# 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 2009 Highway Safety Plan. This plan provides an outline for improving the safety of all motorists on Delaware roadways and details the priority areas, performance goals and measures, and the initiatives to be undertaken to decrease the loss of life and injuries resulting from motor vehicle crashes.

Beginning in early spring of 2008, an extensive data driven problem identification process was undertaken to determine the most critical highway safety priority areas appropriate for funding to improve the state's crash, fatality and injury picture. 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 2009:

- 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

Please note that this document incorporates the Highway Safety Plan elements into the Performance Plan section of this plan. In addition to detailing the problem identification process utilized to identify 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 2009 Paid Media Plan, and a description of the process undertaken to select sub-grantees for FY 2009.

In FY 2009 the Office of Highway Safety will be implementing, among others, the following initiatives in order to impact motor vehicle crashes on Delaware roadways:

- Click it or Ticket enforcement and public awareness campaigns in February and May 2009
- Checkpoint Strikeforce and national DUI crackdown enforcement and public awareness campaigns in summer 2009
- Stop Aggressive Driving/speed enforcement and public awareness campaign in summer 2009
- 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 retooling of the state's automated crash report
- Statewide Highway Safety Conference for our highway safety partners in October 2008
- Paid media opportunities to educate pedestrians and motorists about pedestrian safety
- Pedestrian safety outreach and public awareness campaign in summer 2009
- Work with the State Motorcycle Rider Education Committee on initiatives to improve motorcycle safety

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

The Highway Safety Plan is Delaware's blueprint for improving safety on Delaware roadways and we look forward to tackling the challenges that this document presents.

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# 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 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.

Highway safety programming concentrates on public outreach and education; high-visibility enforcement; utilization of new safety technology; collaboration with 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, the 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 initiatives across the state, managing the statewide DUI 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 state's OJJDP 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 presentation 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, and maintenance of the OHS website. Maintains internal and external equipment inventory.

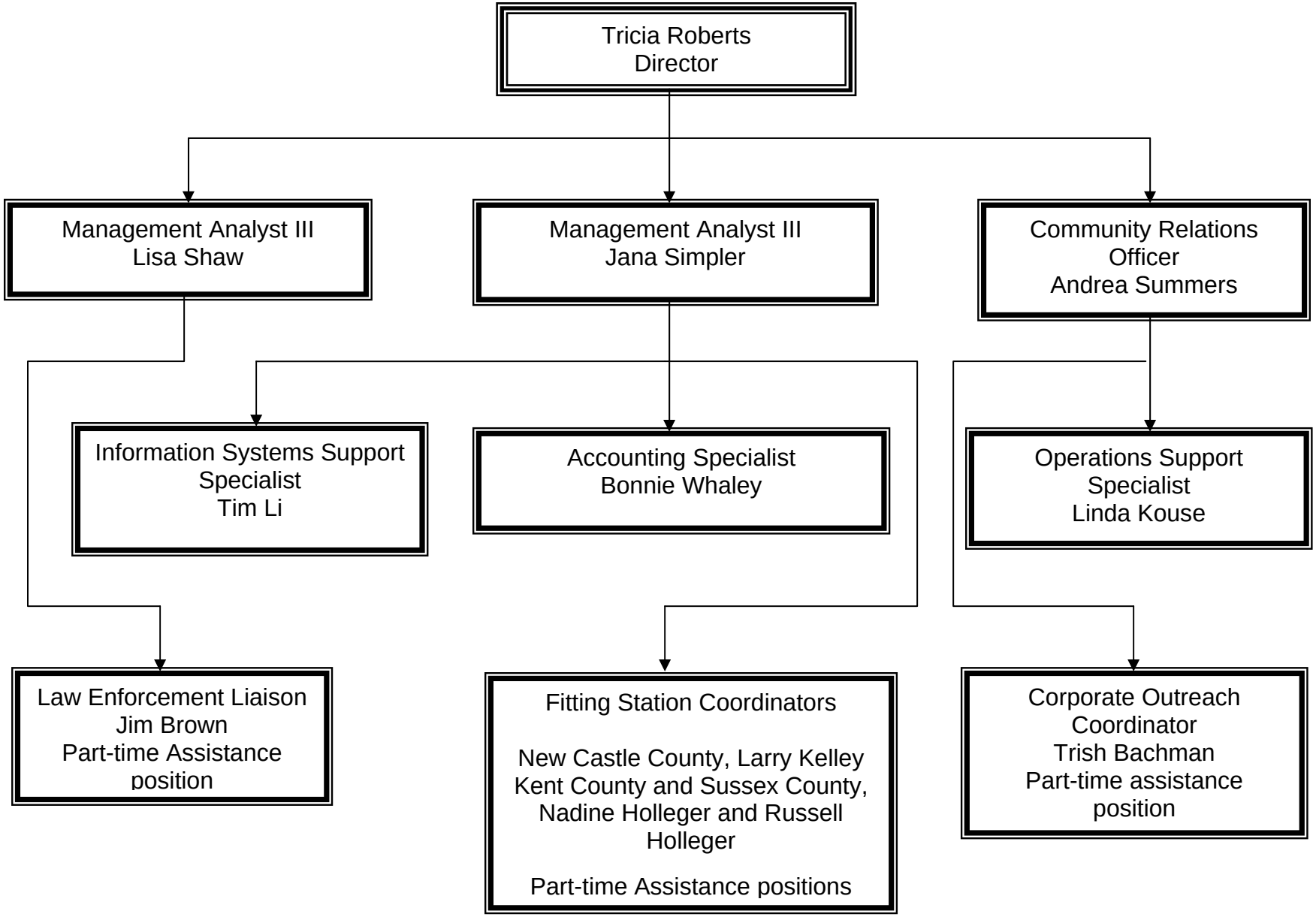
**Accounting Specialist, Bonnie Whaley**: Responsible for processing fiscal documents as necessary for the daily operations of the office. Manages the Office of Highway Safety's timesheets for the Department's Human Resources Section.

**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).


Tricia Roberts
Director
Management Analyst III
Lisa Shaw
Management Analyst III
Jana Simpler
Community Relations
Officer
Andrea Summers
Information Systems Support
Specialist
Tim Li
Accounting Specialist
Bonnie Whaley
Operations Support
Specialist
Linda Kouse
Law Enforcement Liaison
Jim Brown
Part-time Assistance
position
Fitting Station Coordinators
New Castle County, Larry Kelley
Kent County and Sussex County,
Nadine Holleger and Russell
Holleger
Part-time Assistance positions
Corporate Outreach
Coordinator
Trish Bachman
Part-time assistance
position

## 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 many agencies, 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 operation 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 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 396.8 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 17.6%. The Delaware Population Consortium has estimated Delaware's 2006 population at 863,904. Persons under the age of 5 represent 6.6% of the state's population and persons over the age of 65 represent 13% of the population. Females slightly edge out males, 51.4% to 48.6%. Lastly, based on DPC's estimate of the 2006 population, 75% of the population is white, 21% are African-American, and 4% are either Asian of Hispanic or Latino origin. For more population outlooks, see below or visit http://stateplanning.delaware.gov/information/dpc_projections.shtml.

**2007 Delaware Population Projections Summary Table**
**Total Projected Population, 2000 - 2030**
As of July 1

| Area | 2000 | 2007 | 2010 | 2015 | 2020 | 2025 | 2030 |
|---|---|---|---|---|---|---|---|
| State of Delaware | 786,418 | 863,904 | 893,184 | 937,611 | 977,645 | 1,012,591 | 1,042,476 |
| Kent County | 127,103 | 150,516 | 157,404 | 166,994 | 175,717 | 182,919 | 189,431 |
| New Castle County | 501,856 | 529,590 | 541,350 | 559,497 | 575,162 | 588,484 | 599,805 |
| Sussex County | 157,459 | 183,798 | 194,430 | 211,120 | 226,766 | 241,188 | 253,240 |

(Source: Delaware Population Consortium Annual Population Projections, October 23, 2007, Version 2007.0)

Motor Vehicle Data

| | Licensed Drivers | Licensed Commercial Drivers | Registered Motor Vehicles | Motor Vehicle Mileage in Millions |
|---|---|---|---|---|
| 1999 | 552,055 | 26,502 | 694,330 | 8,534 |
| 2000 | 563,949 | 27,157 | 717,360 | 8,201 |
| 2001 | 569,143 | 27,811 | 733,207 | 8,565 |
| 2002 | 577,581 | 28,446 | 755,272 | 8,837 |

| | | | | |
|---|---|---|---|---|
| 2003 | 591,713 | 29,225 | 778,016 | 9,013 |
| 2004 | 604,124 | 30,138 | 803,942 | 9,172 |
| 2005 | 614,417 | 30,902 | 824,357 | 9,448 |
| 2006 | 620,433 | 31,829 | 841,620 | 9,676 |
| 2007 | 627,096 | 32,329 | 854,604 | 9,329 |

Of the 627,096 licensed drivers in 2007, 5% were between the ages of 16 and 19. See below:

16-19 5%
20-24 9%
25-34 17%
35-44 19%
45-54 19%
55-64 15%
65+ 16%

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

Delaware has two Metropolitan Planning Organizations, 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 support to the court system.

There are seven hospitals in Delaware, including AI Dupont Hospital for Children, which serves children from infancy through 14 years of age and one Level I Trauma Center, Christiana Care Health Systems.

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. Members from the base 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. The state's largest employer is the State of Delaware with 13,500 workers in 2006. Bank of America (banking) ranks second, DuPont Company (chemicals) ranks third, Christiana Care Health Systems (health care) ranks fourth and Dover Air Force Base (military transport) ranks fifth. The unemployment rate in March 2008 was 4.2%, lower than the national average of 5.5%. (source: Delaware Economic Development Office)

DART First State Public Transit Service is operated by Delaware Transit Corporation, a Division of DelDOT. The statewide public transit system is provided by one provider, travels nearly statewide and includes seasonal resort service and para-transit door-to-door service for the elderly and disabled. The DART fleet includes over 300 vehicles and serviced almost 9 million passengers in 2005.

On average 80 Amtrak trains serve the historic Wilmington station each weekday. 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 Ruth Ann Minner. The Lt. Governor is John C. Carney, Jr. Both are Democrats and took office for their second terms in 2004. 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 22 Republicans and 19 Democrats. The Senate seats are currently held by 8 Republicans and 13 Democrats, plus the Lt. Governor who presides over the Senate as the President.

During the first session of the 144th General Assembly (2007), open container legislation passed the House of Representatives by a vote of 28-15, but was not introduced in the Senate prior to the end of the session. The bill was not brought for a vote in the Senate in 2008 and will have to be reintroduced in 2009. 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 2008, the General Assembly passed legislation to upgrade the state's bicycle helmet law. All bicycle riders up to the age of 18 are now required to wear a bicycle helmet. Previously the law required helmet use up to age 16.

## Crash Data

| | Baseline Data 1997-2000 | | | | Progress Report Data 2001 - 2006 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| Fatalities (Actual) | 148 | 116 | 104 | 130 | 139 | 127 | 145 | 140 | 133 | 147 | 118 |
| 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 |
| Injuries (Actual) | 10607 | 11027 | 10523 | 10421 | 9965 | 9965 | 8895 | 7610 | 8367 | 8145 | 7568 |
| Fatality & Serious Injury Rate/100 million VMT | 135.1 | 136.5 | 124.5 | 128.6 | 117.9 | 114.2 | 100.3 | 84.5 | 89.9 | 88.1 | 82.4 |
| 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 |
| Fatal & Serious Injury Rate/100K population | 1463 | 1499 | 1413 | 1347 | 1270 | 1250 | 1105 | 924 | 1011 | 971.6 | 889.7 |
| Alcohol Related Fatalities | 64 | 43 | 40 | 59 | 59 | 46 | 54 | 46 | 60 | 55 | 53 |
| Percentage of Alcohol Related Fatalities | 43% | 37% | 38% | 45% | 42% | 36% | 37% | 33% | 45% | 37% | 45% |
| Alcohol Related Fatality Rate | 0.56 | 0.46 | 0.45 | 0.55 | 0.49 | 0.41 | 0.60 | 0.36 | .63 | .58 | .57 |
| Percent of Population Using Safety Belts | 59% | 62% | 64% | 66% | 67% | 71% | 75% | 82% | 84% | 86% | 87% |

# Summary of Delaware's FY 2009 Highway Safety Goals

**Overall Goal – To sustain a fatality rate per 100 million vehicle miles traveled of 1.26* in 2009.**

**1. Occupant Protection –** To increase seat belt use from 91% in 2008 to 92% in 2009. In order to achieve a 92% seat belt use rate, Delaware must convert 13% of its current non-seat belt users into seat belt users.

**2. Impaired Driving –** To reduce alcohol-related fatalities from 45% in 2007 to 40% in 2009 and to reduce the alcohol fatality rate per hundred million vehicle miles traveled from .55 in 2007 to .50 in 2009.

**3. Speeding –** To reduce fatal crashes resulting from speeding from 27% in 2007 to 20% in 2009.

**4. Traffic Records – Short-term performance goals:**

- Coordinate the planning and development of the Section 408 application and TRCC Strategic Plan with the TRCC.
- Support efforts of the Traffic Records Coordinating Committee (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 system and incorporate into the Law Enforcement Investigative Support System (LEISS) suite of enforcement reporting tools.
- Complete the testing phase for CHAMPS (Criminal and Highway Analysis and Mapping for Public Safety) 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.

**5. Pedestrian Safety –** To reduce pedestrian fatalities from 14% in 2007 to 10% in 2009.

**6. Motorcycle Safety** – To reduce motorcycle fatalities from 14% in 2007 to 9% in 2009.

*Estimate per DSP Planning Section
Source: DSP FAMS analysis for 2007.

# 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 and efficient plan for the 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 2009 included:

- Identify the data elements – The OHS staff and the GAC began the analysis process by identifying the crash data elements that had been factors in crashes in 2007 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; the 2004 Impaired Driving Assessment Report; 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 new 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 clustering or location consistencies for various types of crashes, including unrestrained fatalities, low seat

belt use areas, aggressive driving-related fatal and injury crashes, impaired driving 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 has 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 2009 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 2009 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 Mid-Atlantic Region 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. Additional strengths include the utilization of an automated crash reporting system and implementation of a 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. In an effort to address the timeliness of data and availability of same, OHS partnered with Delaware State Police to create CHAMPS, an on-line analysis tool capable of capturing location data and map same via XY coordinates.

# 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 2008, Delaware's seat belt use rate is currently 91%, up from 87% in 2007. The nation's average seat belt use rate was 81% in 2006. In 2007, 47% (40 of 84) of those occupants killed in motor vehicle crashes on Delaware roadways were not wearing seat belts, down from 50% (52 of 104) in 2006. 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 2007, 13% (915 of 6,779) of those injured were not wearing seat belts at the time of the crash. In 2007, 70% of the motor vehicle occupants killed in New Castle County were not wearing their seatbelt, as compared to 62% in Kent and 58% in New Castle County. Of the motor vehicle occupants killed in 2007, 45 of 84 were between the ages of 15 and 34. Of those 45, 46% were not buckled at the time of the crash.

**Seat belt Use Data**

| | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 |
|---|---|---|---|---|---|---|---|---|---|---|
| Use rate | 64% | 66% | 67% | 71% | 75% | 82% | 84% | 86% | 87% | 91% |

**Motor Vehicle Occupant Injury and Fatality Data and Seat belt Use**

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

## Performance Goal

**To increase seat belt use from 91% in 2008 to 92% in 2009.**

| | 2009 | 2010 | 2011 | 2012 | 2013 |
|---|---|---|---|---|---|
| % use goal | 92% | 93% | 93% | 94% | 94% |

## 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 2009 Section 402 Occupant Protection Projects

| | |
|---|---|
| Office of Highway Safety-Project Safe Highways | $493,300 |
| Delaware State Police | $58,080 |
| Seaford Police Department | $7,040 |
| New Castle County Police Department | $15,840 |
| Wilmington Police Department | $12,960 |
| Newark Police Department | $8,800 |
| Dover Police Department | $17,600 |
| Middletown Police Department | $7,920 |
| Georgetown Police Department | $7,920 |
| University of Delaware, NCCo CTSP | $30,572 |
| University of Delaware, Kent and Sussex County CTSP | $22,769 |
| University of Delaware, Highway Safety Project | $7,785 |
| Section 402 Total | $690,586 |

The Office of Highway Safety sponsored the 9 year-old Bear Babe Ruth League All-Stars as a component of the outreach campaign designed to increase seatbelt use by tweens. Team picture by team mom Kelly Klepacki.

For FY 2009 Occupant Protection project descriptions, see below:

**Office of Highway Safety-Project Safe Highways**

- Staff salaries, including the Occupant Protection Coordinator, the Accounting Specialist 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 2009
- Outreach for the tween population in Sussex County

**Delaware State Police**
**New Castle County Police Department**
**Wilmington Police Department**
**Seaford 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 child restraint and 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 business to increase seat belt use.
- Conduct educational programs, after school/youth sports/4H programs and programs via other partners to increase seat belt use among the tween population.
- Coordinate the GDL Parent Orientation Program to teens and parents in NCCo
- Utilize the Buckle Up stencil to encourage motorists in NCCo to use their seat belts
- Support efforts to train more CPS technicians at CPS Technician courses held in New Castle County. Assist as necessary at car seat checks. Assist current technicians with recertification. Assist with the promotion of CPSAW.

**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 business to increase seat belt use.
- Conduct educational programs, after school/youth sports/4H programs and programs via other partners to increase seat belt use among the tween population.
- Coordinate the GDL Parent Orientation Program to 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
- Support efforts to train more CPS technicians at CPS Technician courses held in Kent or Sussex County. Assist as necessary at car seat checks. Assist current technicians with recertification. Assist with the promotion of CPSAW.

**University of Delaware—Traffic Safety Project**

- Support the Kent/Sussex CTSP efforts to encourage motorists to wear their seatbelt

# 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 2008 – ($159,874) Delaware qualified for this incentive grant by meeting 4 of 6 of the above eligibility criteria. See highlighted criteria. Funds were allocated to the 2008 Click it or Ticket media and enforcement initiative in May 2008. 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 2007 – ($143,709) Delaware upgraded their child restraint law in June 2007 in order to meet the requirements to apply for and successfully receive these grant funds. Funds were allocated to support the state's three child passenger safety fitting stations, including salary and supply needs, plus a booster seat research project with NHTSA and Transanalytics.

FY 2008 – ($143,000 anticipated) Funds are allocated to support the state's three child passenger safety fitting stations, including salary and supply needs, plus a small grant to Sussex Pregnancy Care Center that provides car seats to needy families.

**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, a Traffic Safety Resource Prosecutor to assist with highway safety education within the judicial community, and traffic records improvements including CHAMPS (Criminal and Highway Analysis Mapping for Public Safety). Balance to date is $728,000.

Buckle Up Stencil at the National Guard Armory in New Castle County with National Guardsman assisting.

Dover Police Department conducted a night time traffic safety checkpoint during Click it or Ticket, May 2008.

# Impaired Driving

Based on the Delaware State Police Annual Traffic Statistics Report for 2007, alcohol-related fatalities accounted for 53 of the 118 total traffic crash fatalities (45%). This is up from 37% in 2006, when 55 of 147 traffic crash fatalities involved alcohol. Also, in 2007 alcohol-related crash injuries were at 10%, 766 of 7568 total crash injuries involved alcohol. Overall, there were 1521 total alcohol-related crashes, up slightly from 1511 in 2006. This includes fatal, personal injury, and property damage crashes. Further crash analysis revealed that 72% of all alcohol-related crashes occurred between 8pm and 4am. Also, 66% of the crashes happened between Friday and Sunday. Male drivers accounted for 83% of all alcohol-related fatal crashes, and 75% of those males were between the ages of 22 and 54. In 2007, Delaware law enforcement made a total of 6937 impaired driving arrests, up from 6702 in 2006.

**Alcohol Involvement in Traffic Crashes**

| | **1999** | **2000** | **2001** | **2002** | **2003** | **2004** | **2005** | **2006** | **2007** |
|---|---|---|---|---|---|---|---|---|---|
| Fatalities | 104 | 130 | 139 | 127 | 148 | 140 | 133 | 147 | 118 |
| Alcohol-related | 40 | 59 | 59 | 46 | 57 | 47 | 60 | 55 | 53 |
| % of Total | 38% | 45% | 42% | 36% | 39% | 34% | 45% | 37% | 45% |
| | | | | | | | | | |
| Injuries | 10523 | 10421 | 9965 | 9965 | 8898 | 8314 | 8367 | 8145 | 7568 |
| Alcohol-related | 1159 | 1038 | 1021 | 1054 | 1035 | 899 | 802 | 919 | 830 |
| % of Total | 10% | 10% | 11% | 10% | 10% | 10% | 11% | 10% | 10% |
| | | | | | | | | | |
| All Crashes | 20646 | 21218 | 20406 | 21215 | 21020 | 19642 | 18681 | 19351 | 20017 |
| Alcohol-related | 1483 | 1542 | 1621 | 1663 | 1472 | 1336 | 1454 | 1511 | 1521 |
| % of Total | 7% | 7% | 8% | 8% | 7% | 7% | 8% | 8% | 8% |
| | | | | | | | | | |

**Alcohol-Related Fatality Rate per 100 Million Vehicle Miles Traveled**

| | **1999** | **2000** | **2001** | **2002** | **2003** | **2004** | **2005** | **2006** | **2007** |
|---|---|---|---|---|---|---|---|---|---|
| Rate | .45 | .55 | .49 | .41 | .60 | .36 | .63 | .58 | .57 |

## Performance Goals

**To decrease the percentage of alcohol-related fatalities.**

| | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 |
|---|---|---|---|---|---|---|
| % alcohol | 40% | 38% | 36% | 35% | 34% | 33% |

**To decrease the alcohol-related fatality rate.**

| | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 |
|---|---|---|---|---|---|---|
| Fatality rate | .50 | .48 | .47 | .46 | .45 | .44 |

## 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 genderof 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 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.

The Impaired Driving Trailer carries necessary equipment for law enforcement to conduct DUI Checkpoints across the state.

## FY 2009 Section 402 Impaired Driving Projects

| | |
|---|---|
| Office of Highway Safety-Project Safe Highways | $166,800 |
| Delaware State Police | $39,200 |
| New Castle County Police Department | $2,500 |
| Dover Police Department | $4,500 |
| Newport Police Department | $1,800 |
| Rehoboth Beach Police Department | $2,500 |
| Millsboro Police Department | $1,900 |
| Bridgeville Police Department | $1,900 |
| Clayton Police Department | $1,900 |
| Laurel Police Department | $1,900 |
| Milford Police Department | $2,400 |
| Selbyville Police Department | $1,600 |
| Middletown Police Department | $2,400 |
| Georgetown Police Department | $2,100 |
| University of Delaware, New Castle County CTSP | $30,572 |
| University of Delaware, Kent and Sussex County CTSP | $22,769 |
| University of Delaware, Highway Safety Project | $7,785 |
| Total 402 funds | $294,526 |

For FY 2009 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 Public Information Clerk

**Delaware State Police**
**New Castle County Police Department**
**Dover Police Department**
**Newport Police Department**
**Rehoboth Beach Police Department**
**Millsboro Police Department**
**Bridgeville Police Department**
**Clayton Police Department**
**Laurel Police Department**
**Milford Police Department**
**Selbyville Police Department**
**Middletown Police Department**
**Georgetown 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 occurred.

**University of Delaware—New Castle County CTSP**

- Support the Checkpoint Strikeforce campaign through the distribution of educational materials, coordinating educational events, and attendance at dedicated CPSF checkpoints as available.
- Support the Hero campaign (designated driver program) at University of Delaware football games.
- 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(s) 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 SIDNE and fatal vision goggles presentations
- Support OHS efforts to promote Safe Family Holiday events during the holiday season through distribution of materials and through the coordination of mocktail(s) events.

**University of Delaware—Traffic Safety Project**

- Support the Kent/Sussex CTSP efforts to encourage motorists to wear their seatbelt

Mike Love, University of Delaware Safety Agent, guides a volunteer through a safety course demonstration utilizing the SIDNE cart.

## SAFETEA-LU Impaired Driving Incentive Grants and Transfer Funding

**SAFETEA-LU Section 410 Incentive Grant** - eligibility criteria includes meeting 3 of the following 8 criteria in FY 2006 and 4 of the 8 in FY2007. 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 2006 – ($530,578) Delaware is using these funds to support overtime enforcement mobilization activities, to provide overtime funding for Drug Recognition Expert enforcement, to provide DUI detection equipment to law enforcement, and to fund paid media to complement the impaired driving enforcement mobilizations.

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 travel and training for OHS staff, law enforcement, and the judiciary.

Delaware does not qualify for Section 410 funds in FY 2008. Eligibility criteria requires compliance with 5 of the 8 criteria listed above. Currently, Delaware only meets four of those listed.

**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)

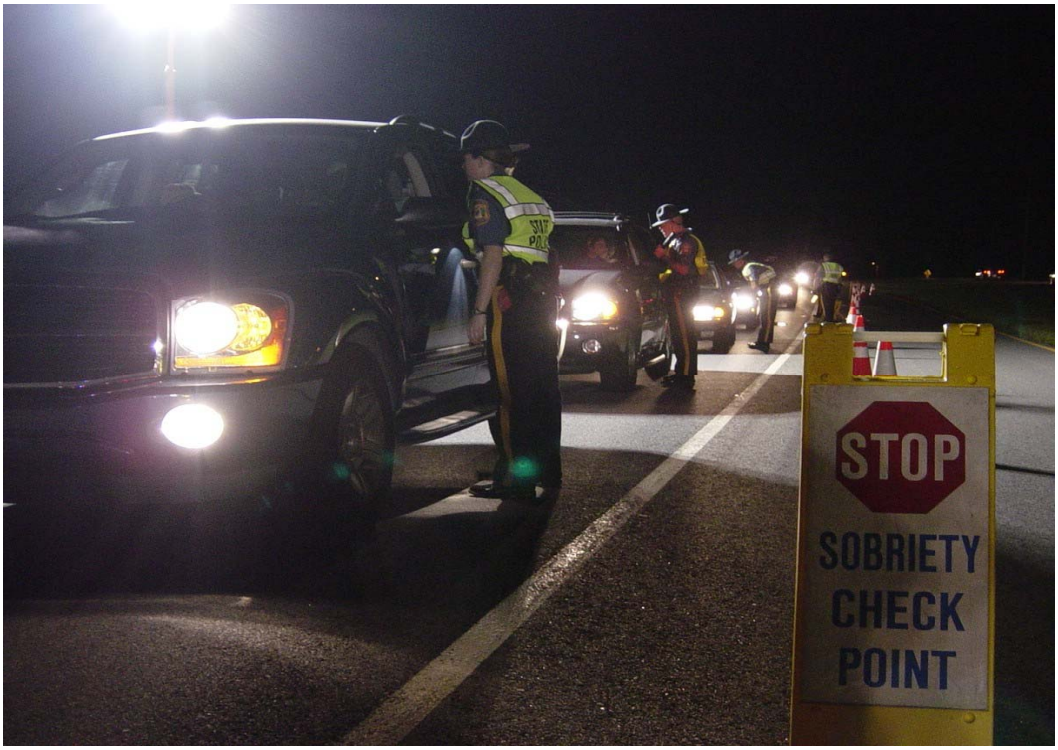
FY 2005 – ($2,302,153) Delaware was again penalized for failure to enact a conforming open container law (Section 154). $1,496,399.00 is being allocated to the Hazard Elimination Program managed by the Delaware Department of Transportation The balance, 805,754.00 is being allocated to the Section 402 Impaired Driving Countermeasures Program. Funds are being used to continue to support the Checkpoint Strikeforce program, to provide additional DUI detection equipment for law enforcement, to provide a contract for blood collection from DUI suspects, to provide training and overtime funding for Drug Recognition Experts, and to support training initiatives for law enforcement and other highway safety partners.

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 being allocated to the Hazard Elimination Program managed by the Delaware Department of Transportation. The balance, 778,000.00 is being allocated to the Section 402 Impaired Driving Countermeasures Program. Funds will be 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 being 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 will be 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 will be 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 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.




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 2007, speeding contributed to 25% of all fatal crashes. Following further analysis of the crash data, for FY 2008 and 2009, 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** |
|---|---|---|---|---|---|---|---|---|---|
| Total fatal crashes | 95 | 121 | 119 | 117 | 138 | 130 | 118 | 133 | 106 |
| Speeding related | 15 | 13 | 20 | 23 | 35 | 33 | 33 | 21 | 27 |
| Percentage | 15% | 11% | 17% | 20% | 25% | 25% | 28% | 16% | 25% |

# Performance Goal

**To decrease the percentage of fatal crashes resulting from speeding**

| | **2009** | **2010** | **2011** | **2012** | **2013** |
|---|---|---|---|---|---|
| % | 20% | 19% | 19% | 18% | 17% |

# Performance Measures

- OHS will continue on-going **analysis of aggressive driving-related crash data** 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 2009 Section 402 Speed Projects

| | |
|---|---|
| Office of Highway Safety—Project Safe Highways | $300,368 |
| Delaware State Police | $84,480 |
| New Castle County Police Department | $24,000 |
| Dover Police Department | $14,400 |
| Wilmington Police Department | $12,960 |
| University of Delaware, New Castle County CTSP | $30,572 |
| University of Delaware, Kent and Sussex County CTSP | $22,769 |
| University of Delaware, Highway Safety Project | $7,785 |
| Total 402 | $497,334 |

For FY 2009 Speeding countermeasure project descriptions, see below:

**Office of Highway Safety-Project Safe Highways**

- Speeding-related educational materials, materials for the promotion of the state's Move Over Law, evaluation of the effectiveness of the state's GDL law, materials for the promotion of the GDL law, and radar equipment for law enforcement.

**Delaware State Police**
**New Castle County Police Department**
**Dover Police Department**
**Wilmington 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 occurred. Officers will be directed to conduct enforcement at locations where speeding-related crashes have occurred.

**University of Delaware—New Castle County CTSP**

- Support the Stop Aggressive Driving campaign through the distribution of materials and coordinate of education events
- Investigate the possibility of incorporating the use of the SIDNE vehicle into educational opportunities.
- Coordinate Speed Management Workshops at the local level

**University of Delaware—Kent/Sussex County CTSP**

- Support the Stop Aggressive Driving campaign through the distribution of materials and coordinate of education events

- Investigate the possibility of incorporating the use of the SIDNE vehicle into educational opportunities.
- Coordinate efforts to conduct aggressive driving education programming at adults in the Seaford community.
- Coordinate Speed Management Workshops at the local level

**University of Delaware—Traffic Safety Project**

- Support the Kent/Sussex CTSP efforts to encourage motorists to not speed while traveling on Delaware roads

OHS Director Tricia Roberts addresses the crowd at the July 2008 kick off the Stop Aggressive Driving campaign. Delaware State Police, New Castle County Police Department, Wilmington Police Department, and Dover Police Department all participated in the campaign.

# Traffic Records

Accurate, complete and timely traffic safety data is the cornerstone of the states highway safety program. Efforts are currently underway to make improvements and upgrades to existing records systems to ensure that data that is captured and used in resource allocation decision making is as accurate as possible. The efforts currently underway include the restructuring of the automated crash report to incorporate it into the DelJIS' Law Enforcement Investigative Support System (LEISS) suite of reporting tools, restructuring of pre-hospital care reporting procedures, review, analysis, and on-going linkage of CODES data (Crash Outcome Data Evaluation System), implementation of paperless tickets, and utilization of CHAMPS (Criminal and Highway Analysis Mapping for Public Safety) and the DUI Tracking System. Problem identification remains a key function of the Office of Highway Safety. In order to ensure that the federal funds received by the state of Delaware are allocated in an efficient and effective manner, it is critical to review as much highway safety data as possible to determine the types of crashes that are occurring, where and when they are occurring and who is our target audience.

## Performance Goal

**Short-term performance goals:**

- Coordinate the planning and development of the Section 408 application and TRCC Strategic Plan with the TRCC.
- Support efforts of the Traffic Records Coordinating Committee 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 project 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 2009 Traffic Records Projects

| | |
|---|---|
| Office of Highway Safety-Project Safe Highways | $23,000 |

| | |
|---|---|
| University of Delaware, NCCo CTSP | $5,097 |
| University of Delaware, Kent and Sussex County CTSP | $3,795 |
| University of Delaware, Highway Safety Project | $1,299 |
| Total 402 funds | $33,191 |

For FY 2009 Traffic Records project descriptions, see below:

**Office of Highway Safety-Project Safe Highways**

- Salary costs for the Information System Support Specialist for the Office of Highway Safety.

**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.

**University of Delaware—Traffic Safety Project**

- Support the Click it or Ticket campaign by assisting the Kent/Sussex CTSP and 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 modem for local law enforcement to aid in location analysis of e-tickets and for assistance with the development of a user's manual and data dictionary for user's of the automated crash reporting system.

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

- E-Crash Users Manual/Data Dictionary/Training
- Additional modems for police agencies
- DMV Data Analysis Tool

- EDIN Next Generation System (consultant only to scope the project)

The application was submitted to NHTSA in June 2008.

# Pedestrian Safety

In 2007, 258 persons were injured and 17 were killed in pedestrian crashes (14% of the total crashes). This is down from 18% in 2006. Of the 17 pedestrians killed in 2007, 7 (41%) had a positive BAC. This is a decrease from 70% in 2005. Ten of the fatal crashes occurred in New Castle County, four occurred in Kent County and three occurred in Sussex County. Also, 47% of all pedestrian fatalities occur among persons age 25-54.

**Percentage of Pedestrian Fatalities**

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

# Performance Goal

**To decrease the percentage of pedestrian fatalities.**

| | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 |
|---|---|---|---|---|---|---|
| % use goal | 10% | 9% | 9% | 8% | 8% | 7% |

# 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 2009 Section 402 Pedestrian Safety Projects

| | |
|---|---|
| Office of Highway Safety-Project Safe Highways | $43,000 |
| Delaware State Police | $13,300 |
| Wilmington Police Department | $1,600 |
| Newark Police Department | $2,500 |
| Dover Police Department | $2,300 |
| Milford Police Department | $2,500 |
| University of Delaware, Kent and Sussex County CTSP | $5,095 |
| University of Delaware, New Castle County CTSP | $3,794 |

| | |
|---|---|
| University of Delaware, Highway Safety Project | $1,299 |
| Total 402 funds | $75,388 |

For FY 2009 Pedestrian Safety project descriptions, see below:

**Office of Highway Safety-Project Safe Highways**

- Pedestrian safety training video for law enforcement, bike safety materials, and pedestrian safety paid media

**Delaware State Police**
**Newark Police Department**
**Dover Police Department**
**Wilmington Police Department**
**Milford 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 occurred. 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

**University of Delaware—Traffic Safety Project**

- Support the Kent/Sussex CTSP and the Office of Highway Safety with the pedestrian safety efforts.

# Motorcycle Safety

In 2007, 14% of all fatalities were motorcyclists, 17 of 118. This is nearly double 2006, when 12 of 147 fatalities were motorcyclists (8%). Of the 17 motorcyclists killed in 2007, 6 were wearing helmets (35%). That represents a decrease in helmet use from 2006 when 42% of motorcycle fatalities were wearing helmets. Further analysis shows that 23% of motorcycle fatalities involved alcohol, or 4 of 17. This is a decrease over 2006 when 5 of the 12 fatalities involved alcohol (42%).

**Percentage of Motorcycle Fatalities**

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

# Performance Goal

**To decrease the percentage of motorcycle fatalities.**

| | **2009** | **2010** | **2011** | **2012** | **2013** | **2014** |
|---|---|---|---|---|---|---|
| % use goal | 9% | 8% | 8% | 7% | 6% | 6% |

# 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 2009 Section 402 Motorcycle Safety Projects

| | |
|---|---|
| Office of Highway Safety-Project Safe Highways | $20,000 |
| Delaware State Police | $14,400 |
| Harrington Police Department | $1,300 |
| Newark Police Department | $2,900 |
| Dover Police Department | $2,700 |
| Felton Police Department | $1,300 |
| Middletown Police Department | $1,600 |
| New Castle County Police Department | $2,300 |
| Total 402 funds | $46,500 |

**Office of Highway Safety-Project Safe Highways**

- Paid media for motorcycle safety outreach efforts

**Delaware State Police**
**Harrington Police Department**
**Newark Police Department**
**Newark Police Department**
**Dover Police Department**
**Felton Police Department**
**Middletown Police Department**
**New Castle County 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 occurred. 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 can 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 funds have not yet been awarded. Our application was submitted to NHTSA in July 2008.

# FY 2009 Paid Media Plan

It has been proven that by combining intense enforcement with high visibility public awareness, states can positively impact their priority areas more than by relying on either method alone. Therefore, the Delaware Office of Highway Safety has developed a Strategic Communications Plan to support enforcement based campaigns throughout the year with both paid and earned media.

OHS, through the Community Relations Officer, will continue to work with the communications firm of Aloysius, Butler & Clark (AB & C) for 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 Driving Safety and Motorcycle safety which will include increased paid media efforts to reach motorists with a "share the road" message.

New initiatives will include a focus on keeping "Tweens" (8 – 12 yoa) in the back seat and a pedestrian safety training video for law enforcement.

The media mix for these enforcement-based campaigns, as well as for the non-enforcement centered initiatives, depends largely upon the demographics of the target audiences determined for each. For instance, the traditional approach of using billboards, radio and television ads will be utilized for ***Click It or Ticket***, ***Checkpoint Strikeforce,*** and **"Stop Aggressive Driving".**

In addition though, the use of My Space internet ads have been successful in reaching teen and young adult audiences with safety messages, as have print ads in entertainment magazines. Therefore, the use of these non traditional marketing tools will continue and will be supplemented by indoor advertising (in restrooms of restaurant/bars) and advertising on city and county transit busses when deemed an appropriate message delivery vehicle for the campaign.

In FY 2009, 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.

Earned media efforts for OHS will continue to be handled by the Community Relations Officer. They will include press releases, media advisories, pitched stories (ride-a-longs, trend stories), press events, interviews with broadcast and print reporters, and appearances both live and taped on local TV and radio talk shows.

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**<br>1) Click It or Ticket (Feb 2009) | $75,000 – for radio, t.v., print and internet to focus on increasing night time seat belt use. Will accompany mini-enforcement mobilization | 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 2009) | Approximately $200,000 - $75K 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 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 2009) | $10,000 - 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 | $70,000.00 – $50K is for radio and PR activities, and production of materials related to keeping tweens buckled in back seat away from air bags. $20K is for Tween belt project signage and education/outreach materials for little leagues. | a) Provide number of paid airings or print ads, reach, frequency and GRP's along with measurables for radio program<br>b) Observational and self reported surveys, monitor number of participants in program. | Evaluation provided as part of contract with OHS's PR firm | 402 |
| **Impaired Driving**<br>1) Checkpoint Strikeforce (July 2008 – June 2009) 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.) as well as for materials for HERO Designated Driver campaign | Total - $350,000<br>$300,000 for paid media (figure includes paid media: radio, t.v., billboards, internet, indoor, transit etc)<br>$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 |
| **Aggressive Driving**<br>1) Stop Aggressive Driving Campaign – speed focus (July, Sept, Oct 2009)<br>2) Move Over Law promotion w/DelDOT | Total - $170,000.00<br>$150,000 for paid media alone radio, billboards, internet ads<br>$20,000 for production of information materials and account management<br>$10K 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 |
| **Pedestrian Safety** | $50,000 – radio (traffic spots), billboards, transit, and print materials<br>$25,000 – ped safety training video for law enforcement | 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<br>$65K from 402 for paid media alone<br>$15K from 2010 for print materials and media | 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 |

# 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 | $143,709 (anticipated) | * | $500,000 (anticipated) | N/A | $100,000 (anticipated) | * | $2,728,335 |

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 2009 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 |
| Dover Police Department | Lt. Paul Bernat |
| Department of Transportation | Donna Hardy/Tom Meyer |
| Delaware State Police | Lt. Mark Collender |

The FY 2009 planning process followed the timeline below:

- January 2008—Meeting with Grant Advisory Committee to begin the problem identification process for FY 2009.
- March 2008—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 2008—Grant application mailed to non-law enforcement agencies. Due to OHS late April.

- Early May 2008—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 2008—Subgrantee award notices mailed.
- July 2008—Prepare the Highway Safety Plan for NHTSA
- August 2008—Develop Project Agreements and reporting requirements for all grantees
- September 1, 2008—Submit the Highway Safety Plan to NHTSA
- Early September 2008—FY 2009 Pre-Award meetings
- October 2008—FY 2009 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, speeidng, 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 2009 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.

# Certifications and Assurances

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

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

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

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

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

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

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped

persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

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

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

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

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

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

records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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

The State will provide a drug-free workplace by:

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 2008 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

22 July 08

Date

# Highway Safety Plan Cost Summary

*2009-HSP-1*

For Approval

| 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-2009-09-00-00 | FY09 402 Planning & Administration | $.00 | $49,000.00 | $.00 | $49,000.00 | $49,000.00 | $.00 |
| **Planning and Administration Total** | | | **$.00** | **$49,000.00** | **$.00** | **$49,000.00** | **$49,000.00** | **$.00** |
| ***Alcohol*** | | | | | | | | |
| | AL-2009-09-00-00 | FY09 402 Alcohol | $.00 | $73,631.50 | $.00 | $294,526.00 | $294,526.00 | $127,726.00 |
| **Alcohol Total** | | | **$.00** | **$73,631.50** | **$.00** | **$294,526.00** | **$294,526.00** | **$127,726.00** |
| ***Motorcycle Safety*** | | | | | | | | |
| | MC-2009-09-00-00 | FY09 402 Motorcycle Safety | $.00 | $6,625.00 | $.00 | $26,500.00 | $26,500.00 | $26,500.00 |
| **Motorcycle Safety Total** | | | **$.00** | **$6,625.00** | **$.00** | **$26,500.00** | **$26,500.00** | **$26,500.00** |
| ***Occupant Protection*** | | | | | | | | |
| | OP-2009-09-00-00 | FY09 402 Occupant Protection | $.00 | $107,146.50 | $.00 | $428,586.00 | $428,586.00 | $327,286.00 |
| **Occupant Protection Total** | | | **$.00** | **$107,146.50** | **$.00** | **$428,586.00** | **$428,586.00** | **$327,286.00** |
| ***Pedestrian/Bicycle Safety*** | | | | | | | | |
| | PS-2009-09-00-00 | FY09 402 Ped/Bike Safety | $.00 | $16,347.00 | $.00 | $65,388.00 | $65,388.00 | $65,388.00 |
| **Pedestrian/Bicycle Safety Total** | | | **$.00** | **$16,347.00** | **$.00** | **$65,388.00** | **$65,388.00** | **$65,388.00** |
| ***Traffic Records*** | | | | | | | | |
| | TR-2009-09-00-00 | FY09 402 Traffic Records | $.00 | $8,297.75 | $.00 | $33,191.00 | $33,191.00 | $10,191.00 |
| **Traffic Records Total** | | | **$.00** | **$8,297.75** | **$.00** | **$33,191.00** | **$33,191.00** | **$10,191.00** |
| ***Speed Enforcement*** | | | | | | | | |
| | SE-2009-09-00-00 | FY09 402 Speed Enforcement | $.00 | $199,283.50 | $.00 | $797,134.00 | $797,134.00 | $797,134.00 |
| **Speed Enforcement Total** | | | **$.00** | **$199,283.50** | **$.00** | **$797,134.00** | **$797,134.00** | **$797,134.00** |
| ***Paid Advertising*** | | | | | | | | |
| | PM-2009-09-00-00 | FY09 402 Paid Media | $.00 | $136,750.00 | $.00 | $547,000.00 | $547,000.00 | $547,000.00 |



Highway Safety Plan Cost Summary

*2009-HSP-1*

For Approval

| Program Area | Project | Description | Prior Approved Program Funds | State Funds | Previous Bal. | Incre/ (Decre) | Current Balance | Share to Local |
|---|---|---|---|---|---|---|---|---|
| **Paid Advertising Total** | | | **$.00** | **$136,750.00** | **$.00** | **$547,000.00** | **$547,000.00** | **$547,000.00** |
| ***NHTSA 402 Total*** | | | ***$.00*** | ***$597,081.25*** | ***$.00*** | ***$2,241,325.00*** | ***$2,241,325.00*** | ***$1,901,225.00*** |
| ***NHTSA 406*** | | | | | | | | |
| | K4PM-2009-06-00-00 | FY06 406 Paid Media Carry Over | $.00 | $.00 | $.00 | $25,400.00 | $25,400.00 | $25,400.00 |
| **406 Safety Belts Paid Media Total** | | | **$.00** | **$.00** | **$.00** | **$25,400.00** | **$25,400.00** | **$25,400.00** |
| ***406 Motorcycle Safety*** | | | | | | | | |
| | K4MC-2009-06-00-00 | FY06 406 Motorcycle Carry Over | $.00 | $.00 | $.00 | $10,300.00 | $10,300.00 | $10,300.00 |
| **406 Motorcycle Safety Total** | | | **$.00** | **$.00** | **$.00** | **$10,300.00** | **$10,300.00** | **$10,300.00** |
| ***406 Occupant Protection*** | | | | | | | | |
| | K4OP-2009-06-00-00 | FY06 406 Occupant Protection Carry Over | $.00 | $.00 | $.00 | $15,000.00 | $15,000.00 | $15,000.00 |
| **406 Occupant Protection Total** | | | **$.00** | **$.00** | **$.00** | **$15,000.00** | **$15,000.00** | **$15,000.00** |
| ***406 Police Traffic Services*** | | | | | | | | |
| | K4PT-2009-06-00-00 | FY06 Sect 406 Police Traffic Services Ca | $.00 | $.00 | $.00 | $120,000.00 | $120,000.00 | $120,000.00 |
| **406 Police Traffic Services Total** | | | **$.00** | **$.00** | **$.00** | **$120,000.00** | **$120,000.00** | **$120,000.00** |
| ***406 Traffic Records*** | | | | | | | | |
| | K4TR-2009-06-00-00 | FY06 Sect 406 Traffic Records Carry Over | $.00 | $.00 | $.00 | $430,500.00 | $430,500.00 | $430,500.00 |
| **406 Traffic Records Total** | | | **$.00** | **$.00** | **$.00** | **$430,500.00** | **$430,500.00** | **$430,500.00** |
| ***NHTSA 406 Total*** | | | ***$.00*** | ***$.00*** | ***$.00*** | ***$601,200.00*** | ***$601,200.00*** | ***$601,200.00*** |
| ***408 Data Program SAFETEA-LU*** | | | | | | | | |
| | K9-2009-07-00-00 | FY07 Sect 408 Carry Over | $.00 | $900,000.00 | $.00 | $300,000.00 | $300,000.00 | $300,000.00 |
| **408 Data Program Incentive Total** | | | **$.00** | **$900,000.00** | **$.00** | **$300,000.00** | **$300,000.00** | **$300,000.00** |
| ***408 Data Program SAFETEA-LU Total*** | | | ***$.00*** | ***$900,000.00*** | ***$.00*** | ***$300,000.00*** | ***$300,000.00*** | ***$300,000.00*** |
| ***410 Alcohol SAFETEA-LU*** | | | | | | | | |
| | K8-2009-06-00-00 | FY06 Sect 410 Carry Over | $.00 | $22,466.67 | $.00 | $67,400.00 | $67,400.00 | $67,400.00 |

# Highway Safety Plan Cost Summary

***2009-HSP-1***

For Approval

| Program Area | Project | Description | Prior Approved Program Funds | State Funds | Previous Bal. | Incre/ (Decre) | Current Balance | Share to Local |
|---|---|---|---|---|---|---|---|---|
| | K8-2009-07-00-00 | FY07 Sect 410 Carry Over | $.00 | $113,466.67 | $.00 | $340,400.00 | $340,400.00 | $340,400.00 |
| **410 Alcohol SAFETEA-LU Total** | | | **$.00** | **$135,933.34** | **$.00** | **$407,800.00** | **$407,800.00** | **$407,800.00** |
| ***410 Alcohol SAFETEA-LU Paid Media*** | | | | | | | | |
| | K8PM-2009-07-00-00 | FY07 Sect 410 Paid Media Carry Over | $.00 | $58,266.67 | $.00 | $174,800.00 | $174,800.00 | $174,800.00 |
| **410 Alcohol SAFETEA-LU Paid Media Total** | | | **$.00** | **$58,266.67** | **$.00** | **$174,800.00** | **$174,800.00** | **$174,800.00** |
| ***410 Alcohol SAFETEA-LU Total*** | | | ***$.00*** | ***$194,200.01*** | ***$.00*** | ***$582,600.00*** | ***$582,600.00*** | ***$582,600.00*** |
| ***2010 Motorcycle Safety*** | | | | | | | | |
| | K6-2009-06-00-00 | FY06 Sect 2010 Carry Over | $.00 | $.00 | $.00 | $61,100.00 | $61,100.00 | $61,100.00 |
| | K6-2009-07-00-00 | FY07 Sect 2010 Carry Over | $.00 | $.00 | $.00 | $90,700.00 | $90,700.00 | $90,700.00 |
| **2010 Motorcycle Safety Incentive Total** | | | **$.00** | **$.00** | **$.00** | **$151,800.00** | **$151,800.00** | **$151,800.00** |
| ***2010 Motorcycle Safety Total*** | | | ***$.00*** | ***$.00*** | ***$.00*** | ***$151,800.00*** | ***$151,800.00*** | ***$151,800.00*** |
| ***2011 Child Seats*** | | | | | | | | |
| | K3-2009-07-00-00 | FY07 Sect 2011 Carry Over | $.00 | $22,033.33 | $.00 | $66,100.00 | $66,100.00 | $66,100.00 |
| **2011 Child Seat Incentive Total** | | | **$.00** | **$22,033.33** | **$.00** | **$66,100.00** | **$66,100.00** | **$66,100.00** |
| ***2011 Paid Media*** | | | | | | | | |
| | K3PM-2009-07-00-00 | FY07 Sect 2011 Paid Media Carry Over | $.00 | $1,666.67 | $.00 | $5,000.00 | $5,000.00 | $5,000.00 |
| **2011 Paid Media Total** | | | **$.00** | **$1,666.67** | **$.00** | **$5,000.00** | **$5,000.00** | **$5,000.00** |
| ***2011 Child Seats Total*** | | | ***$.00*** | ***$23,700.00*** | ***$.00*** | ***$71,100.00*** | ***$71,100.00*** | ***$71,100.00*** |
| ***154 Transfer Funds*** | | | | | | | | |
| | 154AL-2009-06-00-00 | FY06 Sect 154 Alcohol Carry Over | $.00 | $.00 | $.00 | $410,600.00 | $410,600.00 | $410,600.00 |
| | 154AL-2009-07-00-00 | FY07 Sect 154 Alcohol Carry Over | $.00 | $.00 | $.00 | $450,000.00 | $450,000.00 | $450,000.00 |
| | 154AL-2009-08-00-00 | FY08 Sect 154 Alcohol Paid Media | $.00 | $.00 | $.00 | $604,900.00 | $604,900.00 | $604,900.00 |
| **154 Alcohol Total** | | | **$.00** | **$.00** | **$.00** | **$1,465,500.00** | **$1,465,500.00** | **$1,465,500.00** |
| ***154 Paid Media*** | | | | | | | | |
| | 154PM-2009-07-00-00 | FY07 Sect 154 Paid Media Carry Over | $.00 | $.00 | $.00 | $350,000.00 | $350,000.00 | $350,000.00 |



Highway Safety Plan Cost Summary

2009-HSP-1

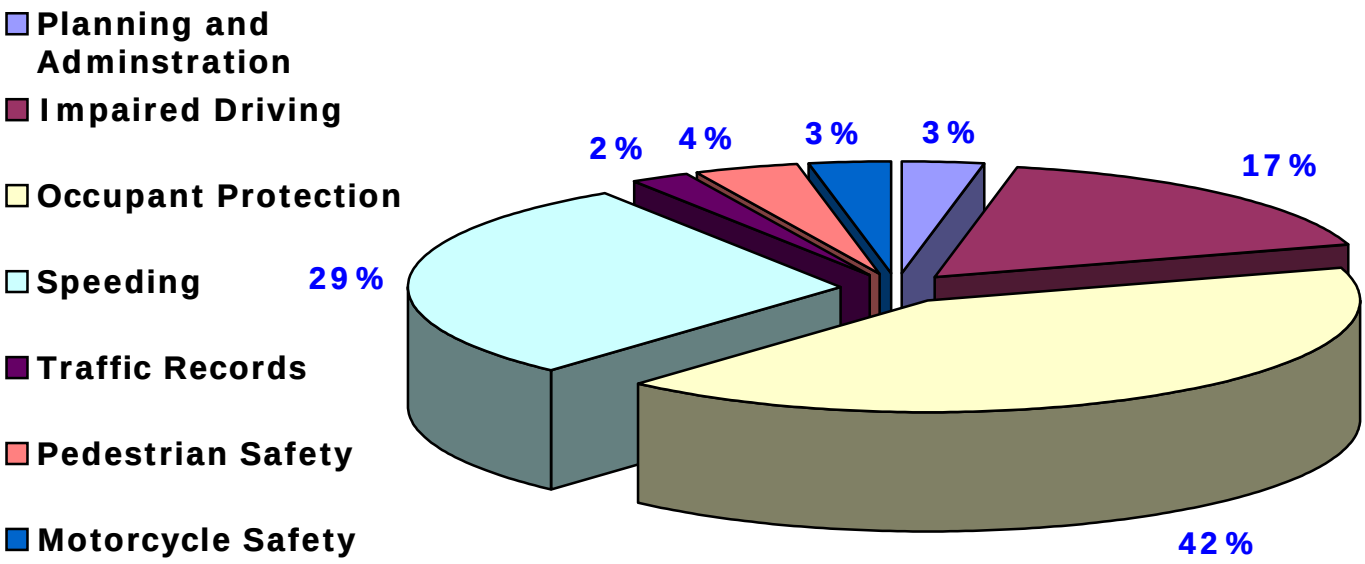
For Approval

| Program Area | Project | Description | Prior Approved Program Funds | State Funds | Previous Bal. | Incre/ (Decre) | Current Balance | Share to Local |
|---|---|---|---|---|---|---|---|---|
| | 154PM-2009-08-00-00 | FY08 Sect 154 Paid Media Carry Over | $.00 | $.00 | $.00 | $350,000.00 | $350,000.00 | $350,000.00 |
| **154 Paid Media Total** | | | **$.00** | **$.00** | **$.00** | **$700,000.00** | **$700,000.00** | **$700,000.00** |
| ***154 Hazard Elimination*** | | | | | | | | |
| | 154HE-2009-06-00-00 | FY06 Sect 154 Hazard Elimination Carry O | $.00 | $.00 | $.00 | $507,500.00 | $507,500.00 | $507,500.00 |
| | 154HE-2009-07-00-00 | FY07 Sect 154 Hazard Elimination Carry O | $.00 | $.00 | $.00 | $1,416,500.00 | $1,416,500.00 | $1,416,500.00 |
| | 154HE-2009-08-00-00 | FY08 Sect 154 Hazard Elimination Carry O | $.00 | $.00 | $.00 | $1,773,400.00 | $1,773,400.00 | $1,773,400.00 |
| **154 Hazard Elimination Total** | | | **$.00** | **$.00** | **$.00** | **$3,697,400.00** | **$3,697,400.00** | **$3,697,400.00** |
| ***154 Transfer Funds Total*** | | | ***$.00*** | ***$.00*** | ***$.00*** | ***$5,862,900.00*** | ***$5,862,900.00*** | ***$5,862,900.00*** |
| ***NHTSA Total*** | | | ***$.00*** | ***$1,714,981.26*** | ***$.00*** | ***$9,810,925.00*** | ***$9,810,925.00*** | ***$9,470,825.00*** |
| ***Total*** | | | ***$.00*** | ***$1,714,981.26*** | ***$.00*** | ***$9,810,925.00*** | ***$9,810,925.00*** | ***$9,470,825.00*** |

# SUMMARY OF COUNTERMEASURE PROGRAMS AND TOTAL OBLIGATIONS

**PERCENTAGE OF FY 2008 and 2009 FUNDS BY PROJECT AREA**

| | 2008 | 2009 |
|---|---|---|
| PLANNING & ADMINISTRATION | 4% | 3% |
| OCCUPANT PROTECTION | 37% | 41% |
| IMPAIRED DRIVING | 29% | 17% |
| SPEEDING | 19% | 29% |
| TRAFFIC RECORDS | 3% | 2% |
| PEDESTRIAN SAFETY | 6% | 4% |
| MOTORCYCLE SAFETY | 3% | 3% |

**Percentages are rounded.

The proposed Countermeasure Programs for FY 2008 total an obligation of $1,686,525.