.60**	**$16,420.60**
2011 Paid Media								
	K3PM-2010-08-00-00	FY 08 Section 2011 Paid Media C/O	$.00	$4,200.67	$.00	$12,602.04	$12,602.04	$12,602.04
	2011 Paid Media Total		**$.00**	**$4,200.67**	**$.00**	**$12,602.04**	**$12,602.04**	**$12,602.04**
	2011 Child Seats Total		***$.00***	***$9,674.19***	***$.00***	***$29,022.64***	***$29,022.64***	***$29,022.64***
154 Transfer Funds								
	154AL-2010-07-00-00	FY 07 Section 154 Alcohol Carry Over	$.00	$.00	$.00	$162,425.82	$162,425.82	$162,425.82

https://www.nhtsa.dot.gov/gts/gtsnew/reports/new_report1.asp?report=2&transid=36313 7/10/2009

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

State: Delaware

Highway Safety Plan Cost Summary

2010-HSP-1

For Approval

Page: 3

Report Date: 07/10/2009

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
	154AL-2010-08-00-00	FY 08 Sect 154 Alcohol Paid Media C/O	$.00	$.00	$.00	$538,518.35	$538,518.35	$538,518.35
	154 Alcohol Total		**$.00**	**$.00**	**$.00**	**$700,944.17**	**$700,944.17**	**$700,944.17**
154 Paid Media								
	154PM-2010-08-00-00	FY 08 Section 154 Paid Media C/O	$.00	$.00	$.00	$254,889.00	$254,889.00	$254,889.00
	154 Paid Media Total		**$.00**	**$.00**	**$.00**	**$254,889.00**	**$254,889.00**	**$254,889.00**
154 Hazard Elimination								
	154HE-2010-07-00-00	FY 07 Section 154 Hazard Elimination Car	$.00	$.00	$.00	$772,879.50	$772,879.50	$772,879.50
	154HE-2010-08-00-00	FY 08 Section 154 Hazzard Elimination C/	$.00	$.00	$.00	$1,679,288.40	$1,679,288.40	$1,679,288.40
	154 Hazard Elimination Total		**$.00**	**$.00**	**$.00**	**$2,452,167.90**	**$2,452,167.90**	**$2,452,167.90**
	154 Transfer Funds Total		***$.00***	***$.00***	***$.00***	***$3,408,001.07***	***$3,408,001.07***	***$3,408,001.07***
	NHTSA Total		***$.00***	***$743,843.55***	***$.00***	***$6,216,277.32***	***$6,216,277.32***	***$5,842,057.32***
	Total		***$.00***	***$743,843.55***	***$.00***	***$6,216,277.32***	***$6,216,277.32***	***$5,842,057.32***

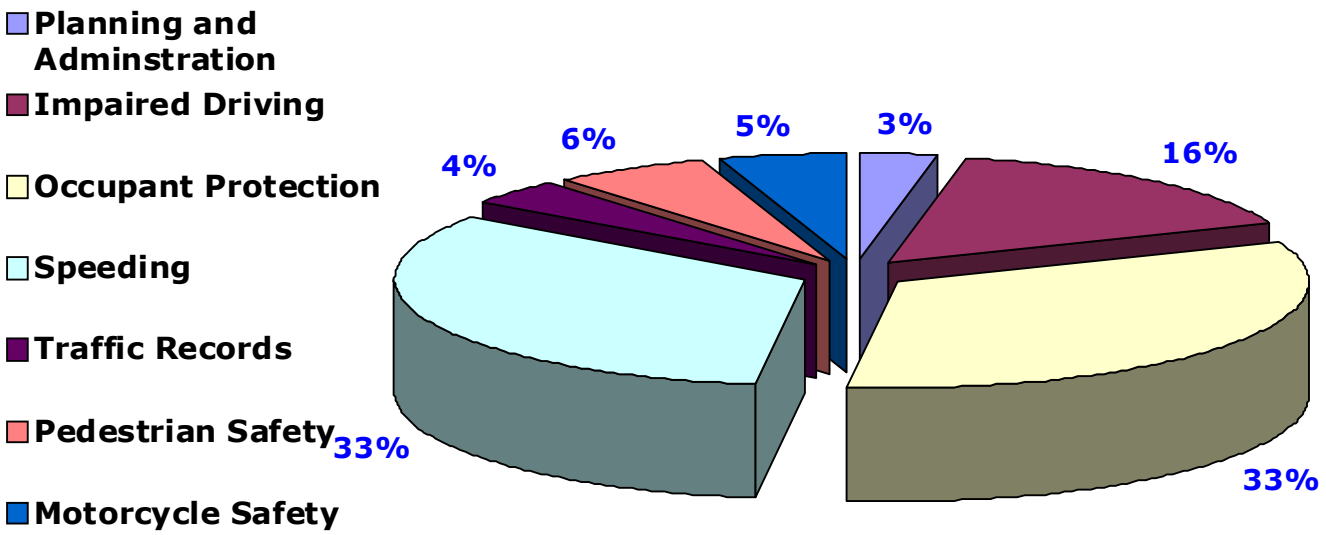
SUMMARY OF COUNTERMEASURE PROGRAMS AND TOTAL OBLIGATIONS

PERCENTAGE OF FY 2009 and 2010 FUNDS BY PROJECT AREA

	2009	2010
PLANNING & ADMINISTRATION	3%	3%
OCCUPANT PROTECTION	41%	33%
IMPAIRED DRIVING	17%	16%
SPEEDING	29%	33%
TRAFFIC RECORDS	2%	4%
PEDESTRIAN SAFETY	4%	6%
MOTORCYCLE SAFETY	3%	5%

**Percentages are rounded.

The proposed Countermeasure Programs for FY 2010 total an obligation of $2,168,684.



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