



DELAWARE OFFICE OF HIGHWAY SAFETY

FY 2015

HIGHWAY SAFETY PLAN

JACK MARKELL
GOVERNOR, STATE OF DELAWARE

LEWIS D. SCHILIRO
SECRETARY, DEPT. OF SAFETY &
HOMELAND SECURITY

JANA SIMPLER
DIRECTOR, OFFICE OF HIGHWAY
SAFETY

OFFICE OF HIGHWAY SAFETY

PO BOX 1321
DOVER, DE 19903
302-744-2740
302-739-5995 (FAX)

ohs.delaware.gov
twitter.com/DEHighwaySafe
facebook.com/ArriveAliveDE

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 2015 Highway Safety Plan. The Plan outlines the Office of Highway Safety's traffic safety priority areas, identifies performance targets and shares planned initiatives for the coming year. The Highway Safety Plan serves as our framework as we implement countermeasures with our traffic safety partners.

The Office of Highway Safety is responsible for the coordination and management of Delaware's comprehensive highway safety program. This includes taking a leadership role in identifying the state's traffic safety priorities and working with our partners to develop programs, public information campaigns and other activities to address the identified problems.

In the spring of 2014, the OHS staff engaged in an extensive data driven problem identification process to determine the most critical highway safety priority areas. Various data sources were reviewed to assess the current crash picture, analyze motor vehicle crash trends, and develop appropriate goals and performance measures for all identified priority areas. This information was shared with our Grant Advisory Committee who ultimately assisted with the identification of the following top highway safety priority areas for the State of Delaware for Fiscal Year 2015. These priority areas mirror the behavioral safety Emphasis Areas outlined in the state's Strategic Highway Safety Plan (SHSP):

- Occupant Protection
- Impaired Driving
- Speeding and Aggressive Driving Behaviors
- Traffic Records
- Motorcycle Safety
- Pedestrian 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:

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

Following the enactment of the new surface transportation bill known as Moving Ahead for Progress in the 21st Century (MAP-21) in July 2012, our FY 15 Highway Safety Plan also includes our FY 15 application for Section 405 (b), (c), (d), and (f) funds, as well as the grant certification statements.

Per NHTSA guidelines, the FY 2015 Highway Safety Plan also outlines the performance measures and performance targets for the twelve core outcome and behavior measures as identified by NHTSA and GHSA in 2008, including the recently added bicycle safety performance measure. Please note that the most recent FARS data (2012) was used in establishing the goals for these performance measures. The only exception is the serious injury goal—FARS data doesn't include this data and as such, the OHS relied on state crash data. FARS and state crash data are not strictly comparable due to definitional differences.

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 2015 Paid Media Plan, and a description of the process undertaken to select projects for FY 2015.

Along with our partners, the Office of Highway Safety will be implementing the following initiatives in order to impact motor vehicle crashes on Delaware roadways in FY 2015:

- Coordination of various enforcement and awareness mobilizations, including:
 - Checkpoint Strikeforce (regional DUI checkpoint initiative) and the national DUI crackdown efforts in the fall of 2014 and during the holiday season;
 - Safe Family Holiday comprehensive enforcement mobilization in November and December 2014;
 - Impaired driving mobilizations in October 2014, March 2015, May 2015, and July-August 2015;
 - Coordination of the national seat belt enforcement effort, Click It or Ticket, in May 2015;
 - Seat belt enforcement mobilizations in October 2014, January 2015, March 2015, April 2015, and September 2015;
 - Four two-day distracted driving enforcement mobilizations, aimed at cell phone violations, in March 2015, April 2015, May 2015 and June 2015;
 - Speed enforcement mobilizations in October 2014, December 2014, January – February 2015, April - May 2015, July 2015, and September 2015;
 - Share the Road motorcycle safety enforcement mobilization in April 2015 and June-August 2015; and
 - Pedestrian safety initiatives in October 2014, and June – September 2015.
- Coordination of paid media and outreach campaigns in conjunction with each of the above enforcement mobilizations. Paid media may include TV spots, radio spots, online ads, print ads, and/or billboards.
- Continuation of the Corporate Outreach Program, which includes distribution of outreach materials to corporate partners; coordination of Corporate Partner Meetings, Fleet Managers Meetings, and award programs; preparation of monthly traffic safety news and newsletter articles to partners; and coordination of the Hispanic Outreach Committee.
- Continued promotion of the Graduated Driver's License Parent Orientation Program as well as other teen driver initiatives.
- Implementation of the Section 405c Strategic Plan, including use of DeIDOT's Crash Analysis Reporting System (CARS) to increase problem identification capabilities.
- Development of initiatives to improve motorcycle safety.
- Supervision of contracts related to DUI Evaluation, Education, and Treatment programs.
- Implementation of awareness campaigns aimed at reducing distracted driving by highlighting the state's hand-held cell phone and texting ban.
- Coordination of the Strategic Highway Safety Plan (SHSP) initiatives with DeIDOT and Delaware State Police.
- Provision of law enforcement equipment.
- Coordination of training initiatives for law enforcement.

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

TABLE OF CONTENTS

OVERVIEW OF THE OFFICE OF HIGHWAY SAFETY	4
PROGRESS REPORT OF CORE OUTCOME & PERFORMANCE MEASURES	12
CRASH DATA SUMMARY & FY 2015 TARGETS	13
PROBLEM IDENTIFICATION PROCESS	14
STRATEGIC HIGHWAY SAFETY PLAN COORDINATION	16
PROJECT SELECTION & HSP APPROVAL PROCESS	18
PERFORMANCE PLAN AND HIGHWAY SAFETY PLAN	20
OCCUPANT PROTECTION	20
IMPAIRED DRIVING	25
SPEEDING & AGGRESSIVE DRIVING BEHAVIORS	34
TRAFFIC RECORDS	39
MOTORCYCLE SAFETY	41
DISTRACTED DRIVING/CELL PHONE USE	44
PEDESTRIAN SAFETY	47
BICYCLE SAFETY	50
FY 2015 ENFORCEMENT MOBILIZATION SUMMARY	52
MAINTENANCE OF EFFORT	53
OTHER FUNDING SOURCES	53
FY 2015 PAID MEDIA PLAN	57
STATE CERTIFICATIONS AND ASSURANCES	63
HSP COST SUMMARY	72
FY 2015 FUNDING SUMMARY	82



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 (OHS) 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 aimed at reducing the number of crashes on Delaware roads. 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 (DeJIS), the Department of Corrections, 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 Ms. Jana Simpler, 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 highway safety priority areas: Occupant Protection, Impaired Driving, Speeding and Aggressive Driving Behaviors, Traffic Records, Motorcycle Safety, and Pedestrian 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 identified agencies and the preparation of the Annual Highway Safety Plan and Annual Evaluation Report.
- ◆ **Problem Identification:** Includes identifying 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 four part-time assistance positions, as follows:

Director, Jana Simpler: 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 State's Coordinator on behalf of the Governor's Representative.**

Management Analyst III, Lisa Shaw: Serves as the Deputy Director. Responsibilities include monitoring and evaluating approved highway safety projects; distribution of federal funds to state, local, and private agencies; coordinating and organizing impaired driving initiatives across the state; managing the DUI Provider Program; administration of the SAFETEA-LU/Section 154 Transfer Program; MAP-21 Section 405 incentive grants, and preparation of the annual Highway Safety Plan. Performs duties as necessary as the **Impaired Driving Prevention Coordinator, Motorcycle Safety Coordinator, the Distracted Driving Coordinator, Pedestrian Safety Coordinator, and Traffic Records Coordinator.**

Management Analyst III, Kimberly Chesser: Responsible for coordinating and organizing occupant protection initiatives across the state, managing portions of the Section 402 and Section 405 and incentive grant programs and preparing the Annual Evaluation Report. Responsible for coordinating teen driver initiatives throughout the state. Performs duties as necessary as the **Occupant Protection Coordinator, Teen Driver Issues Coordinator, and the Aggressive Driving Coordinator.**

Community Relations Officer, Alison Kirk: Responsibilities include serving as agency spokesperson, dissemination of information regarding agency programs and events, coordination of public awareness campaigns and media events, and coordination and planning of safety education programs for schools, state agencies, and businesses. **Serves as the agency coordinator for Bicycle Safety and Older Driver issues.**

Accounting Specialist, Bonnie Dixon: 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, Kaila Dukes: Responsible for ordering public information materials, coordinating distribution of materials to increase public awareness, and assisting the Community Relations Officer with public information and education initiatives. Serves as agency receptionist.

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

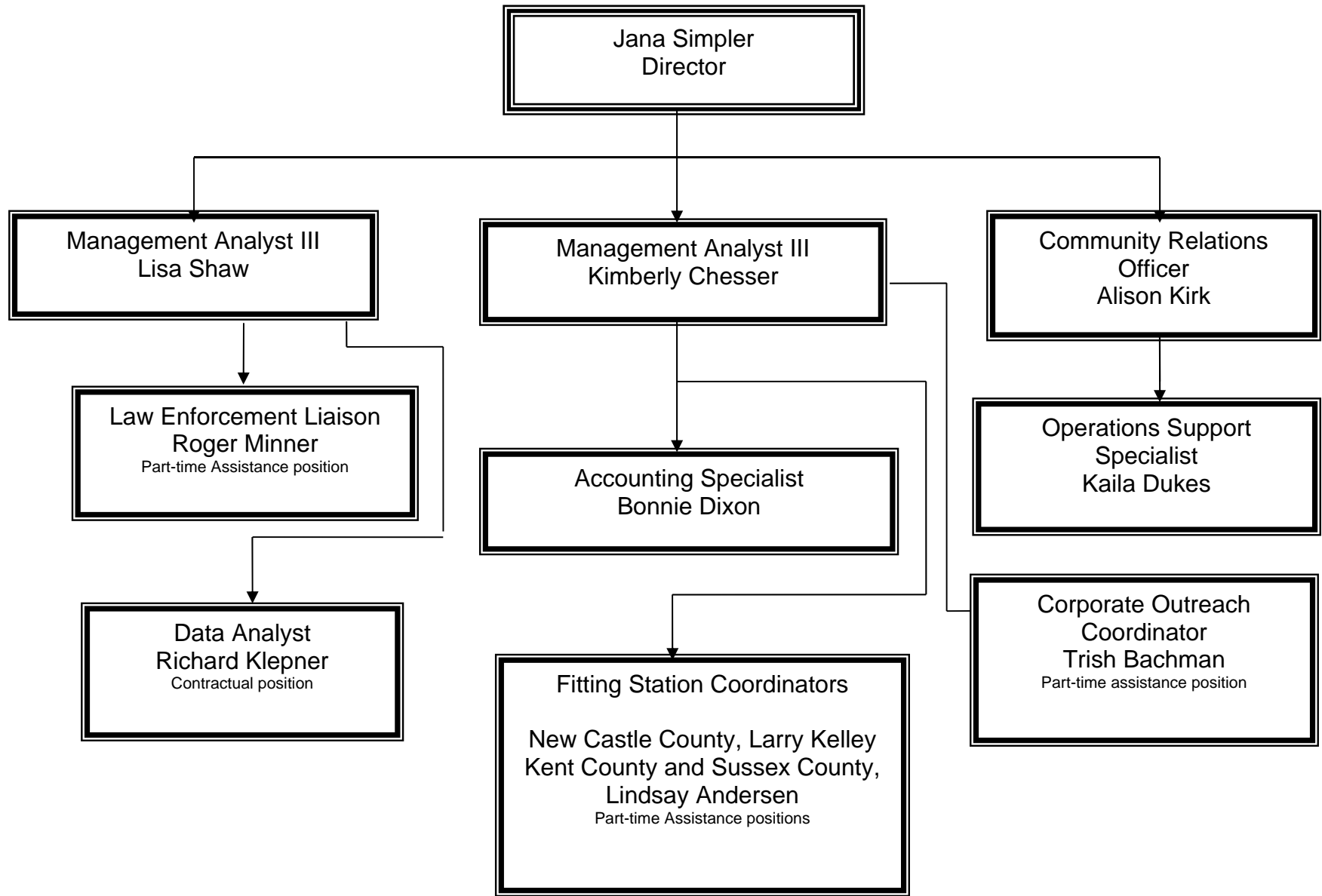
Fitting Station Coordinator, Larry Kelley and Lindsay Andersen: Responsible for the coordination of the Office of Highway Safety's Child Passenger Safety Fitting Stations, in cooperation with the Division of Motor Vehicles and Delaware State Police part-time assistance positions).

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).

Data Analyst, Richard Klepner: Responsible for conducting ongoing problem identification, assisting in the development of the Annual Highway Safety Plan, assisting in the development and implementation of enforcement mobilizations and providing data analysis summaries to the Program Managers.



Office of Highway Safety Organization Chart





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.

Jana Simpler, 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.

Lisa Shaw, Management Analyst III – NHTSA, Program Management Training; GHSA, Executive Seminar on Program Management; NHTSA, Instructor/Facilitator Training; NHTSA, Financial Management; NHTSA, Pedestrian Safety Program Management; NHTSA Impaired Driving Program Management; Regional GR/Coordinator Meetings; State of Delaware, Clearinghouse training; and State of Delaware, First State Financial training

Kimberly Chesser, Management Analyst III – NHTSA, Program Management Training; NHTSA Occupant Protection Program Management; State of Delaware, First State Financial training; State of Delaware, Clearinghouse training; and State of Delaware HRM, Providing Constructive Feedback.

Alison Kirk, Community Relations Officer – NHTSA, Program Management Training; State of Delaware, Supervisory Development Certificate Program

Roger Minner, Law Enforcement Liaison – NHTSA, Program Management Training

Richard Klepner, Data Analyst – NHTSA, Data Analysis and Evaluation Training; NHTSA Pedestrian Safety Program Management



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 is divided into three counties, as follows: New Castle County, 438 square miles, Kent County, 594 square miles, and Sussex County, 950 square miles. Delaware is 96 miles long and varies from 9 to 35 miles in width. There are 401.0 persons per square mile and DelDOT maintains 89% of the 13,562 lane miles of roads in Delaware.

The US Census Bureau reports that the 2014 population estimate was 934,471. Of the three counties, Sussex County saw the largest percentage of population growth. Females slightly edge out males, 51.4% to 48.6%. Lastly, based on DPC's population projection, 71% of the population is white, 22% are African-American, and 8% are either Asian, Hispanic or Latino origin. For more population outlooks, see below or visit

http://stateplanning.delaware.gov/information/dpc_projections.shtml.

2014 Delaware Population Projections Summary Table

Total Projected Population, 2014 - 2040

As of October 31, 2013

Area	2014	2015	2020	2025	2030	2035	2040
State of Delaware	934,471	942,991	981,806	1,051,595	1,041,687	1,063,040	1,080,872
Kent County	171,746	173,731	182,498	189,800	195,521	200,657	205,206
New Castle County	552,649	559,911	571,579	585,744	595,583	602,740	607,450
Sussex County	210,076	213,349	227,729	240,351	250,583	259,643	268,216

(Source: Delaware Population Consortium Annual Population Projections, October 31, 2013, Version 2013.0)

Motor Vehicle Data

	Licensed Drivers	Licensed Commercial Drivers	Registered Motor Vehicles	Motor Vehicle Mileage in Millions
2003	591,713	29,225	778,016	9,010
2004	604,124	30,138	803,942	9,263
2005	614,417	30,902	824,357	9,486
2006	620,433	31,829	841,620	9,407
2007	627,096	32,329	854,604	9,453
2008	634,358	36,628	850,138	8,959
2009	639,352	33,181	823,590	9,041
2010	648,125	33,468	819,898	8,948
2011	653,141	33,496	825,184	8,859
2012	658,395	34,895	831,496	9,147
2013	667,665	33,132	848,026	9,267

Of the 667,665 licensed drivers in 2013, 5% were between the ages of 16 and 19. See below:

16-19 5%
 20-24 9%
 25-34 17%
 35-44 16%
 45-54 18%
 55-64 17%
 65+ 19%

A recent survey conducted by the University of Delaware showed an average of 83% of the workforce in New Castle County commuted to work alone—80% in Kent County and 79% 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. Note: Public transportation is extremely limited in Kent and Sussex County.

Please see below.

Commuting by Delaware Workers			
County	Car Pools	Public Transportation	Other (walk, bike, etc.)
(percent)			
Kent	16.5	0.4	0.9
New Castle	12.4	2.0	1.6
Sussex	18.5	0.1	1.7
Delaware	14.3	1.4	1.5

Delaware has two Metropolitan Planning Organizations, 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 DeIDOT Planning in cooperation with the US Department of Transportation, Federal Highway Administration.



Miscellaneous State Data

There are 42 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 Al Dupont Hospital for Children, which serves children from infancy through 14 years of age and one Level I Trauma Center, Christiana Care Health Systems. Other medical facilities include short-term acute care hospitals, nursing homes, mental health facilities, and a veteran's hospital. Emergency care is provided by area hospitals which have emergency treatment facilities staffed on a 24-hour basis. Emergency medical response to all areas of the State is provided by 57 volunteer ambulance companies, two private ambulance companies and nineteen paramedic units and four State Police helicopters. (source: 2012 Delaware Databook, DEDO)

The capitol of the state, Dover, is home to the state's lone military base, Dover Air Force Base (DAFB). The primary mission of the DAFB is to provide airlift support for troops, cargo, and equipment. Members of the military are actively involved in a variety of off-base activities, and a strong military community program provides a forum for both 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.

DART First State Public Transit Service is operated by Delaware Transit Corporation, a Division of DelDOT. This public transit system is provided by one provider, travels statewide and includes seasonal resort service and para-transit door-to-door service for the elderly and disabled. The DART fleet includes over 400 buses, provides transportation on over 65 bus routes, and serviced nearly 10.2 million passengers in 2010.

The major north-south highway along the Eastern Seaboard is Interstate 95. Delaware's direct access to I-95 provides industry with fast, efficient, and economical delivery service anywhere in the nation. More than 25% of the U.S. population can be reached within one day. I-95 joins Delaware in the north from Philadelphia, travels through Wilmington to the Maryland line south of Newark, and provides a direct connection to points south and west via the Baltimore Harbor Tunnel and Baltimore Beltway. I-295 crosses the Delaware River via the Delaware Memorial Twin Bridges, linking with the New Jersey Turnpike on its way to New York and New England. The Wilmington By-Pass, I-495, provides access to the Port of Wilmington and many of northern Delaware's major industrial parks. Major industrial centers in central and southern Delaware are linked to the interstate system by U.S. Highways 13 and 113. These routes provide direct connections to Norfolk and southern states via the Chesapeake Bay Bridge-Tunnel. U.S. Route 301 begins at the Delaware Memorial Twin Bridges and goes to Richmond, Virginia via the Chesapeake Bay Bridge at Annapolis, Maryland. This convenient route joins I-60 and rejoins I-95 at Richmond, Virginia, thus bypassing the congested Baltimore, Maryland and Washington, DC areas for time-saving delivery. The Cape May-Lewes Ferry links southern New Jersey with southern Delaware, joining the entire Delmarva Peninsula with the Garden State Parkway. (source: 2012 Delaware Databook, DEDO)

On average 82 Amtrak trains serve the historic Wilmington station each weekday, which includes up to 32 high-speed Acela Express trains. Most trains provide service to Richmond, Washington, New York, Boston and direct service to the Carolina's, Atlanta, Miami, New Orleans, and Chicago. In 2011, the station in Wilmington was renamed in honor of Vice President Joseph R. Biden, Jr. In 2012, Amtrak provided 737,846 passenger trips to/from Delaware.



Political and Legislation Status

The Governor of the State of Delaware is Jack A. Markell. The Lt. Governor is Matt Denn. Both are Democrats and took office for their first terms in January 2009. The state's General Assembly consists of two houses, the House of Representatives and the Senate. The House of Representatives seats are currently held by 15 Republicans and 26 Democrats. The Senate seats are currently held by 9 Republicans and 12 Democrats, plus the Lt. Governor who presides over the Senate as the President.

During the 147th General Assembly's 1st session (ended June 2013), legislators did not introduce an open container bill. The lack of a compliant open container law subjects the state to Section 154 transfer penalties. Legislators have been resistant to passing an open container law as they believe that it should apply only to the driver of the vehicle and not passengers. The 2nd session of the 147th General Assembly has introduced the following:

- HB 212 mandates the use of Ignition Interlock Devices by all individuals convicted of driving under the influence (DUI). This bill has been released by the House Public Safety Committee and is ready for a vote on the House floor
- HB 193 enhances our current seat belt law to provide more tools to officers to enforce the seat belt law. This bill was approved by the House and is ready for a vote on the Senate floor.
- HB 280 will allow law enforcement to use a "spotter" for seat belt violations and cell phone violations. Currently the law is restricted and does not include these violations. The bill is currently in the Senate Public Safety Committee, waiting to be released to the Senate floor for a vote.
- OHS anticipates an Open Container bill will be introduced in the House before the end of the 2014 session.

CORE OUTCOME AND BEHAVIORAL MEASURES Progress Report Through 2012*		2007	2008	2009	2010	2011	2012 TARGET	2012 ACTUAL
1	TRAFFIC FATALITIES	117	121	116	101	99	110	114
	5-year moving average	131	128	125	120	110		
2	SERIOUS TRAFFIC INJURIES	697	702	681	673	582	674	645
	5-year moving average	698	708	693	688	667		
3	MILEAGE DEATH RATE	1.23	1.35	1.28	1.13	1.10	1.20	1.24
	5-year moving average	1.43	1.38	1.36	1.24	1.21		
3a	RURAL MILEAGE DEATH RATE	2.53	2.73	2.48	2.16	2.00	2.45	1.92
	5-year moving average	2.54	2.71	2.58	2.47	2.38		
3b	URBAN MILEAGE DEATH RATE	0.69	0.75	0.76	0.52	0.67	0.70	0.92
	5-year moving average	0.83	0.80	0.73	0.68	0.67		
4	UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES	35	29	40	21	33	32	25
	5-year moving average	42	38	34	31	31		
5	ALCOHOL IMPAIRED DRIVING RELATED FATALITIES	47	44	45	36	41	40	34
	5-year moving average	44	44	45	43	43		
6	SPEED RELATED FATALITIES	44	36	44	42	35	35	46
	5-year moving average	38	38	41	41	40		
7	MOTORCYCLE FATALITIES	16	16	14	8	19	13	17
	5-year moving average	13	14	15	13	14		
8	UNHELMETED MOTORCYCLIST FATALITIES	10	8	9	5	14	8	4
	5-year moving average	10	17	9	8	9		
9	DRIVERS AGE 20 OR YOUNGER INVOLVED IN FATAL CRASHES	18	16	23	15	13	16	15
	5-year moving average	20	18	19	18	17		
10	PEDESTRIAN FATALITIES	16	21	15	22	18	16	27
	5-year moving average	21	21	17	18	18		
11	SEAT BELT USE RATE	87%	91%	88%	91%	90%	93%	90%
	5-year moving average	85%	87%	87%	88%	89%		
12	BICYCLE FATALITIES	0	6	6	3	0	**	4
	**no goal for FY12/this is a new measure for FY15							
	5-year moving average	2.2	3.0	3.6	3.8	3.0		

*All data based on most recently available FARS data, with the exception of #2 (serious traffic injuries).

ACTIVITY MEASURES Grant Funded Enforcement		2008	2009	2010	2011	2012	2013
1	SPEEDING CITATION	N/A	N/A	11001	8028	4810	6803
2	SEAT BELT CITATIONS	N/A	N/A	5778	4855	3122	3650
3	DUI ARRESTS	N/A	N/A	896	894	616	595

CORE OUTCOME AND BEHAVIORAL MEASURES Targets for FY 2015		2009	2010	2011	2012	2015 TARGET
1	TRAFFIC FATALITIES	118	103	103	114	105
	3-year moving average	118	114	105	105	
2	SERIOUS TRAFFIC INJURIES	681	673	582	645	620
	3 year moving average	687	662	645	633	
3	MILEAGE DEATH RATE	1.31	1.15	1.16	1.24	1.09
	3 year moving average	1.29	1.25	1.17	1.17	
3a	RURAL MILEAGE DEATH RATE	2.48	2.34	2	1.92	1.96
	3 year moving average	2.58	2.46	2.27	2.09	
3b	URBAN MILEAGE DEATH RATE	0.76	0.58	0.67	0.92	0.6
	3 year moving average	0.73	0.68	0.67	0.72	
4	UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES	40	21	33	25	22
	3 year moving average	35	30	31	26	
5	ALCOHOL IMPAIRED DRIVING RELATED FATALITIES	44	42	34	46	35
	3 year moving average	45	46	41	37	
6	SPEED RELATED FATALITIES	44	42	34	46	38
	3 year moving average	41	40	40	41	
7	MOTORCYCLE FATALITIES	14	8	19	17	15
	3 year moving average	15	13	14	15	
8	UNHELMETED MOTORCYCLIST FATALITIES	9	5	14	4	6
	3 year moving average	9	7	9	8	
9	DRIVERS AGE 20 OR YOUNGER INVOLVED IN FATAL CRASHES	23	15	13	15	13
	3 year moving average	19	18	17	15	
10	PEDESTRIAN FATALITIES	15	22	18	27	18
	3 year moving average	17	19	18	22	
11	SEAT BELT USE RATE	88%	91%	90%	87%	93%
	3 year moving average	89%	90%	89%	92%	
12	BICYCLIST FATALITIES	6	3	0	2	2
	3 year moving average	4	5	3	2	
13	DISTRACTED DRIVING RELATED CRASHES	N/A	230	147	141	145
	3 year moving average	N/A	N/A	N/A	172	

14. Traffic Records – Short-term performance goals:

- Coordinate the planning and development of the Section 405(c) application;
- Convene a Traffic Records Coordinating Committee (TRCC) with a multidisciplinary membership;
- Coordinate the Strategic Plan and approved projects with the TRCC
- Require performance measures and performance targets that demonstrate quantitative improvements;
- Ensure Traffic Records Assessments are completed within five years of this application, including the recommendations and how each was addressed;
- Ensure maintenance of aggregate expenditures from all State sources for Traffic Records projects

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

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. Please refer to page 18 for a complete list of GAC members. Data driven problem identification is key to the success of any highway safety plan or specific programming initiative. The problem identification process ensures that the highway safety program addresses specific crash problems, provides the appropriate criteria for the designation of priorities, and creates benchmarks 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 2015 included:

- Identify the data elements – The OHS staff and the GAC began the analysis process by identifying the crash data elements to determine if a statewide or localized problem existed. We compiled that list, determined which pieces of information we had access to, which year’s data we had access to, and prepared our specific data requests for the appropriate data manager. Some sample data elements included teen drivers, commercial vehicle crashes, seat belt use crashes, ages of pedestrian fatalities, types of roadways, primary contributing circumstances, alcohol-related fatalities, and high crash locations. The 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 compile 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); Annual Observational Seat Belt Use Surveys; Delaware’s 2010 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; DelJIS citation data; the 2011 Impaired Driving Assessment Report; the Annual OHS Knowledge, Attitude and Behavioral Survey; and DelDOT Highway Safety Improvement Plan data. The Office of Highway Safety also coordinates data analysis in conjunction with DelDOT’s preparation of the Strategic Highway Safety Plan (SHSP).
- Identify data display options – In addition to utilizing the paper and electronic reports prepared by the above data sources, the Office of Highway Safety relied heavily on the mapping capabilities provided by our GIS based crash analysis and mapping system, CARS (Crash Analysis Reporting System). 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 – Since 2011, CARS has allowed for more comprehensive location analysis within the Office of Highway Safety than was previously available. In addition, in 2006 the Office of Highway Safety unveiled the DUI Tracking System to better track DUI offenders from arrest through treatment to re-licensure. The DUI Tracking System and the CARS 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 five highway safety problems were identified. As previously indicated, the FY 2015 priority areas were established and ranked:
 - Occupant Protection
 - Impaired Driving
 - Aggressive Driving
 - Traffic Records
 - Motorcycle Safety
 - Pedestrian Safety

Based on data driven problem identification, staff selected the partners to participate in initiatives outlined in this FY 2015 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 imperative 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 targets 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 targets is specific, measurable, action oriented, reasonable, time framed and related to the identified problem.

To address emerging trends or unusual spikes in fatality crashes within a priority area, OHS conducts mid-year analysis. This can lead to adjustment of projects or addition of projects, as indicated by the data and/or additional information from our partners.



Problem Identification Process Strengths

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. Further, the full-time data analyst has proven to be a tremendous asset. Additionally, the willingness of our highway safety partners to provide data upon request, the availability of the NHTSA Region 3 staff in assisting the Office with the task, and the participation of our Grant Advisory Committee were tremendously helpful and contributed greatly to the success of the overall problem identification process. FY 2015 represents the third year that the Office of Highway Safety staff was able to utilize CARS to obtain GIS based location data to accurately identify crash locations and thus law enforcement agencies that can assist OHS in achieving our goals. This tool is provides near-real time crash mapping and analysis. Additional strengths include the utilization of an automated crash reporting system and utilization of an electronic format for issuing traffic citations for law enforcement.

STRATEGIC HIGHWAY SAFETY PLAN COORDINATION

The Delaware Department of Transportation (DelDOT) is responsible for the development and implementation of the state’s Strategic Highway Safety Plan (SHSP). However, DelDOT prepares this plan in coordination with several key stakeholders in the safety community. Agencies involved include the Office of Highway Safety (OHS), the Delaware State Police (DSP), Delaware Office of Emergency Medical Services (OEMS), the Delaware Department of Justice (DOJ), the National Highway Traffic Safety Administration (NHTSA), and the Federal Highway Administration (FHWA). The committee involved in the development of the SHSP includes the following members:

- OHS – Director
- OHS – Program Managers
- OHS – Community Relations Officer
- DSP Traffic Section - Deputy Director
- DSP Truck Enforcement Unit – Sergeant, MCSAP
- OEMS – Director
- DOJ – Traffic Safety Resource Prosecutor
- NHTSA – Program Manager for Delaware
- NHTSA – Traffic Records Manager for Region 3
- FHWA – Operations and Safety Engineer for Delaware
- DelDOT – Chief Traffic Engineer
- DelDOT – Safety Programs Manager
- DelDOT – Traffic Studies Manager
- DelDOT – Safety Program Engineers

In 2006, DelDOT completed the first edition of the SHSP, in collaboration with the partners listed above. Data from 2001, 2002, and 2003 was reviewed and used to establish emphasis areas. In 2008, the plan was updated to reflect more current data. Crash data from 2004, 2005, and 2006 was reviewed and emphasis areas were reevaluated. Finally, in 2010 the SHSP was again reviewed, using data from 2007 and 2008. There are currently seven primary emphasis areas and four secondary emphasis areas defined as a result. The table below identifies the primary and secondary emphasis areas.

OHS staff participated in all the data review meetings and provided input and guidance relative to the behavioral highway safety program areas. OHS and all members listed above participated in the establishment of goals for each emphasis area, identified strategies and countermeasures relevant to each emphasis area, identified appropriate evaluation measures, and participated in follow-up meetings to identify progress toward meeting identified goals. Further, OHS and all the partners listed above participated in the reevaluation of the SHSP as outlined above. DelDOT currently plans to revise the SHSP in the fall of 2014 (FY 2015).

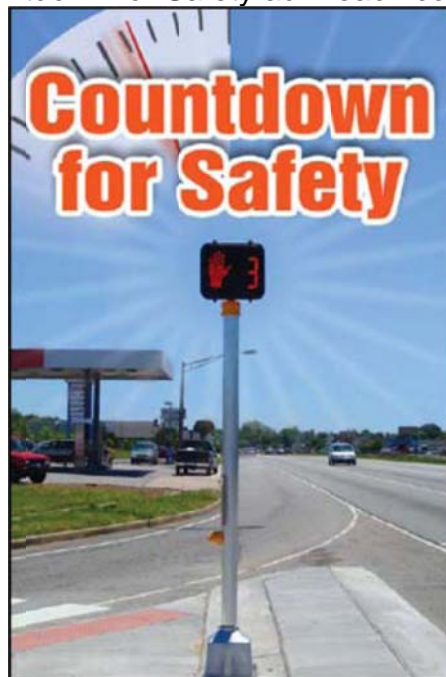
PRIMARY EMPHASIS AREA	SECONDARY EMPHASIS AREA
Reducing Roadway Departure Crashes	Sustaining Proficiency in Older Drivers
Curbing Aggressive Driving	Making Heavy Vehicle Travel Safer
Increasing Seat Belt Use	Designing Safer Work Zones
Reducing Impaired Driving	Improving Traffic Records
Improving the Design of Highway Intersections	
Making Walking & Street Crossing Safer	
Improving Motorcycle Safety & Increasing Motorcycle Awareness	

Highlighted emphasis areas above mirror priority areas outlined in the OHS Highway Safety Plan. In fact, the six priority areas in the FY 2015 HSP are included the most recent version of the SHSP. This is also instrumental in DelDOT's development of the Highway Safety Improvement Plan. In addition, the SHSP and the HSP both include the following measures:

- Traffic Fatalities
- Fatality Rate per 100M VMT
- Serious Injuries



OHS's "Cross This Way" pedestrian safety campaign and DelDOT's "Countdown for Safety" ad – each complements the other.



PROJECT SELECTION & HSP APPROVAL 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. OHS 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 project 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.

In 1993, the Office of Highway Safety implemented a Grant Review Committee to assist with the selection of grantees for the coming grant year. The project selection process has evolved extensively over the last several years, and currently, the Grant Advisory Committee (GAC) assists the Office with problem identification and in establishing and ranking our priority areas, as well as providing approval of our project selection and draft Highway Safety Plan. The GAC meets twice in the spring of each year in preparation for the coming grant year.

The FY 2015 Grant Advisory Committee (GAC) included the following members:

<u>Agency</u>	<u>Representative</u>
Office of Highway Safety	Jana Simpler
National Highway Traffic Safety Administration	Kristen Allen
Federal Highway Administration	Patrick Kennedy
New Castle City Police Department	Lt. Adam Brams
Department of Transportation	Adam Weiser
Department of Justice	Sean Lugg
Delaware State Police	Lt. Robert Jones

The FY 2015 planning process followed the timeline below:

- February 2014—Meeting with Grant Advisory Committee to begin the problem identification process for FY 2015.
- March 2014—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.
- April 2014—Annual GAC meeting to review selected projects and approve the draft highway safety plan.
- May-June, 2014—Prepare the Highway Safety Plan for NHTSA
- July 1, 2014—Submit the Highway Safety Plan to NHTSA
- October 2014—FY 2015 grant year begins

As part of the preparation of the Highway Safety Plan, OHS develops a comprehensive enforcement plan for the fiscal year. This plan includes mobilization initiatives funded with Section 402 monies as well as incentive grant monies. Identified law enforcement agencies are notified approximately one month prior to the start of each mobilization. They must sign a project agreement form, as well as certifications and assurances.

Non-law enforcement agencies interested in applying for funds are provided with a project proposal form. These proposals are accepted at any point during the fiscal year. The proposals require:

- A clear link to one of OHS's identified priority areas
- Sufficient problem identification to clearly outline the problem
- A clear plan to address the problem, utilizing evidence-based solutions
- A list of project tasks, with timelines for completion
- A reasonable budget request, with clear links to the project tasks

Once proposals are received by OHS, the Deputy Director convenes a meeting of the management staff, to include the Director, Deputy Director, and Management Analyst III. When additional data is required, the Data Analyst may also attend these meetings. Proposals will be reviewed at least monthly, but may be reviewed more frequently depending on the number received in a given period. The management team will review the proposals, ensuring the proposal includes the necessary components outlined above, and ensuring funding is available. In addition, projects will be reviewed to determine their overall traffic safety impact. Strategies with a limited impact, or those that cannot make an impact on identified performance targets, will not be considered for funding. If the project is deemed worthy of funding, the team will identify the most appropriate funding source. Agencies will be notified within five business days of the proposal review meeting.

Projects will be managed by the OHS Program Manager overseeing the priority area in which the proposal falls. A pre-award meeting will be scheduled with all new award recipients, outlining reporting requirements, fiscal requirements, and reviewing certifications and assurances.

All projects are monitored by the Office of Highway Safety on a regular basis to include on-site monitoring in the FY 2015 grant year. All award recipients will submit reports and reimbursement requests as follows: monthly, quarterly, or one-time (such as funding for a training event). Further, telephone and email monitoring will also be conducted as needed. In addition, 50% of all non-law enforcement projects will be subject to on-site monitoring. Agency selection is random. Law enforcement agencies receiving funds via the mobilization process will also be subject to on-site monitoring if they meet the following criteria: they participated in more than five mobilizations during the fiscal year and were allocated more than \$5,000 for those mobilizations.

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.



HIGHWAY SAFETY PRIORITY AREAS PERFORMANCE MEASURES, COMPREHENSIVE STRATEGIES AND FUNDED PROJECTS

Occupant Protection

Based on the Annual Statewide Observational Seat Belt Use Survey conducted in Delaware in June 2013, Delaware’s seat belt use rate was 92% up from 88% in 2012. The nation’s average seat belt use rate is 86%. In 2013, 47% (25 of 53) of those occupants killed in motor vehicle crashes on Delaware roadways were not wearing seat belts, up from 45% in 2012.

Seat Belt Use Data (Source: Annual Observational Statewide Seat Belt Use Survey)

Year	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Use Rate	82%	84%	86%	87%	91%	88%	91%	90%	88%	92%

Data analysis further shows that in 2013, New Castle County and Sussex County had the highest percentage of unrestrained fatalities at 40% each compared to 20% in Kent County.

Of the unrestrained motor vehicle occupants killed in 2013, 16% were ages 19 and under, 32% were between the ages of 35-44 and 20% were between the ages of 55-64. 66% of fatal unrestrained victims were drivers.

In 2013, unrestrained crashes occurred most frequently between 4 pm and 8 pm and 1 am and 2am. Most common days for these crashes were Thursday through Sunday. An analysis of the 2011 – 2013 averages shows spikes in unrestrained injury accidents occurred in March – May, and September – November. April was very high and July was very low.

Performance Measure

- Seat Belt use rate - To increase statewide seat belt compliance 1 percentage points from the 2013 calendar year use rate of 92% to 93% by December 31, 2015.
- Unrestrained passenger vehicle occupant fatalities – To decrease unrestrained passenger vehicle occupant fatalities 16% from the 2010-2012 calendar year average of 26 to 22 by December 31, 2015.

Comprehensive Strategies and Evidence-Based Enforcement Projects

- OHS will provide funding to law enforcement agencies in FY 2015, based on months, days, and hours that unrestrained crashes are most likely to occur. Police agencies with an identified traffic safety problem will be selected to conduct six enforcement mobilizations focused on occupant protection violations¹. Seat belt citations written during these mobilization efforts will be reviewed to determine if police agencies are productively enforcing the laws, and will be considered when selecting agencies to participate in future mobilizations. These seat belt mobilizations will be short-term, high visibility enforcement projects² and will occur October, January, March, April, May (Click It or Ticket), and September. Enforcement will occur in four hour blocks from 3pm – 3am and will be focused on late afternoons/early evening and late evenings in the early morning based on analysis of crash data. Enforcement will include both checkpoints and saturation patrols and will be supported by paid media. Agencies included in enforcement efforts are 8 Delaware State Police Troops and 35 Municipal Police Departments.

¹ Highway Safety Program Uniform Guidelines #20, Section 3

² Countermeasures That Work, 7th Edition, 2013, Ch. 2, Section 2.1

- All high-visibility enforcement programs include communications and outreach strategies that use a combination of earned media and paid advertising. Outreach is in the form of press releases; outreach to corporate partners; postings to the OHS website, Facebook page and twitter updates; and paid media including posters, flyers, table tents, billboards, sports marketing, radio, television and digital media.³
- OHS maintains fitting stations throughout Delaware where parents can bring their child restraint seats to be inspected for proper installation and use. These stations are staffed by certified Child Passenger Safety (CPS) technicians.⁴ OHS will fund the necessary materials to keep the fitting stations adequately supplied.
- OHS has a Corporate Outreach Program that is managed by the Corporate Outreach Coordinator. The program works to reach the thousands of people who are employed in Delaware with traffic safety messaging. Corporate partners work closely with OHS to evaluate the effectiveness of outreach efforts, offer suggestions, and deliver program outreach to their respective audience.⁵ The corporate messages are designed to coincide with OHS enforcement mobilizations.
- OHS will participate in the Annual Statewide Seat Belt Use Survey as required by NHTSA. This survey is conducted in June in each year. OHS hires contractors to conduct the survey and a statistician to review the survey results, provide the annual seat belt use rate for Delaware and compile a report of the results.⁶
- OHS has formed a Teen Driver Task Force to address recommendations from a NHTSA analysis of Delaware’s Driver’s Education Program. OHS will continue to work through the Task Force to implement improvements to the Driver’s education program and will continue to educate parents about the GDL requirements and teen driver issues through the GDL Parent-Orientation Program and other educational efforts.⁷

Occupant Protection Projects Scheduled in FY 2015

Fall 2014 Occupant Protection Campaign 10/7/2014 – 10/24/2014		
October has a high number of unrestrained reportable crashes. OHS will schedule enforcement of occupant protection laws during this time period. Ten agencies will participate, conducting 92 four hour patrols. Patrols will run all days of the week during the campaign period from 3pm – 3am.		
Agencies involved: Dover Police, Delaware River and Bay Authority, Middletown Police, Milford Police, New Castle County Police, Newark Police, Seaford Police, Smyrna Police, Wilmington Police and the Delaware State Police (all 8 troops).		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$20,100	Section 402, FY 2015	OHOA-1

Winter 2015 Occupant Protection Campaign – 1/22/2015 – 2/1/2015		
To combat a high number of unrestrained crashes that occur in January, OHS will schedule 88 patrols. Ten agencies will participate, conducting four hour patrols between 3 pm and 3 am		
Agencies involved: Bridgeville Police, Middletown Police, Milford Police, New Castle County Police, Newark Police, Smyrna Police, Dover Police, Wyoming Police, Wilmington Police and the Delaware State Police (all 8 troops).		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$20,100	Section 402, FY 2015	OHOA-2

³ Countermeasures That Work, 7th Edition, 2013, Ch. 2, Section 3.1
⁴ Countermeasures That Work, 7th Edition, 2013, Ch. 7, Section 7.3
⁵ Countermeasures That Work, 7th Edition, 2013, Ch. 7, Section 3.1
⁶ Countermeasures That Work, 7th Edition, 2013, Ch. 2, Section 2.1
⁷ Countermeasures That Work, 7th Edition, 2013, Ch. 6, Sections 1 & 3

March 2015 Occupant Protection Campaign – 3/6/2015 – 3/15/2015		
March has the highest number of unrestrained reportable crashes. OHS will schedule 86 patrols. Ten agencies will participate, conducting four hour patrols between 3 pm and 3 am.		
Agencies involved: Bridgeville Police, Dover Police, Greenwood Police, Milford Police, Newark Police, New Castle County Police, Seaford Police, Smyrna Police, Wilmington Police and the Delaware State Police (all troops).		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$19,700	Section 402, FY 2015	OHOA-3

April 2015 Occupant Protection Campaign – 4/3/2015 – 4/12/2015		
April has a high number of unrestrained reportable crashes. OHS will schedule 82 patrols. Six agencies will participate, conducting four hour patrols between 3 pm and 3 am.		
Agencies involved: Dover Police, Middletown Police, Newark Police, New Castle County Police, Wilmington Police and the Delaware State Police (all troops).		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$19,400	Section 402, FY 2015	OHOA-4

2015 Click It or Ticket Campaign – 5/18/2015– 5/31/2015		
OHS will participate in the Annual Click it or Ticket Campaign. Law enforcement from 36 agencies will participate to conduct 362 four hour patrols between 3 pm and 3 am. The OHS Corporate Outreach Coordinator will work with our corporate partners to spread the Click It or Tick message		
Agencies involved: Bethany Beach Police, Blades Police, Bridgeville Police, Camden Police, Capitol Police, Cheswold Police, Clayton Police, Delaware City Police, Delaware River and Bay Authority, Dewey Beach Police, Dover Police, Elsmere Police, Felton Police, Fenwick Island, Georgetown Police, Greenwood Police, Harrington Police, Laurel Police, Lewes Police, Middletown Police, Milford Police, Millsboro Police, Milton Police, New Castle City Police, New Castle County Police, Newport Police, Ocean View Police, Rehoboth Beach Police, Seaford Police, Smyrna Police, Univ. of DE Police, Wilmington Police, Wyoming Police, and the Delaware State Police (all troops)		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$45,000	Section 402, FY 2015	OHOA-5
\$70,000	Section 405b, FY 2014, carry over	BBAC

Fall 2015 Occupant Protection Campaign – 9/21/15- 9/28/15		
Unrestrained crashes routinely spike during the fall. OHS will schedule enforcement in September. Eight agencies will participate to conduct 85 four hour patrols between 3 pm and 3 am.		
Agencies involved: Bridgeville, New Castle County Police, Smyrna Police, Dover Police, Seaford Police, Newark Police, Wilmington Police, and the Delaware State Police (all troops)		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$19,500	Section 402, FY 2015	OHOA-6

Corporate Outreach Coordinator 10/1/14 – 9/30/15		
The Corporate Outreach Coordinator manages the Corporate Outreach Program. This program works to reach the thousands of people who are employed in Delaware with traffic safety messaging. Over 100 public and private corporations, as well as state-run and non-profit agencies participate in the program.		
Agencies involved: Office of Highway Safety, Corporate Partners		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$20,000	Section 402, FY 2015	OHO3

Corporate Outreach Supplies 10/1/2014 – 9/30/2015		
Supplies purchased support the Corporate Outreach Program. Funds are used to purchase mailing supplies, mocktail supplies, printing and publishing and other items needed to support the Corporate Outreach Program.		
Agencies involved: Office of Highway Safety, Corporate Partners		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$5,000	Section 402, FY 2015	OHO3

Seat Belt Survey Analysis 6/1/2015 – 9/30/2015		
OHS will participate in the Annual Statewide Seat Belt Use Survey as required by NHTSA. This survey is conducted in June in each year. OHS hires contractors to conduct the survey and a statistician to review the survey results, provide the annual seat belt use rate for Delaware and compile a report of the results.		
Agencies involved: OHS, vendors (to be determined)		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$45,000	Section 402, FY 2015	OHSS

GDL Program/Teen Driver issues 10/1/2014- 9/30/2015		
OHS has formed a Teen Driver Task Force to address recommendations from a NHTSA analysis of Delaware's Driver's Education Program. OHS will continue to work through the Task Force to implement improvements to the Driver's education program and will continue to educate parents about the GDL requirements and teen driver issues through the GDL Parent-Orientation Program and other educational efforts.		
Agency involved: OHS, Delaware Department of Education, Smart Drive Foundation, Delaware Driver's Safety Education Association, Delaware State Police, Division of Motor Vehicles		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$8,000	Section 402, FY 2015	OHGD

Paid Media – October 1, 2014 – September 30, 2015		
OHS will fund paid media to coincide with all seat belt enforcement mobilizations. These monies will be used to fund television, radio, internet, indoor, and billboard advertising. In addition, special materials will be developed to complement the Click It or Ticket campaign. Paid media is a key component to maintaining the high visibility enforcement model.		
Agencies involved: ab+c, OHS		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$100,000	Section 402, FY 2015	OHOM-1
\$200,000	Section 402, FY 2015	OHCM-1
\$202,000	Section 405b, FY 2014, carry over	BBBT-1

Fitting Station Coordinators 10/1/2014- 9/30/2015

OHS maintains fitting stations throughout Delaware where parents can bring their child restraint seats to be inspected for proper installation and use. These stations are staffed by Fitting Station Coordinators who are certified CPS technicians.

Agencies involved: Office of Highway Safety

AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$35,000	Section 2011, FY 2012, carry over	BBBM
\$33,000	Section 405b, FY 2013, carry over	BBBQ
\$67,000	Section 405b, FY 2014, carry over	BBAA
\$50,000	Section 405b, FY 2015	BBAD

Fitting Station Supplies – 10/1/14 – 9/30/15

OHS purchases supplies to support the needs of the Fitting Station Coordinator and maintain the child passenger safety program. Supplies include car seats, noodles, Latch manuals, training supplies, educational materials, and recertification fees.

Agencies involved: Office of Highway Safety

AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$5,500	Section 2011, FY 2012, carry over	BBBN
\$10,000	Section 405b, FY 2013, carry over	BBBR
\$10,000	Section 405b, FY 2014, carry over	BBAB
\$40,000	Section 405b, FY 2015	BBAE

Summary of Occupant Protection Projects Scheduled in FY 2015

PROJECTS	FUNDING SOURCE	AMOUNT ALLOCATED
FALL 2014 CAMPAIGN	SECTION 402, FY 2015	\$20,100.00
WINTER 2015 CAMPAIGN	SECTION 402, FY 2015	\$20,100.00
MARCH OP CAMPAIGN	SECTION 402, FY 2015	\$19,700.00
APRIL 2015 OP CAMPAIGN	SECTION 402, FY 2015	\$19,400.00
CLICK IT OR TICKET CAMPAIGN	SECTION 402, FY 2015 SECTION 405b, FY 2013 SECTION 405b, FY 2014 SECTION 405b, FY 2015	\$115,000.00
FALL 2015 OP CAMPAIGN	SECTION 402, FY 2015	\$19,500.00
CORPORATE OUTREACH COORDINATOR	SECTION 402, FY 2015	\$20,000.00
CORPORATE OUTREACH SUPPLIES	SECTION 402, FY 2015	\$5,000.00
SEAT BELT SURVEY ANALYSIS	SECTION 402, FY 2015	\$45,000.00
FITTING STATION COORDINATORS	SECTION 2011, FY 2012 SECTION 405b, FY 2013 SECTION 405b, FY 2014 SECTION 405b, FY 2015	\$185,000.00
FITTING STATION SUPPLIES	SECTION 2011, FY 2012 SECTION 405b, FY 2013 SECTION 405b, FY 2014 SECTION 405b, FY 2015	\$99,500.00
GDL PROGRAM/TEEN DRIVER ISSUES	SECTION 402, FY 2015	\$8,000.00
PAID MEDIA	SECTION 402, FY 2015 SECTION 2011, FY 2012 SECTION 405b, FY 2014	\$502,000.00
TOTAL		\$1,074,300.00

Impaired Driving

Based on the Delaware Department of Transportation's Crash Analysis Reporting System, impaired driving-related fatalities accounted for 47 of the 101 total traffic crash fatalities (47%) in 2013. This is a decrease from 2012, when 52% of these fatalities involved alcohol and/or other drugs. It should be noted that in 2012 the Office of Highway Safety began using a more comprehensive data system to collect and analyze crashes, resulting in better reporting of drug-impaired drivers.

However, the data listed below between 2004 – 2011 is based on the Delaware State Police Annual Traffic Statistics Reports, and includes only alcohol impaired driving-related crash data.

In 2013, impaired driving related traffic crash injuries were at 9%, 672 of 7,825 total crash injuries resulted from alcohol and/or other drug impairment. Overall, there were 1,176 total impaired driving-related crashes, compared to 1,270 in 2012. This includes fatal, personal injury, and property damage crashes.

Further crash analysis revealed that males are six times more likely to be killed and twice as likely to be injured in impaired driving crashes than females. In addition, those aged 35-44 and 45-54 are over-represented in impaired driving fatalities by nearly double. Those aged 25-29 are one and one-half times more likely to be injured in an impaired driving crash than any other age group. Beyond that, 62% of all impaired driving-related fatalities occur between Friday – Sunday. And further, 62% occur between 8pm-4am, with another 12% occurring between 4am-8am. Delaware law enforcement made 4,427 impaired driving arrests in 2013.

Alcohol Involvement in Traffic Crashes

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatalities	140	133	147	118	122	118	103	103	116	101
Alcohol-related	47	60	55	53	52	48	39	37	60	47
% of Total	35%	45%	37%	45%	43%	41%	38%	36%	52%	47%
Injuries	8314	8367	8145	7568	7200	7239	8001	7700	7704	7825
Alcohol-related	899	802	919	830	782	686	733	729	738	672
% of Total	10%	11%	10%	10%	11%	9%	9%	9%	10	9%
All Crashes	19642	18681	19351	20017	19506	18927	20697	20867	21197	22453
Alcohol-related	1336	1454	1511	1521	1366	1268	1297	1198	1270	1176
% of Total	7%	8%	8%	8%	7%	7%	6%	6%	6%	5%

Alcohol-Related Fatality Rate per 100 Million Vehicle Miles Traveled

	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Rate	.36	.63	.58	.57	.58	.53	.44	.41	.55	.46

Performance Measure

- Alcohol Impaired Driving Fatalities – To decrease impaired driving fatalities 6% from the 2010-2012 calendar year average of 37 to 35 by December 31, 2015. (FARS data measure)

Comprehensive Strategies and Evidence-Based Enforcement Projects

- OHS will continue to schedule impaired driving enforcement activities throughout FY 2015, based on months, days, and hours that crashes are most likely to occur. In addition, agencies will be selected to participate based on identified high crash locations⁸. Impaired driving arrests made during these mobilization efforts will be reviewed to determine police agencies are productively enforcing the laws. Enforcement will include traditional sobriety checkpoints, multi-jurisdictional sobriety checkpoints, and saturation patrols.⁹
- All enforcement efforts will be paired with paid and earned media efforts, as identified by NHTSA as the model for high visibility enforcement projects.¹⁰
- OHS has a Corporate Outreach Program to provide OHS safety messages to the thousands of working Delawareans. Our corporate partners work closely with OHS to ensure the anti-impaired driving messages are appropriate and effective with their specific population of employees.¹¹ The corporate messages are designed to coincide with scheduled enforcement mobilizations.
- In addition, OHS will continue to support the Drug Recognition Expert program by providing necessary equipment and funding ongoing training.¹² In FY 2015 the first in-state DRE school will be held. Class will be conducted in August and September 2014.
- OHS will continue to support other non-enforcement initiatives, such as the Traffic Safety Resource Prosecutor program;¹³ maintaining the DUI Tracking System for impaired driving offenders, and updating the system to include technological advances;¹⁴ and the purchase of equipment to aid law enforcement efforts to enforce impaired driving laws.¹⁵
- OHS will continue to monitor contracts with State-sanctioned providers of substance abuse evaluations, education programs, and treatment programs. Through the use of the DUI Tracking System, these agencies work together, with OHS, to ensure offenders receive necessary services to treat the underlying problem of alcohol or other substance use/abuse.¹⁶ There is no funding allocated to this project.
- OHS will fund alcohol-impaired driving training initiatives as the opportunities arise. In the past, these funds were utilized to send the State Police Chemist to the Borkenstein Breath Analysis course, to send members of the judiciary to the National Judicial College for Advanced Impaired Driving Case Essentials, and to send members of law enforcement to the Symposium on Alcohol Impaired Driving at the Institute for Police Technology and Management.¹⁷
- Further, OHS will provide information and technical support for the newly hired Judicial Outreach Liaison, housed in the Administrative Office of the Courts. The JOL will be working with the Courts to develop a DUI Court and OHS will be part of the committee steering the project.¹⁸ OHS has no funding allocated to this project.
- OHS has developed a multi-discipline impaired driving prevention task force that meets at least once every two months. The taskforce has developed a statewide impaired driving strategic plan.¹⁹ Over the course of FY 2015, the taskforce will identify the top five initiatives to address. There is no funding allocated to this project.

⁸ Highway Safety Program Uniform Guidelines #8, Section 1

⁹ Countermeasures That Work, 7th Edition, 2013, Ch. 1, Sections 2.1, 2.2

¹⁰ Countermeasures That Work, 7th Edition, 2013, Ch. 1, Section 5.2

¹¹ Countermeasures That Work, 7th Edition, 2013, Ch. 1, Section 5.0

¹² Countermeasures That Work, 7th Edition, 2013, Ch. 1, Section 7.1

¹³ Highway Safety Programs Uniform Guidelines #12, Section 1

¹⁴ Highway Safety Program Uniform Guidelines #8, Section 6

¹⁵ Countermeasures That Work, 7th Edition, 2013, Ch. 1, Sections 2.3, 2.4

¹⁶ Countermeasures That Work, 7th Edition, 2013, Ch. 1, Section 4.1

¹⁷ Countermeasures That Work, 7th Edition, 2013, Ch. 1, Section 1

¹⁸ Countermeasures That Work, 7th Edition, 2013, Ch. 1, Section 3.1

¹⁹ Highway Safety Programs Uniform Guidelines #8, Section 1

Impaired Driving Projects Scheduled in FY 2015

FALL 2014 DUI – 10/31/14 – 11/12/14		
To combat a rise in impaired driving related fatalities between October and November, OHS will fund 332 patrols during this period between the hours of 9pm and 4am.		
Agencies involved: Camden Police, Dover Police, Georgetown Police, Greenwood Police, Harrington Police, Laurel Police, Milford Police, Millsboro Police, New Castle City Police, New Castle County Police, Newark Police, Newport Police, Rehoboth Beach Police, Seaford Police, Smyrna Police, Wyoming Police, and Delaware State Police (all troops).		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$75,100	Section 410, FY 2012, carry over	AAFS-1
\$20,000	Section 154, FY 2013, carry over	AAHQ-1
\$20,000	Section 154, FY 2014 carry over	AAHG-3

HALLOWEEN LOOP CHECKPOINT - 10/25/14		
The City of Wilmington hosts an annual pub crawl the Saturday before Halloween. OHS will fund one checkpoint that night. A taskforce will convene, comprised of officers from ten agencies in New Castle County, to conduct one traveling checkpoint. The taskforce will set up in three consecutive locations during an eight hour period.		
Agencies involved: Capitol Police, Elsmere Police, Middletown Police, New Castle City Police, New Castle County Police, Newark Police, Newport Police, University of Delaware Police, Wilmington Police, and the Delaware State Police (Troops 1,2,6,&9).		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$9,100	Section 402, FY 2015	OHIA-1
\$17,000	Section 154, FY 2013, carry over	AAHQ-2

SAFE FAMILY HOLIDAY 2014 - 11/26/14 - 1/1/2015		
Delaware participates annually in the National Impaired Driving enforcement campaign during the Thanksgiving/Christmas holiday period. Beginning the day before Thanksgiving and ending on New Year's Eve, OHS will fund 538 roving patrols. Patrols will be scheduled between 9pm and 4am and will be four hours in duration. 27 agencies will participate.		
Agencies involved: Blades Police, Bridgeville Police, Camden Police, Clayton Police, Dewey Beach Police, Dover Police, Elsmere Police, Felton Police, Georgetown Police, Greenwood Police, Harrington Police, Laurel Police, Lewes Police, Middletown Police, Milford Police, Millsboro Police, Milton Police, New Castle City Police, New Castle County Police, Newark Police, Newport Police, Ocean View Police, Rehoboth Beach Police, Seaford Police, Smyrna Police, Wyoming Police, and the Delaware State Police (all troops).		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$119,200	Section 410, FY 2012, carry over	AAFS-2
\$73,000	Section 154, FY 2014, carry over	AAHG-4

ST PATRICK'S DAY LOOP - 3/14/15		
The City of Wilmington hosts an annual pub crawl the Saturday before St. Patrick's Day. OHS will fund one checkpoint that night. A taskforce will convene, comprised of officers from ten agencies in New Castle County, to conduct one traveling checkpoint. The taskforce will set up in three consecutive locations during an eight hour period.		
Agencies involved: Capitol Police, Elsmere Police, Middletown Police, New Castle City Police, New Castle County Police, Newark Police, Newport Police, University of Delaware Police, Wilmington Police, and the Delaware State Police (Troops 1,2,6,&9).		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$8,300	Section 402, FY 2015	OHIA-2
\$17,000	Section 154, FY 2013, carry over	AAHQ-3

MEMORIAL WEEKEND BLITZ - 5/22 - 5/25/15		
To combat a spike in impaired driving injury and fatal crashes during this early summer weekend, OHS will schedule 99 patrols during a four-day blitz. Ten agencies will participate, conducting four hour patrols. Patrols will be scheduled between 8pm and 4am.		
Agencies involved: Dover Police, Milford Police, New Castle City Police, New Castle County Police, Newark Police, Newport Police, Rehoboth Beach Police, Seaford Police, Smyrna Police, and Delaware State Police (troops 3,6,& 7).		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$21,800	Section 410, FY 2012, carry over	AAFS-3
\$39,000	Section 154, FY 2013, carry over	AAHQ-4
\$40,000	Section 154, FY 2014, carry over	AAHG-1

SUMMER 2015 DUI CAMPAIGN - 7/3 - 8/2/15		
Impaired driving injury and fatal crashes routinely spike during the summer months. OHS will schedule 138 patrols during this period, with ten agencies participating. Enforcement will be focused on New Castle County and Sussex County. Patrols will be scheduled between 9pm and 4am, in four-hour shifts. In addition, the Checkpoint Strikeforce Campaign will be running concurrently.		
Agencies involved: Dover Police, Georgetown Police, Milford Police, Millsboro Police, New Castle County Police, Newark Police, Newport Police, Rehoboth Beach Police, Seaford Police, and Delaware State Police (all troops).		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$48,200	Section 410, FY 2012, carry over	AAFS-4
\$30,000	Section 154, FY 2013, carry over	AAHQ-5
\$30,000	Section 154, FY 2014, carry over	AAHG-2

CHECKPOINT STRIKEFORCE, OCTOBER 1 - DECEMBER 31, 2014

Delaware's annual sobriety checkpoint campaign will again run during FY 2015. This campaign typically includes ten agencies and averages three checkpoints each week. There is one multi-jurisdictional checkpoint each week, as well as checkpoints supported by the Delaware State Police. This year, OHS intends to schedule saturation patrols to supplement the checkpoint campaign. We have not determined which agencies will participate in these patrols. However, they will be "true" saturation patrols, with a minimum of 3 officers on patrol in the same 2-mile area. Roadways will be selected based on high crash locations.

Agencies involved: (Checkpoints) Capitol Police, Middletown Police, New Castle City Police, New Castle County Police, Newark Police, Newport Police, University of Delawaere Police, Wilmington Police, and Delaware State Police (all troops).

AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$165,000	Section 154, FY 2012, carry over	ACA-1
\$9,600	Section 410, FY 2012, carry over	AAFS-5
\$100,000	Section 154, FY 2013, carry over	AAHQ-6
\$75,000	Section 154, FY 2014, carry over	AAHG-5

CHECKPOINT STRIKEFORCE, JULY 4 - SEPTEMBER 30, 2015

Delaware's annual sobriety checkpoint campaign will again run during FY 2015. This campaign typically includes ten agencies and averages three checkpoints each week. There is one multi-jurisdictional checkpoint each week, as well as checkpoints supported by the Delaware State Police. This year, OHS intends to schedule saturation patrols to supplement the checkpoint campaign. We have not determined which agencies will participate in these patrols. However, they will be "true" saturation patrols, with a minimum of 3 officers on patrol in the same 2-mile area. Roadways will be selected based on high crash locations.

Agencies involved: (Checkpoints) Capitol Police, Middletown Police, New Castle City Police, New Castle County Police, Newark Police, Newport Police, University of Delawaere Police, Wilmington Police, and Delaware State Police (all troops).

AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$175,000	Section 410, FY 2012, carry over	AAFS-6
\$100,000	Section 154, FY 2013, carry over	AAHQ-7
\$75,000	Section 154, FY 2014, carry over	AAHG-6

DELAWARE STATE FAIR - 7/24 - 8/1/15

The Town of Harrington faces a significant population increase during the week of the Delaware State Fair. Approximately 300,000 people visit the fair, in addition to vendors, carnival staff, fair staff, and additional law enforcement. Routine traffic citations nearly tripled during this period in 2012. There is typically an increase in impaired driving arrests within this jurisdiction during this period each year as well. The agency is funded to provide an additional 20 impaired driving patrols during this period. The Harrington Police Department will advertise their increased patrols with signage throughout the municipality.

Agencies involved: Harrington Police

AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$4,000	Section 402, FY 2015	OHIA-3

2015 NATIONAL IMPAIRED DRIVING CRACKDOWN - 8/14 - 9/7/15

Delaware participates in this National Impaired Driving enforcement campaign each year. In FY 2015, 27 agencies will participate in conducting 970 patrols during the campaign. Patrols will be four hours in duration and will be conducted between 9pm and 4am. Checkpoint Strikeforce activities will run concurrently.

Agencies involved: Blades Police, Bridgeville Police, Camden Police, Clayton Police, Dewey Beach Police, Dover Police, Elsmere Police, Felton Police, Georgetown Police, Greenwood Police, Harrington Police, Laurel Police, Lewes Police, Middletown Police, Milford Police, Millsboro Police, Milton Police, New Castle City Police, New Castle County Police, Newark Police, Newport Police, Ocean View Police, Rehoboth Beach Police, Seaford Police, Smyrna Police, Wyoming Police, and the Delaware State Police (all troops).

AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$194,600	Section 154, FY 2012, carry over	AACA-2
\$92,000	Section 154, FY 2013, carry over	AAHQ-8
\$30,000	Section 154, FY 2014, carry over	AAHG-7

IMPAIRED DRIVING PAID MEDIA EFFORTS - 10/1/14 - 9/30/15

Each enforcement mobilization conducted in Delaware has a corresponding paid and earned media component. The Checkpoint Strikeforce materials are used for smaller campaigns, to bridge the gap between the end of the campaign on 12/31 and the restart of it again in July. Delaware holds a contract with a full-service public relations firm to provide creative materials, develop campaigns, produce materials, place media buys, and develop our comprehensive media plan. Media materials include items like brochures/handouts, posters, billboards, radio advertisements, television advertisements, online advertisements, sports marketing, print advertising, a mix of indoor advertising that includes mirror clings in restrooms, coasters in bars/restaurants, and table tents for our corporate partners to place in their lunchrooms. Paid media efforts will be included with each enforcement effort listed above.

Agencies involved: OHS and ab+c

AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$100,000	Section 154, FY 2013, carry over	AAHS-1
\$600,000	Section 154, FY 2014, carry over	AAHH-1
\$700,000	Section 405d, FY 2014, carry over	AAHN-1
\$15,000	Section 410, FY 2012, carry over	AAHX-2
\$750,000	Section 154, FY 2015	AAKH-1
\$750,000	Section 405d, FY 2015	AAKC-1
\$50,000	Section 154, FY 2015	AAKI-1

DRUG RECOGNITION EXPERT PROGRAM - 10/1/14 - 9/30/15

Delaware currently has three trained and certified DREs. OHS supports their overtime efforts for DRE call-outs to conduct evaluations, as well as funding the necessary training initiatives that ensure the officers remain certified. In addition, OHS funds the necessary equipment for these officers. In an effort to increase the number of certified instructors, Delaware is hosting its first in-state DRE school in FY 2014, with field certification scheduled for completion in FY 2015.

Agencies involved: OHS, Delaware State Police, Newark Police

AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$4,900	Section 410, FY 2012, carry over	AAGA-2
\$38,000	Section 405d, FY 2014, carry over	AAHM-1
\$40,000	Section 405d, FY 2015	AAKB-1
\$10,000	Section 405d, FY 2015	AAKE-1

TRAFFIC SAFETY RESOURCE PROSECUTOR PROGRAM - 10/1/14 - 9/30/15		
Delaware's TSRP Program now includes a lead TSRP within Delaware's Department of Justice, two additional attorneys (part-time assistance positions) to help with issues in Kent and Sussex Counties, as well as assist in New Castle County. Further, there is a dedicated paralegal to assist with all the TSRP responsibilities and initiatives. The lead TSRP is working with his administration to develop a dedicated traffic section within the Dept. of Justice. This unit would be responsible for oversight of the prosecution of vehicular crimes, review of potential new legislation, review of trial and appellate decisions, training for law enforcement and prosecutors, and continue to act as a liaison between OHS and other partners, such as the Office of the Chief Medical Examiner, the State Police Crime Lab, the Judiciary, etc.		
Agencies involved: OHS, Delaware Dept. of Justice, other professional partners		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$96,500	Section 410, FY 2012, carry over	AAFT-2
\$250,000	Section 405d, FY 2014, carry over	AAHL-2
\$300,000	Section 405d, FY 2015	AAKF-1

DUI TRACKING SYSTEM MAINTENANCE - 10/1/14 - 9/30/15		
Delaware's DUI Tracking System provides tracking of impaired driving offenders from the point of conviction (Court or DMV), through their completion of a legally mandated drug/alcohol education or therapeutic treatment program. This system has been in place since 2007 and requires a maintenance contract to ensure functionality and to oversee any system difficulties.		
Agencies involved: OHS, Delaware Department of Technology and Information		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$75,000	Section 405d, FY 2014, carry over	AAJU-1
\$40,000	Section 154, FY 2014, carry over	AAHI-1

DUI TRACKING SYSTEM REDESIGN - 10/1/14 - 9/30/15		
The current tracking system is still operating but has become slower over time. This is due in part to the large number of records, as well as the age of the software and hardware. Newer technologies are available to redesign the system and make it more productive, more user friendly, and more intuitive. OHS has completed the business requirements gathering with the Department of Technology and Information (DTI). DTI will begin reviewing these requirements and the existing system to recommend a course of action. Although some of this project will be completed in FY 2014, the bulk will be completed in FY 2015.		
Agencies involved: OHS, DTI		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$190,000	Section 410, FY 2012, carry over	AAFV-1

ALCOHOL IMPAIRED DRIVING TRAINING INITIATIVES - 10/1/14 - 9/30/15		
Funds are set aside to allow OHS to support alcohol impaired driving training programs, such as breath and blood alcohol testing courses for the State Crime Lab and SFST training programs for law enforcement, the judiciary, and prosecutors.		
Agencies involved: OHS, Delaware Courts, Delaware Dept. of Justice, Delaware law enforcement statewide		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$14,000	Section 154, FY 2012, carry over	AACC-2
\$34,000	Section 154, FY 2013, carry over	AAHR-1
\$25,000	Section 154, FY 2014 carry over	AAKA-1

IMPAIRED DRIVING ENFORCEMENT EQUIPMENT - 10/1/14 - 9/30/15		
OHS routinely funds requests for impaired driving enforcement equipment. OHS believes it is imperative to ensure officers are properly equipped with accurate equipment. In addition, for officer safety reasons, equipment for sobriety checkpoints is also provided regularly. This includes signs, cones, lights, vests, etc.		
Agencies involved: OHS and law enforcement agencies statewide		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$117,000	Section 410, FY 2012, carry over	AAJI-2
\$100,000	Section 410, FY 2012, carry over	AAJH-1
\$120,000	Section 154, FY 2013, carry over	AAHT-1
\$150,000	Section 154, FY 2014 carry over	AAHJ-1
\$35,000	Section 405d, FY 2014, carry over	AAJV-1
\$300,000	Section 405d, FY 2015	AAKD-1

DELAWARE STATE POLICE OMEGA PROGRAM - 10/1/14 - 9/30/15		
Delaware State Police contracts for blood draw services with Omega Medical Center, a company that provides on-site blood draws for DUI offenders who refuse a breath test, or for those suspected of drug impairment. The reports are available in a timely manner and aid in securing convictions.		
Agencies involved: Delaware State Police, Omega Medical Center		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$66,000	Section 410, FY 2012, carry over	AAHW-1

DELDOT HAZARD ELIMINATION PROJECT - 10/1/14 - 9/30/15		
DelDOT receives 65% of the Section 154 Sanction/Transfer funds for use in their Hazard Elimination plan. These projects are included in their Highway Safety Improvement Plan and their Strategic Highway Safety Plan.		
Agencies involved: Delaware Department of Transportation		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$1,830,000	Section 154, FY 2012, carry over	AACF-1

Summary of Impaired Driving Projects Scheduled in FY 2015

PROJECTS	FUNDING SOURCE	AMOUNT ALLOCATED
FALL DUI	SECTION 410, FY 2012 SECTION 154, FY 2013 SECTION 154, FY 2014	\$115,100.00
HALLOWEEN LOOP	SECTION 402, FY 2015 SECTION 154, FY 2013	\$26,100.00
SAFE FAMILY HOLIDAY 2014	SECTION 410, FY 2012 SECTION 154, FY 2014	\$192,200.00
ST. PATRICK'S DAY LOOP	SECTION 402, FY 2015 SECTION 154, FY 2013	\$25,300.00
MEMORIAL WEEKEND BLITZ	SECTION 410, FY 2012 SECTION 154, FY 2013 SECTION 154, FY 2014	\$100,800.00
SUMMER 2015	SECTION 410, FY 2012 SECTION 154, FY 2013 SECTION 154, FY 2014	\$108,200.00
CHECKPOINT STRIKEFORCE (OCT – DEC)	SECTION 154, FY 2012 SECTION 410, FY 2012 SECTION 154, FY 2013 SECTION 154, FY 2014	\$349,600.00

CHECKPOINT STRIKEFORCE (JUL – SEPT)	SECTION 410, FY 2012 SECTION 154, FY 2013 SECTION 154, FY 2014	\$350,000.00
DE STATE FAIR WEEK	SECTION 402, FY 2015	\$4,000.00
NATIONAL IMPAIRED DRIVING CRACKDOWN	SECTION 154, FY 2012 SECTION 154, FY 2013 SECTION 154, FY 2014	\$316,600.00
IMPAIRED DRIVING PAID MEDIA	SECTION 410, FY 2012 SECTION 154, FY 2013 SECTION 154, FY 2014 SECTION 405d, FY 2014 SECTION 405d, FY 2015 SECTION 154, FY 2015	\$2,965,000.00
DRUG RECOGNITION EXPERT PROGRAM (DRE)	SECTION 410, FY 2012 SECTION 405d, FY 2014 SECTION 405d, FY 2015	\$92,900.00
TRAFFIC SAFETY RESOURCE PROSECUTOR PROGRAM	SECTION 410, FY 2012 SECTION 405d, FY 2014 SECTION 405d, FY 2015	\$646,500.00
DUI TRACKING SYSTEM MAINTENANCE	SECTION 154, FY 2014 SECTION 405d, FY 2014	\$115,000.00
DUI TRACKING SYSTEM REDESIGN	SECTION 410, FY 2012	\$190,000.00
IMPAIRED DRIVING ENFORCEMENT EQUIPMENT	SECTION 410, FY 2012 SECTION 154, FY 2013 SECTION 154, FY 2014 SECTION 405d, FY 2014 SECTION 405d, FY 2015	\$822,000.00
ALCOHOL-IMPAIRED DRIVING TRAINING INITIATIVES	SECTION 154, FY 2012 SECTION 154, FY 2013 SECTION 154, FY 2014	\$73,000.00
DSP OMEGA PROJECT	SECTION 410, FY 2012	\$66,000.00
DELAWARE DEPARTMENT OF TRANSPORTATION	SECTION 154, FY 2012	\$1,830,000.00
TOTAL		\$8,388,300.00



Speeding and Aggressive Driving Behaviors

OHS has conducted in depth crash data analysis and as a result is focusing more broadly on the issue of speeding as a contributing factor in fatal crashes over the last several years. Enforcement and Paid media efforts will focus on speed.

	2008	2009	2010	2011	2012
Total fatalities	121	116	101	99	114
Speeding related	36	44	42	34	46
Percentage	30%	38%	42%	34%	40%

FARS Data

In CY 2013, 36 persons (38%) were killed in speed related crashes. Another 713 were injured in such crashes. In addition, at least 12 of the 20 motorcycle fatal crashes involved speeding.

75% of persons responsible for fatalities in speed related crashes during the year 2013 were male. Most speed-related crashes occur weekdays between 6 am – 9 am and 3 pm – 7 pm. Weekends have higher speed crash rates later in the day than typical weekdays. Friday has the most speed-related reportable crashes. Saturday was the most common day for fatal speed-related crashes in an average of the previous 3 years.

Performance Measure

- Speed Related Fatalities – Decrease speeding related fatalities 7% from the 2010-2012 calendar year average of 41 to 38 by December 31, 2015.

Comprehensive Strategies and Evidence-Based Enforcement Projects

- OHS will provide overtime funding to law enforcement agencies in FY 2015, to run speed enforcement based on months, days, and hours that crashes are most likely to occur. Agencies with an identified speed problem will be selected to conduct eight enforcement mobilizations focused on speed violations. The speed enforcement will be short-term and high visibility.²⁰ Those mobilizations will occur in October, December, January, February, April, May, July, and September. Enforcement will occur in four hour blocks from 7 am – 7pm. Enforcement will include saturation patrols and special team operations targeting speeding and will be supported by paid media. Speeding will be reviewed during these mobilization efforts to determine police agencies are productively enforcing the laws. Agencies included in this enforcement will be the 8 Delaware State Police Troops and 6 Municipal Police Departments.
- Delaware will coordinate a Teen Speed project, in an effort to promote a speed safety message at Delaware high school sporting events. Ultimately teens will be asked to sign a pledge card.²¹
- All high-visibility enforcement programs include communications and outreach strategies that use a combination of earned media and paid advertising. Communication is in the form of press releases; outreach to corporate partners; postings to the OHS website, Facebook page and twitter updates; and paid media including posters, flyers, table tents, billboards, sports marketing, radio, television and digital media.²²
- OHS has a Corporate Outreach Program to provide OHS safety messages to the thousands of working Delawareans. Our corporate partners work closely with OHS to ensure the anti-impaired driving messages are appropriate and effective with their specific population of employees.²³ The corporate messages are designed to coincide with scheduled enforcement mobilizations.
- Delaware uses automated enforcement in some jurisdictions to reduce red-light running.²⁴ OHS does not provide any funding for this project.

²⁰ Countermeasures That Work, 7th Edition, 2013, Ch. 3, Section 2.2

²¹ Countermeasures That Work, 7th Edition, 2013, Ch. 4, Section 4

²² Countermeasures That Work, 7th Edition, 2013, Ch.4, Section 4.1

²³ Countermeasures That Work, 7th Edition, 2013, Ch. 4, Section 4

²⁴ Countermeasures That Work, 7th Edition, 2013, Ch. 3, Section 2.1

Speed and Aggressive Driving Projects Scheduled in FY 2015

Fall 2014 Speed Enforcement 10/3/2014 – 10/12/2014		
To combat speeding, five agencies will participate in conducting 86 four hour patrols. Patrols will run all days of the week 2pm – 2 am.		
Agencies involved: Dover, Delaware River and Bay Authority, Middletown, New Castle County Police and the Delaware State Police (all 8 troops).		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$19,200	Section 402, FY 2015	OHSA-1

Winter Wave I/Safe Family Holiday 12/5/2014 – 12/14/2014		
Delaware will include a speed component in their annual Safe Family Holiday Campaign. Six agencies will participate, conducting 95 four hour patrols. Enforcement will occur all days of the week 2pm – 2 am.		
Agencies involved: Dover Police, Middletown, New Castle City, New Castle County Police and the Delaware State Police (all 8 troops).		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$20,600	Section 402, FY 2015	OHSA-2

Winter Wave II - 1/9/2015 - 1/18/2015		
Speed related crashes are more likely to occur during colder months. OHS will schedule 84 patrols. Four agencies will participate, conducting four hour patrols all days of the week between 2 pm and 2 am.		
Agencies involved: Dover Police, Milford Police, Newark Police, New Castle County Police, Wilmington Police and the Delaware State Police (all troops).		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$18,800	Section 402, FY 2015	OHSA-3

Winter Wave III – 2/20/2015 – 3/1/2015		
OHS will schedule 89 patrols. Five agencies will participate, conducting four hour patrols all days of the week between 2 pm and 2 am.		
Agencies involved: Middletown Police, New Castle City Police, New Castle County Police, Newport Police and the Delaware State Police (all troops)		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$19,700	Section 402, FY 2015	OHSA-4

DSP Spring Team – 4/17/2015 – 4/19/2015		
To combat the high number of speed related crashes on roads with a speed limit over 50 mph and between the hours of 10 pm – 2 am, OHS is funding a team of Delaware State Police troopers to conduct focused speed enforcement 18 four hour patrols will be scheduled from 10pm – 2 am.		
Agencies involved: Delaware State Police		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$4,200	Section 402, FY 2015	OHSA-5

May Speed 2015 – 5/1/2015 – 5/10/2015		
OHS will schedule 85 patrols. Five agencies will participate, conducting four hour patrols all days of the week between 2 pm and 2 am.		
Agencies involved: Delaware River and Bay Authority Police, Dover Police, Middletown Police, New Castle County Police and Delaware State Police		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$19,600	Section 402, FY 2015	OHSA-6

DSP Summer Team – 7/31/2015 – 8/2/2015		
To combat the high number of speed related crashes on roads with a speed limit over 50 mph and between the hours of 10 pm – 2 am, OHS is funding a team of Delaware State Police troopers to conduct focused speed enforcement 18 four hour patrols will be scheduled from 10pm – 2 am.		
Agencies involved: Delaware State Police		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$4,200	Section 402, FY 2015	OHSA-7

Fall Speed 2015 – 9/11/2015 – 9/19/2015		
OHS will schedule 94 patrols. Seven agencies will participate, conducting four hour patrols all days of the week between 2 pm and 2 am		
Agencies involved: Delaware River and Bay Authority Police, Dover Police, Middletown Police, New Castle City Police, New Castle County Police, Newport Police and Delaware State Police		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$21,500	Section 402, FY 2015	OHSA-8

Teen Speed Project – 9/10/2014 – 9/30/2014		
To combat speed related crashes involving teen drivers, OHS will promote a safety message about speed at Delaware high school sporting events using event signage, sporting event displays, promotional items, pledge cards, and teen ambassadors.		
Agencies involved: OHS, Alliance Sports Marketing, ab+c		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$60,000	Section 402, FY 2015	OHSA-9

PAID MEDIA – 10/1/14 – 9/30/15		
OHS will pair paid media with every enforcement mobilization scheduled. This allows us to maintain the high visibility enforcement model recommended by NHTSA. Paid media will include television, online, streaming ads, print, collateral, outdoor ads, Pandora, and website updates to include a driving skills game and visual interactive description of aggressive driving behaviors.		
Agencies involved: ab+c, OHS		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$150,000	Section 402, FY 2015	OHSA-1

Summary of Speed and Aggressive Driving Projects Scheduled in FY 2015

PROJECTS	FUNDING SOURCE	AMOUNT ALLOCATED
FALL 2014 SPEED ENFORCEMENT	SECTION 402, FY 2015	\$19,200.00
WINTER WAVE 1/SAFE FAMILY HOLIDAY	SECTION 402, FY 2015	\$20,600.00
WINTER WAVE II	SECTION 402, FY 2015	\$18,800.00
WINTER WAVE III	SECTION 402, FY 2015	\$19,700.00
DSP SPRING TEAM	SECTION 402, FY 2015	\$4,200.00
MAY SPEED 2015	SECTION 402, FY 2015	\$19,600.00
DSP SUMMER TEAM	SECTION 402, FY 2015	\$4,200.00
FALL SPEED 2015	SECTION 402, FY 2015	\$21,500.00
TEEN SPEED PROJECT	SECTION 402, FY 2015	\$60,000.00
PAID MEDIA	SECTION 402, FY 2015	\$150,000.00
TOTAL		\$337,800



Traffic Records

Accurate, complete and timely traffic safety data is the cornerstone of the state's 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 enhancement of the E-Crash system, the utilization of CARS (Crash Analysis Reporting System) to map crashes and the Quality Assurance/Quality Control (QA/QC) project to ensure quality data in the E-crash system. Problem identification remains a key function of the Office of Highway Safety. In order to ensure that the federal funds received by 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. Thus, complete traffic records systems are essential to the highway safety program.

Performance Measures

Short-term performance goals:

- Coordinate the planning and development of the Section 405(c) application;
- Convene a Traffic Records Coordinating Committee (TRCC) with a multidisciplinary membership;
- Coordinate the Strategic Plan and approved projects with the TRCC;
- Require performance measures and performance targets that demonstrate quantitative improvements;
- Ensure Traffic Records Assessments are completed within five years of this application, including the recommendations and how each was addressed;
- Ensure maintenance of aggregate expenditures from all State sources for Traffic Records projects

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.

Comprehensive Strategies and Projects

- OHS will fund a position dedicated to conducting problem identification and ongoing analysis of traffic records data, primarily for OHS. Continued analysis of this data provides long range trends and assists with project planning and resource allocation.²⁵
- The Traffic Records Coordinating Committee (TRCC) will continue to review and update the strategic plan as needed. This ongoing process allows OHS to track progress and to support changing needs and emerging issues.²⁶
- OHS will support projects that continue to monitor existing traffic records systems for data quality. This will ensure accurate and timely data to enable accurate project planning and effective resource allocation.²⁷
- OHS will continue to support projects to enhance existing traffic records systems to ensure accurate collection of crash data, roadway data, driver data, vehicle data, and citation data. This support will include efforts to maintain and/or improve data linkages.²⁸

²⁵ Highway Safety Program Guideline #10, Section 3

²⁶ Highway Safety Program Guideline #10, Section 4

²⁷ Highway Safety Program Guideline #10, Section 2

²⁸ Highway Safety Program Guideline #10, Section 1

Traffic Records Projects Scheduled in FY 2015

DATA ANALYST CONTRACT - 10/1/14 - 9/30/15		
Funds are provided to Whitman, Requardt, and Associates (WRA) for a contractual position to provide on-site data analysis. This position is currently filled by Richard Klepner, who is responsible for data analysis for all priority areas to direct programming and project development.		
Agencies involved: OHS, WRA		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$45,000	Section 408, FY 2012, carry over	AAGC-1
\$75,000	Section 405c, FY 2015	AALA-1

TRCC STRATEGIC PLAN IMPLEMENTATION – 10/1/14 – 9/30/15		
Funds are provided to Whitman, Requardt, and Associates (WRA) to provide assistance with the Traffic Records Coordinating Committee (TRCC), meetings, to coordinate the Traffic Records Assessment, to assist the TRCC Coordinator with the development of the grant application, analysis of project outcomes, and guidance with the selection of appropriate projects. This position will guide the TRCC in continuing to review and update the strategic plan as needed. This ongoing process allows OHS to track progress and to support changing needs and emerging issues.		
Agencies involved: OHS, WRA, TRCC Membership		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$12,500	Section 408, FY 2012, carry over	AAFN-1

E-CRASH QUALITY ASSESSMENT/CONTROL AND ENHANCEMENTS – 10/1/14 – 9/30/15		
Funds are provided to the Delaware Justice Information Systems (DELJIS) to review records within E-Crash to determine accuracy and to correct inaccuracies. Recurrent inaccuracies are addressed in one of two ways: the programming team identifies needed enhancements to the E-Crash or E-Ticket system or training is provided in the necessary areas to enable officers to more accurately complete their records. Scheduled updates and improvements are directly identified through the quality monitoring provided.		
Agencies involved: DELJIS		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$10,000	Section 405c, FY 2014, carry over	AAGS-1
\$200,000	Section 405c, FY 2015	AALB-1

DMV MODERNIZATION PROJECT/PROJECT MANAGER – 10/1/14 – 9/30/15		
The Delaware Division of Motor Vehicles (DMV) is at the beginning of a system modernization project. This project will directly affect the Delaware Justice Information System (DELJIS) due to the number of broker calls between their system and DMV. DMV requested funding for a project manager to coordinate the identification of these linkages with a DELJIS programmer, and coordinate the programming changes needed. OHS agreed to fund 1 year of this project. If additional 405c funds are received, we will fund a 2nd year.		
Agencies involved: DMV, DELJIS		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$30,000	Section 405c, FY 2014, carry over	AAGU-1
\$30,000	Section 405c, FY 2015	AAGU-2

DMV MODERNIZATION PROJECT/DELJIS PROGRAMMER – 10/1/14 – 9/30/15

The Delaware Division of Motor Vehicles (DMV) is at the beginning of a system modernization project. This project will directly affect the Delaware Justice Information System (DELJIS) due to the number of broker calls between their system and DMV. DELJIS requested a programmer to identify each of these linkages and work with the DMV project manager to coordinate the necessary programming changes. OHS agreed to fund 1 year of this project. If additional 405c funds are received, we will fund a 2nd year.

Agencies involved: DELJIS, DMV

AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$80,500	Section 405c, FY 2014, carry over	AAGT-1
\$80,500	Section 405c, FY 2015	AAGT-2

CONTINGENCY FUNDS – 10/1/14 – 9/30/15

Funds are set aside to allow for mid-year project proposals. Often, projects come to light at various times during the fiscal year. These funds allow OHS to support eligible requests of this nature.

Agencies involved: OHS, TRCC Membership

AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$101,000	Section 405c, FY 2014, carry over	AAGV-1

Summary of Traffic Records Projects Scheduled in FY 2015

PROJECTS	FUNDING SOURCE	AMOUNT ALLOCATED
DATA ANALYST CONTRACT	SECTION 408, FY 2012 SECTION 405c, FY 2015	\$120,000.00
TRCC STRATEGIC PLAN IMPLEMENTATION	SECTION 408, FY 2012	\$12,500.00
E-CRASH QUALITY CONTROL AND ENHANCEMENTS	SECTION 405c, FY 2014 SECTION 405c, FY 2015	\$210,000.00
DMV MODERNIZATION – PROJECT MANAGER	SECTION 405c, FY 2014 SECTION 405c, FY 2015	\$60,000.00
DMV MODERNIZATION – DELJIS PROGRAMMER	SECTION 405c, FY 2014 SECTION 405c, FY 2015	\$161,000.00
CONTINGENCY FUNDS	SECTION 405c, FY 2014	\$101,000.00
TOTAL		\$764,500.00

Motorcycle Safety

In 2013, 20% of all fatalities were motorcyclists, 20 of 101. This is an increase since 2012, when 17 of 116 fatalities were motorcyclists (15%). Of the 20 motorcyclists killed in 2013, 12 were wearing helmets (65%). Further analysis shows that only 2 of the 20 fatalities in 2013 involved alcohol. 32% of all motorcycle crash fatalities occurred in low-light or dark conditions, with another 30% occurring between 2pm-5pm. Exactly half of these occurred between Friday-Sunday, and 80% of the motorcycle fatalities were males.

Percentage of Motorcycle Fatalities

	2006	2007	2008	2009	2010	2011	2012	2013
Total Traffic Fatalities	147	118	122	118	103	103	116	101
Motorcycle Fatalities	12	17	16	14	9	18	17	20
% Motorcycle Fatalities	8%	14%	13%	12%	13%	17%	15%	20%

Percentage of Motorcycle Fatalities Wearing Helmets

	2006	2007	2008	2009	2010	2011	2012	2013
Total Motorcycle Fatalities	12	17	16	14	9	18	17	20
Total Wearing Helmets	4	6	7	5	6	8	12	12
% Wearing Helmets	33%	35%	44%	36%	66%	44%	71%	65%

Performance Measures

Motorcyclist Fatalities – To decrease motorcyclist fatalities 13% from the 2010-2012 calendar year average of 15 to 13 by December 31, 2015.

Unhelmeted Motorcyclist Fatalities – To decrease unhelmeted motorcyclist fatalities 25% from the 2010-2012 calendar year average of 8 to 6 by December 31, 2015.

Comprehensive Strategies and Evidence-Based Enforcement Projects

- OHS will continue to schedule motorcycle safety enforcement efforts. Enforcement activities will be scheduled throughout FY 2015 based on months, days, and hours that motorcycle crashes are most likely to occur. In addition, agencies will be selected to participate based on identified high crash locations.²⁹ Enforcement strategies will include roving patrols focused on both impaired driving and aggressive driving violations.³⁰ In addition, riders and motorists violating motorcycle safety laws will be cited.³¹
- OHS will continue to coordinate both paid and earned media with all scheduled enforcement, as identified by NHTSA as the model for high visibility enforcement projects. Paid media will be placed in high crash locations identified through data analysis. Further, target demographics will be determined and media will be developed aimed at those populations. Due to the very public and political nature of motorcycling issues in Delaware, the media focus is split between riders and motorists.³²

²⁹ Highway Safety Program Guidelines #3, Section 1

³⁰ Highway Safety Program Guidelines #3, Section 5 and Countermeasures That Work, 7th Edition, 2013, Ch. 5, Section 2.1

³¹ Highway Safety Program Guidelines #3, Section 7

³² Countermeasures That Work, 7th Edition, 2013, Ch. 5, Sections 4.1,4.2

- OHS will continue to participate in Delaware’s Motorcycle Rider Education Committee, comprised of members from the Division of Motor Vehicles, the Dover Air Force Base, private motorcycle groups, motorcycle retail shop owners, and is co-chaired by State Senator Bruce Ennis and State Representative Daniel Short. OHS has no funding allocated to this initiative.³³
- Throughout the spring and summer months, OHS will provide hand-out materials to the motorcycle riding community, urging the use of helmets and all available safety equipment. These materials will be available at motorcycle retail shops, as well as motorcycle safety events statewide.³⁴
- OHS has a Corporate Outreach Program to provide OHS safety messages to the thousands of working Delawareans. Our corporate partners work closely with OHS to ensure the motorcycle safety messages are appropriate and effective with their specific population of employees.³⁵ These corporate messages are designed to coincide with scheduled enforcement mobilizations.

Motorcycle Safety Projects Scheduled in FY 2015

SPRING MOTORCYCLE ENFORCEMENT – 4/3/15 – 4/12/15		
Data analysis indicates that when the weather starts to warm up, motorcyclists start riding, and after several months of inactivity, both injury and fatal crashes begin to occur. Agencies with higher incidence of motorcycle crashes were selected to participate in this effort. Officers will focus on motorist violations that impact motorcyclists, as well as motorcycle safety law violations. A total of 111 patrols are scheduled, including 10 agencies, who will work 3 hour patrols between the hours of 4pm and 11pm.		
Agencies involved: Camden Police, Dover Police, Milford Police, Millsboro Police, New Castle City Police, New Castle County Police, Newark Police, Rehoboth Beach Police, Seaford Police, and Delaware State Police (troops 2,3,4,5,7 & 9).		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$19,000	Section 402, FY 2015	OHMA-1

SUMMER WAVE 1 MOTORCYCLE ENFORCEMENT – 6/5/15 – 6/21/15		
Trend analysis shows that motorcycle crashes of all types increase in the summer. Officers will focus on motorist violations that impact motorcyclists, as well as motorcycle safety law violations. A total of 157 patrols are scheduled, including 10 agencies, who will work 3 hour patrols between the hours of 4pm and 11pm.		
Agencies involved: Camden Police, Dover Police, Milford Police, Millsboro Police, New Castle City Police, New Castle County Police, Newark Police, Rehoboth Beach Police, Seaford Police, and Delaware State Police (troops 2,3,4,5,7 & 9).		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$26,700	Section 402, FY 2015	OHMA-2

³³ Countermeasures That Work, 7th Edition, 2013, Ch. 5, Section 3.2

³⁴ Countermeasures That Work, 7th Edition, 2013, Ch. 5, Section 4.1

³⁵ Countermeasures That Work, 7th Edition, 2013, Ch. 6, Section 4.0

SUMMER WAVE 2 MOTORCYCLE ENFORCEMENT – 7/10/15 – 7/19/15		
Trend analysis shows that motorcycle crashes of all types increase in the summer. Officers will focus on motorist violations that impact motorcyclists, as well as motorcycle safety law violations. A total of 90 patrols are scheduled, including 8 agencies, who will work 3 hour patrols between the hours of 4pm and 11pm.		
Agencies involved: Camden Police, Dover Police, Millsboro Police, New Castle City Police, New Castle County Police, Newark Police, Rehoboth Beach Police, and Delaware State Police (troops 2,4,5, & 7).		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$15,400	Section 402, FY 2015	OHMA-3

SUMMER WAVE 3 MOTORCYCLE ENFORCEMENT – 8/7/15 – 8/9/15		
Trend analysis shows that motorcycle crashes of all types increase in the summer. Officers will focus on motorist violations that impact motorcyclists, as well as motorcycle safety law violations. A total of 92 patrols are scheduled, including 10 agencies, who will work 3 hour patrols between the hours of 4pm and 11pm.		
Agencies involved: Camden Police, Dover Police, Milford Police, Millsboro Police, New Castle City Police, New Castle County Police, Newark Police, Rehoboth Beach Police, Seaford Police, and Delaware State Police (troops 2,3,4,5, & 7).		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$15,400	Section 402, FY 2015	OHMA-4

PAID MEDIA – 4/3/15 – 8/9/15		
Paid media focused on motorcycle rider awareness and safety will be funded to coincide with enforcement efforts throughout this time period. Delaware’s message is “Respect Your Ride,” and aims to educate riders about the need to wear all appropriate safety gear. In addition, paid media focused on motorist awareness of motorcycle riders will be funded to coincide with enforcement during this period. Delaware will promote the “Share the Road” message in an effort to remind motorists to look for motorcycles and be aware of their vulnerability. Media will include radio, billboards, print materials, and online advertising. Media placement will be targeted at identified high crash locations and the identified demographics of both motorists and riders identified through crash data.		
Agencies involved: OHS, ab+c		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$100,000	Section 402, FY 2015	OHMM-1
\$35,000	Section 405f, FY 2014, carry over	AAGX-1
\$35,000	Section 405f, FY 2015	AAGY-1

Summary of Motorcycle Safety Projects Scheduled in FY 2015

PROJECTS	FUNDING SOURCE	AMOUNT ALLOCATED
SPRING MOTORCYCLE ENFORCEMENT	SECTION 402, FY 2015	\$19,000.00
SUMMER WAVE 1 MOTORCYCLE ENFORCEMENT	SECTION 402, FY 2015	\$26,700.00
SUMMER WAVE 2 MOTORCYCLE ENFORCEMENT	SECTION 402, FY 2015	\$15,400.00
SUMMER WAVE 3 MOTORCYCLE ENFORCEMENT	SECTION 402, FY 2015	\$15,400.00
PAID MEDIA	SECTION 402, FY 2015 SECTION 405f, FY 2014 SECTION 405f, FY 2015	\$170,000.00
TOTAL		\$246,500.00

Distracted Driving/Cell Phone Use

Distracted driving crashes are often difficult to identify, as the officers arrive on-scene after-the-fact and are dependent upon the drivers' accounts of the facts. Self-reported information is statistically unreliable, and it is estimated that cell phone-related crashes are severely under-reported. Delaware has been collecting cell phone-related crash information since 2011. In 2011, 147 of all reportable crashes involved hand-held cell phone use. In 2012, that number was 140. The public is quite vocal about witnessing large numbers of drivers using hand-held cell phones. Due to the public demand, there has been significant political pressure to strictly enforce Delaware's "hands-free" and "no-texting" cell phone law.

The distracted driving crashes that occur tend to increase around lunchtime, and then again between 4pm-11pm. In addition, another spike occurs between 1am-2am, coinciding with the closing of Delaware drinking establishments. One is 20% more likely to crash on Friday as the result of cell phone use than any other day of the week. Further, more than half of all cell phone-related crashes involve individuals under age 30.

Number of Cell Phone-Involved Traffic Crashes

	2011	%	2012	%	2013	%
Total Reportable Crashes	20,867		21,197		22,453	
Total Cell Phone involved*	147	1%	140	1%	147	1%

*self-reported

Performance Measures

Cell Phone-Involved Crashes – To decrease the total number of cell phone-involved traffic crashes by 16%, from the 2010-2012 calendar year average of 173 to 145 by December 31, 2015.

Comprehensive Strategies and Evidence-Based Enforcement Projects

- OHS will schedule overtime patrols for agencies identified through the demonstration project. These patrols will focus on enforcing Delaware's hands-free cell phone law, as well as the ban on sending or reading text messages. ³⁶ Citations written for cell phone violations during the mobilization periods will be reviewed to determine police agencies are effectively enforcing the laws.
- OHS will coordinate paid and earned media activities to coincide with all enforcement activities, following the accepted NHTSA model for high visibility enforcement. ³⁷
- OHS will continue to utilize its Corporate Outreach Coordinator (identified on page 23 of this document) to provide employer safety programs that will coincide with increased enforcement and periods of paid media. ³⁸

³⁶ Countermeasures That Work 7th Edition, 2013, Chapter 4, Section 1.2

³⁷ Countermeasures That Work, 7th Edition, 2013, Chapter 4, Section 2.2

³⁸ Countermeasures That Work, 7th Edition, 2013, Chapter 4, Section 3.1

Distracted Driving Projects Scheduled in FY 2015

MARCH DISTRACTED DRIVING ENFORCEMENT – 3/5/15 – 3/6/15		
Due to unreliable crash data, it was important to find other resources to guide the development of distracted driving enforcement projects. In 2013, Delaware participated in a demonstration grant project which allowed OHS to record violations statewide. This gave us needed information regarding geographic “hot spots,” time of day, day of week, etc. Thursday and Friday were identified as the days of the week with the highest probability of cell phone use while driving. As a result of this analysis, OHS has scheduled 8 agencies to conduct 48 patrols over two days, between the hours of 4pm and 11pm.		
Agencies involved: Dover Police, Georgetown Police, Middletown Police, Milford Police, New Castle County Police, Newark Police, Wilmington Police, and Delaware State Police (troops 2,3,4,6,7, & 9)		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$11,000	Section 402, FY 2015	OHDA-1

APRIL DISTRACTED DRIVING ENFORCEMENT – 4/23/15 – 4/24/15		
Due to unreliable crash data, it was important to find other resources to guide the development of distracted driving enforcement projects. In 2013, Delaware participated in a demonstration grant project which allowed OHS to record violations statewide. This gave us needed information regarding geographic “hot spots,” time of day, day of week, etc. Thursday and Friday were identified as the days of the week with the highest probability of cell phone use while driving. As a result of this analysis, OHS has scheduled 8 agencies to conduct 36 patrols over two days, between the hours of 4pm and 11pm.		
Agencies involved: Dover Police, Georgetown Police, Middletown Police, Milford Police, New Castle County Police, Newark Police, Wilmington Police, and Delaware State Police (troops 2,3,4,6,7, & 9)		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$8,300	Section 402, FY 2015	OHDA-2

MAY DISTRACTED DRIVING ENFORCEMENT – 4/30/15 – 5/1/15		
Due to unreliable crash data, it was important to find other resources to guide the development of distracted driving enforcement projects. In 2013, Delaware participated in a demonstration grant project which allowed OHS to record violations statewide. This gave us needed information regarding geographic “hot spots,” time of day, day of week, etc. Thursday and Friday were identified as the days of the week with the highest probability of cell phone use while driving. As a result of this analysis, OHS has scheduled 8 agencies to conduct 36 patrols over two days, between the hours of 4pm and 11pm.		
Agencies involved: Dover Police, Georgetown Police, Middletown Police, Milford Police, New Castle County Police, Newark Police, Wilmington Police, and Delaware State Police (troops 2,3,4,6,7, & 9)		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$8,300	Section 402, FY 2015	OHDA-3

SUMMER WAVE 1 DISTRACTED DRIVING ENFORCEMENT – 6/25/15 – 6/26/15		
Due to unreliable crash data, it was important to find other resources to guide the development of distracted driving enforcement projects. In 2013, Delaware participated in a demonstration grant project which allowed OHS to record violations statewide. This gave us needed information regarding geographic “hot spots,” time of day, day of week, etc. Thursday and Friday were identified as the days of the week with the highest probability of cell phone use while driving. As a result of this analysis, OHS has scheduled 8 agencies to conduct 48 patrols over two days, between the hours of 4pm and 11pm.		
Agencies involved: Dover Police, Georgetown Police, Middletown Police, Milford Police, New Castle County Police, Newark Police, Wilmington Police, and Delaware State Police (troops 2,3,4,6,7, & 9)		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$11,000	Section 402, FY 2015	OHDA-4

PAID MEDIA – 3/5/15 – 6/26/15		
Paid media efforts will be focused on demographic populations identified through crash data analysis and citation data. Placement of media will be determined based on identification of high crash locations. Delaware will continue to use the message “Phone in One Hand. Ticket in the Other.” This will alert drivers that enforcement is ongoing and remind them of the importance of using hands-free devices and not texting while driving. Media will be paired with the above enforcement initiatives.		
Agencies involved: OHS, ab+c		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$100,000	Section 402, FY 2015	OHDM-1

Summary of Distracted Driving Projects Scheduled in FY 2015

PROJECTS	FUNDING SOURCE	AMOUNT ALLOCATED
MARCH DISTRACTED DRIVING ENFORCEMENT	SECTION 402, FY 2015	\$11,000.00
APRIL DISTRACTED DRIVING ENFORCEMENT	SECTION 402, FY 2015	\$8,300.00
MAY DISTRACTED DRIVING ENFORCEMENT	SECTION 402, FY 2015	\$8,300.00
SUMMER WAVE 1 DISTRACTED DRIVING ENFORCEMENT	SECTION 402, FY 2015	\$11,000.00
PAID MEDIA	SECTION 402, FY 2015	\$100,000.00
TOTAL		\$138,600.00

Pedestrian Safety

Pedestrian-involved crashes, specifically fatalities, continue to be a complex program area to impact. With only 178 fatalities since 2006, it is difficult to determine if pedestrian safety countermeasures are successful. New Castle County continues to be the biggest concern, as 17 of 26 pedestrian fatalities occurred here in 2013.

Since 2006, the percentage of fatal crashes involving pedestrians has averaged 15%. In 2012 this rate increased dramatically to 26%. That rate did not decrease in 2013, when it was again 26%. Although there were many causal factors, the most common causes included pedestrians walking into the path of a vehicle. Of the 26 pedestrians killed in 2013, 22 were deemed “at fault” and of those, 13 were under the influence of drugs or alcohol.

Percentage of Pedestrian Fatalities

	2006	2007	2008	2009	2010	2011	2012	2013
Total Traffic Fatalities	147	118	122	118	103	103	116	101
Pedestrian Fatalities	27	17	22	15	22	19	30	26
% Pedestrian Fatalities	18%	14%	18%	13%	21%	18%	26%	26%

Performance Measures

Pedestrian Fatalities – To reduce pedestrian fatalities 18% from the 2010-2012 calendar year average of 22 to 18 by December 31, 2015.

Comprehensive Strategies and Projects

- Delaware will partner with the Department of Transportation to provide specific paid media and community outreach to educate the walking public and the motoring public about the importance of pedestrian safety. Law enforcement officers will conduct foot patrols in high pedestrian traffic areas, using the opportunity to remind them of safety issues, including the dangers impaired walking, and provide a reflective hand-out. Paid and earned media will be scheduled to coincide with these efforts.³⁹
- Delaware’s Corporate Outreach Coordinator (as detailed on Page 23 of this document) will continue to provide employers with resource materials to educate their employees about this important safety issue. Pedestrian safety information will also be coordinated with impaired driving materials for this audience, to reinforce the dangers of impaired walking.⁴⁰ These corporate messages are designed to coincide with scheduled enforcement or education initiatives.
- Delaware will continue to utilize its Safe Routes to School initiative⁴¹, managed by the State’s Department of Transportation. OHS supports this initiative, but there are currently no funds allocated.

³⁹ Countermeasures That Work, 7th Edition, 2013, Chapter 8, Section 3.1

⁴⁰ Countermeasures That Work, 7th Edition, 2013, Chapter 8, Section 3.1

⁴¹ Countermeasures That Work, 7th Edition, 2013, Chapter 8, Section 2.3

Pedestrian Safety Projects Scheduled in FY 2015

FALL 2014 PEDESTRIAN OUTREACH – 10/2/14 – 11/22/14		
Delaware law enforcement will make targeted contact with pedestrians in identified high-crash areas, supplying them with reflective materials as well as educational information. Officers will work in 4-hour shifts, with a partner, and will discuss safe walking habits with each pedestrian contacted.		
Agencies involved: Dover Police and Delaware State Police Troop 3		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$7,400	Section 402, FY 2015	OHPA-1

SUMMER WAVE 1 PEDESTRIAN OUTREACH – 6/11/15 – 7/18/15		
Delaware law enforcement will make targeted contact with pedestrians in identified high-crash areas, supplying them with reflective materials as well as educational information. Officers will work in 4-hour shifts, with a partner, and will discuss safe walking habits with each pedestrian contacted. During the summer months, OHS will partner with Ocean City, Maryland for a border-to-border outreach effort, allowing citizens traveling the Route 1 corridor through Delaware’s resort beaches to see a consistent message and effort throughout.		
Agencies involved: Dewey Beach Police, New Castle County Police, Newark Police, Rehoboth Beach Police, Wilmington Police, and Delaware State Police (troops 2,6,& 7).		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$38,000	Section 402, FY 2015	OHPA-2

SUMMER WAVE 3 PEDESTRIAN OUTREACH – 8/6/15 – 9/19/15		
Delaware law enforcement will make targeted contact with pedestrians in identified high-crash areas, supplying them with reflective materials as well as educational information. Officers will work in 4-hour shifts, with a partner, and will discuss safe walking habits with each pedestrian contacted. During the summer months, OHS will partner with Ocean City, Maryland for a border-to-border outreach effort, allowing citizens traveling the Route 1 corridor through Delaware’s resort beaches to see a consistent message and effort throughout.		
Agencies involved: Dewey Beach Police, New Castle County Police, Newark Police, Rehoboth Beach Police, and Delaware State Police (troops 2,6, & 7).		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$28,600	Section 402, FY 2015	OHPA-3

PAID MEDIA – 10/1/14 – 9/30/15		
Delaware will identify high pedestrian crash corridors as well as locations where pedestrians tend to gather. These identified locations will allow for proper placement of paid media. In addition, the demographics unique to this population will be identified to best target Delaware’s pedestrian population.		
Agencies involved: OHS, ab+c		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$75,000	Section 402, FY 2015	OHPM-1

Summary of Pedestrian Safety Projects Scheduled in FY 2015

PROJECTS	FUNDING SOURCE	AMOUNT ALLOCATED
PAID MEDIA	SECTION 402, FY 2015	\$75,000.00
FALL PEDESTRIAN OUTREACH	SECTION 402, FY 2015	\$7,400.00
SUMMER WAVE 1 PEDESTRIAN OUTREACH	SECTION 402, FY 2015	\$38,000.00
SUMMER WAVE 3 PEDESTRIAN OUTREACH	SECTION 402, FY 2015	\$28,600
TOTAL		\$149,000.00



Bicycle Safety

In 2013, 144 crashes involved a bicycle, including 2 that were fatalities. Last year, 82% of all bicycle crashes involved personal injury. Despite a bike helmet law requiring those under age 18 to wear a helmet, children aged 15 and younger account for 22% of all bike crashes. This is double the national level of 11%.

New Castle County continues to have the highest number of bicycle crashes overall, but frequently shares the spotlight with Sussex County with regard to fatalities.

Bicycle Fatalities by County:

	2009	2010	2011	2012	2013
New Castle Co Total	85	90	87	82	96
New Castle Co Fatalities	3	1	0	1	0
Kent Co Total	20	29	11	29	17
Kent Co Fatalities	2	0	0	2	0
Sussex Co Total	41	42	44	48	33
Sussex Co Fatalities	1	2	0	1	2
Total Bicycle Fatalities	6	3	0	4	2

Performance Measures

Bicyclist Fatalities – To maintain bicycle fatalities at the 2010-2012 calendar year average of 2 or fewer by December 31, 2015.

Comprehensive Strategies and Projects

- Delaware will provide our partners with bicycle safety materials for youth. Many of our partners already provide safety presentations within the schools, including the Office of Emergency Services, the University of Delaware Cooperative Extension, and State and local law enforcement. OHS will purchase bicycle safety materials as needed.⁴²
- OHS will participate in health and safety fairs targeting the youth and their parents with a safety message regarding bicycling safely, Delaware’s bike helmet law, and the need for parental oversight.⁴³
- Delaware will continue to utilize its Safe Routes to School initiative⁴⁴, managed by the State’s Department of Transportation. OHS supports this initiative, but there are currently no funds allocated.

⁴² Countermeasures That Work, 7th Edition, 2013, Chapter 9, Section 1.3

⁴³ Countermeasures That Work, 7th Edition, 2013, Chapter 9, Sections 1.1 & 3.3

⁴⁴ Countermeasures That Work, 7th Edition, 2013, Chapter 9, Section 1.2

Bicycle Safety Projects Scheduled in FY 2015

OHS PARTICIPATION AT HEALTH & SAFETY FAIRS – 10/1/14 – 9/30/15		
OHS will participate at health and safety fairs that target youth and their parents. We will provide information about bicycle safety, including the mandatory helmet law for those under age 18, making sure the helmet fits properly, and the need for parental oversight. OHS will purchase the necessary public information and education materials as needed.		
Agencies involved: OHS, ab+c		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$5,000	Section 402, FY 2015	OHBK-1

Summary of Bicycle Safety Projects Scheduled in FY 2015

PROJECTS	FUNDING SOURCE	AMOUNT ALLOCATED
PUBLIC INFORMATION AND EDUCATION MATERIALS FOR YOUTH	SECTION 402, FY 2015	\$5,000.00
TOTAL		\$5,000.00



MOBILIZATION SUMMARY FY 2015

MOBILIZATION	PRIORITY AREA	DATES	AGENCIES	TYPE	TOTAL	FUNDING SOURCE(S)
2014 FALL SPEED	SPEEDING	OCT 3-12	5	PATROLS	19200	402
FALL DUI	IMPAIRED DRIVING	OCT 3-NOV 12	17	PATROLS	75100	410/154
HALLOWEEN LOOP	IMPAIRED DRIVING	OCT 25	10	CHECKPOINT	9100	402
FALL PED	PEDESTRIAN	OCT 2 – NOV 22	2	PATROLS/OUTREACH	7400	402
FALL OP	SEAT BELT	OCT 17-24	10	PATROLS	20100	402
DUI SFH	IMPAIRED DRIVING	NOV 26 – JAN 1	27	PATROLS	119200	410/154/405d
SPEED SFH	SPEEDING	DEC 5-14	6	PATROLS	20600	402
WINTER SPEED	SPEEDING	JAN 9-18	4	PATROLS	18800	402
WINTER OP	SEAT BELT	JAN 22- FEB 1	10	PATROLS	20100	402
WINTER 2 SPEED	SPEEDING	FEB 20-MAR 1	5	PATROLS	19700	402
MARCH DD	DISTRACTED DRIVING	MAR 5-6	8	PATROLS	11000	402
WINTER 2 OP	SEAT BELT	MAR 6-15	10	PATROLS	19700	402
ST PAT'S LOOP	IMPAIRED DRIVING	MAR 14	8	CHECKPOINT	8300	402
APRIL OP	SEAT BELT	APR 3-12	7	PATROLS	19400	402
SPRING MC	MOTORCYCLE	APR 3-12	10	PATROLS	19000	402
APRIL DD	DISTRACTED DRIVING	APR 23-24	8	PATROLS	8300	402
DSP SPRING	SPEEDING	APR 17-19	1	PATROLS	4200	402
MAY DD	DISTRACTED DRIVING	APR 30-MAY 1	8	PATROL	8300	402)
MAY SPEED	SPEEDING	MAY 1-10	5	PATROLS	19600	402
CLICK IT OR TICKET	SEAT BELT	MAY 18-31	36	PATROLS	85800	402/405b
MEMORIAL DAY	IMPAIRED DRIVING	MAY 22-25	10	PATROLS	21800	410/154
SUMMER PED	PEDESTRIAN	JUN 11-JUL 18	6	PATROLS/OUTREACH	38000	402
SUMMER 1 MC	MOTORCYCLE	JUN 5-21	10	PATROLS	26700	402
JUNE DD	DISTRACTED DRIVING	JUN 25-26	8	PATROLS	11000	402
CHECKPOINT STRIKEFORCE	IMPAIRED DRIVING	JUL-DEC	18	CHECKPOINTS	235000	410/154/405d
DE STATE FAIR	IMPAIRED DRIVING	JUL 24-AUG 1	1	PATROLS	4000	402
SUMMER 2 MC	MOTORCYCLE	JUL 10-19	8	PATROLS	15400	402
SUMMER 2 DUI	IMPAIRED DRIVING	JUL 3-AUG 2	10	PATROLS	48200	410/154/405d
DSP SUMMER	SPEEDING	JUL 31-AUG 2	1	PATROLS	4200	402
SUMMER 3 MC	MOTORCYCLE	AUG 7-9	10	PATROLS	15400	402
SUMMER 3 PED	PEDESTRIAN	AUG 6-SEP 19	5	PATROLS/OUTREACH	28600	402
NATIONAL IMPAIRED DRIVING CRACKDOWN	IMPAIRED DRIVING	AUG 14-SEP 7	27	PATROLS/CHECKPOINTS	211600	154/405d
FALL OP	SEAT BELT	SEP 21-28	8	PATROLS	19500	402
2015 FALL SPEED	SPEEDING	SEP 11-19	7	PATROLS	21500	402

MAINTENANCE OF EFFORT

The State of Delaware will be vigilant in maintaining State expenditure levels at or above those in FY 2010 and FY 2011. The State spending plan for occupant protection, impaired driving, and traffic records meets or exceeds the Section 402 expenditures in the budgets for FY 2010 and FY 2011, thus allowing Delaware to avoid supplanting. Delaware is confident this threshold will continue to be met.

OTHER FUNDING SOURCES

FUNDING FOR MATCH REQUIREMENTS

AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED
Delaware Office of Highway Safety – General Funds	State of DE funds (*note – this funding is the hard match requirement against Section 402 P&A)	OHS Director, ½ FTE Occupant Protection Coordinator, ½ FTE Accounting Specialist, misc. unallowable expenses under Federal grant
Delaware Division of Motor Vehicles	State of DE funds (*note – this funding is the soft match requirement against Sections 402 and 405)	Staff salary and benefits of DMV’s Driver Improvement Section

OCCUPANT PROTECTION

AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED
Delaware Office of Highway Safety	Public Donations to Child Car Seat Bank	Purchase of child safety seats for distribution through statewide fitting stations
Delaware Office of Highway Safety – Enforcement Mobilization Projects	Law Enforcement Agency Partners	Municipal and State of Delaware funding for regular duty pay/benefits, office space, supplies and equipment, court overtime, vehicles and vehicle use
Delaware Safe Kids	National Safe Kids	Child Passenger Safety activities, including provision of child safety seats for under-privileged population
Al Dupont Hospital	Al Dupont Hospital	Child Safety Seat Fitting Station
Christiana Care Trauma Program	Christiana Hospital	Child Safety Seat Fitting Station
UD Cooperative Extension Office	University of Delaware	Community Traffic Safety program outreach to parents about Child Passenger Safety
Coalition for Injury Prevention	State of Delaware funding, Centers for Disease Control, National Center for Injury Prevention & Control	Educate the public about the correct use of seat belts, and educate parents about the correct use of child safety seats, promote child passenger safety fitting stations

IMPAIRED DRIVING

AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED
Delaware Office of Highway Safety – TSRP Program	Delaware Department of Justice	In-kind match provides office space, supplies and equipment, IT support, and clerical support
Delaware Office of Highway Safety – Enforcement Mobilization Projects	Law Enforcement Agency Partners	Municipal and State of Delaware funding for regular duty pay/benefits, office space, supplies and equipment, court overtime, vehicles and vehicle use
Delaware Department of Transportation	Federal Highway Administration and State of DE funds	Section 154 HE funds, FHWA funds, State of DE funds to support behavioral highway safety projects, including overtime for personnel and equipment to provide lighting at sobriety checkpoints
Newport Police Department	USDOJ Byrne Grant	Supplemental funding for Delaware’s sobriety checkpoint efforts and enforcement equipment
Sodat, Delaware (non-profit agency)	Grants from the State of Delaware, Private Donations, Client Fees	Provide drug/alcohol evaluation and referral for impaired driving offenders
Open Door, Inc.	Grants from the State of Delaware, Client Fees	Provide drug/alcohol impaired driving education and outpatient treatment programs for impaired driving offenders
Thresholds, Inc.	Grants from the State of Delaware, Client Fees	Provide drug/alcohol impaired driving education and outpatient treatment programs for impaired driving offenders
Connections CSP, Inc.	Grants from the State of Delaware, Client Fees	Provide drug/alcohol impaired driving outpatient treatment programs for impaired driving offenders
Pace	Grants from the State of Delaware, Client Fees	Provide drug/alcohol impaired driving education programs for impaired driving offenders
Coalition for Injury Prevention	State of Delaware funding, Centers for Disease Control, National Center for Injury Prevention & Control	Educate public on the dangers of impaired driving

TRAFFIC RECORDS

AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED
Delaware Office of Emergency Medical Services	State of Delaware Public Health, Centers for Disease Control	Emergency Medical Services Coordination and training of EMTs
Delaware Justice Information Systems	State of Delaware funding	Develop and maintain E-crash and E-ticket systems, provide training for law enforcement and other end users
Delaware Department of Transportation	State of Delaware funding, FHWA funding	Develop and maintain the CARS (crash analysis reporting system) for enhanced data mapping and analysis capabilities

PEDESTRIAN SAFETY

AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED
Delaware Department of Transportation	State of Delaware funding, FHWA funding,	Pedestrian Safety paid media efforts, coordinated with OHS, design and develop pedestrian friendly infrastructure
WILMAPCO (Wilmington Area Planning Council)	US Department of Transportation funding, State of Delaware funding, New Castle County funding, City of Wilmington funding	Coordinate infrastructure plans to improve pedestrian safety
Dover/Kent County MPO	US Department of Transportation, State of Delaware funding, Kent County funding, City of Dover funding	Coordinate infrastructure plans to improve pedestrian safety
University of Delaware Cooperative Extension	University of Delaware	Educate youth about pedestrian safety practices

MOTORCYCLE SAFETY

AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED
Delaware Division of Motor Vehicles	State of Delaware funding, Transportation Trust Fund	Motorcycle rider education programs
Delaware Motorcycle Rider Training Committee	State of Delaware funding	Advocate for motorcycle safety programs, review and monitor education programs for rider training

AGGRESSIVE DRIVING

AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED
Coalition for Injury Prevention	State of Delaware funding, Centers for Disease Control, National Center for Injury Prevention & Control	Educate the public about the dangers of aggressive driving
Delaware Department of Transportation		Electronic Red Light Safety Program

OTHER TRAFFIC SAFETY ISSUES

AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED
Coalition for Injury Prevention	State of Delaware funding, Centers for Disease Control, National Center for Injury Prevention & Control	Expand and promote the use of the online Graduated Driver License Parent Orientation Program , educate the public about the dangers of cell phone use while driving
Delaware State Police Traffic Section	State of Delaware funding, Federal Motor Carrier Safety Program funding	Enforce the rules of the road as related to commercial motor vehicles, including driver behavior



Delaware Route 82

FY 2015 PAID MEDIA PLAN

In FY 2014, the Office of Highway Safety will continue to support its enforcement based campaigns with a combination of paid and earned media. NHTSA strongly believes in the importance of combining intense enforcement with high visibility public awareness as the most effective way to positively impact on SHSO's priority areas as well as affect behavior change.

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

The Communications/PR Firm will also continue to assist with year-round strategic communications planning, as well as the creation, development and implementation of statewide public awareness campaigns. These campaigns include Click It or Ticket, Checkpoint Strikeforce, Phone In One Hand – Ticket In The Other, and the Respect the Sign campaign. Other public information initiatives the firm will support include the Child Passenger Safety, Hispanic Safety Outreach, Pedestrian Safety, and Motorcycle Safety which will include increased paid media efforts and educational materials that address the high number of pedestrian and motorcycle crashes and fatalities we have seen in the past year. Additional initiatives include: fitting station advertising, safe family holiday, senior driver task force participation, bicycle safety council participation, and our designated driver campaign.

The media mix for various campaigns depends largely upon the demographics of the target audiences determined for each. Many of our primary initiatives involve reaching the Millennial generation. OHS attended the 2013 Lifesavers Conference in Denver, Colorado and learned that this audience does not trust marketing advisors; they look to their friends for acceptance and reassurance, they prefer marketing themes with humor, stunts, going local and ads that are shareable on mobile devices, with preferences to online tv, internet radio, web videos, YouTube, & Twitter. They are multi taskers and like unique, authentic messages. Therefore, OHS will continue its efforts to increase campaign presence and online messaging on the internet through channels such as Twitter, Facebook, YouTube, and popular online gaming, entertainment, and news outlets. The benefit of using these mediums specifically is to be able to target ads based on Delaware IP (computer) addresses and specific age ranges. OHS has found that online ads are a valuable media outlet not only because the target audience is always online but also because Delaware falls in between the Philadelphia and Salisbury, MD areas and geo-targeting online ads helps eliminate spillover of message.

Traditional media outlets will continue to be utilized in the coming year. OHS will use traditional means of advertising via billboard, radio, print, and cable particularly for primary campaigns such as Click It or Ticket, Checkpoint Strikeforce, and the Respect The Sign campaign. In some cases other types of advertising will be added such as indoor advertising in bars and restaurants, messages on transit buses and limousines, ads placed in movie theaters & DMVs, gas station pump toppers and ice chests will be used as well.

OHS has found that building partnerships in the community to promote traffic safety campaigns is the most beneficial and seems to have the best return on investment. OHS has successfully worked with Alliance Sport Marketing firm to strategically place the Buckle Up and Driver Sober campaign messages in sporting venues throughout Delaware. Venues for Buckle Up message include Wilmington Blue Rocks baseball team and Dover International Speedway. Delaware State University & University of Delaware football stadiums will feature a Distracted Driving message. OHS will also continue to use the Dover International Speedway venue to promote the Drive Sober campaign. OHS will continue to utilize the sport marketing tactic to educate the public by taking advantage of the two NASCAR races in Delaware. With the assistance of Alliance, OHS has a successful partnership with NASCAR driver J.J. Yeley, from the Tommy Baldwin Racing team, to promote and educate both messages through various community partners including high schools, the Dover Air Force Base, restaurants, casinos, and Dover International Speedway. OHS is also working on expanding their partnership with other teams and partners on the NASCAR circuits including Autism Delaware, Bayhealth, and Dover

Motorsports, Paulie Harraka Racing, and Jeremy Clements Racing. OHS has found the return on investment and public response very positive and will continue to build upon these tactics to increase additional participation by the public and community.

OHS will focus largely on earned media to promote Pedestrian Safety with community partners and state agencies to reduce the pedestrian fatality and injury crashes in Delaware in FY2014. Multiagency roundtable discussions have taken place in FY2013 to combine resources and messaging. OHS will lead the effort with Delaware Department of Transportation and law enforcement agencies to set up Pedestrian Safety checks at and around high pedestrian crash locations. Information and resources will be distributed to passing pedestrians on how to cross safely at intersections and how to be seen at night along roadways. OHS will also organize a statewide 'Walk for Road Safety' based on the similar model from The Long Short Walk, Make Roads Safe campaign for Global Road Safety. Sections of the walking course will be dedicated to victims of traffic crashes with pictures and QR codes that walkers can scan to read the story of the incident. Family members will be able to submit to OHS a form to dedicate a section of the walk to their loved one.

OHS will continue its partnership with Delaware Sports League (DSL) to promote the Designated Driver and Drive Sober campaign messages. The DSL is a recreation league for individuals 21 years and over to promote fun, exercise, meeting new friends and socializing in the community. OHS is partnering with DSL because both organizations know that participants want to have fun but also want to educate them about safe choices to have fun responsibly and have the tools to get home safely after the games and social events. OHS activities with DSL include the DUI simulator, adult tricycles and impaired vision goggles. OHS will receive advertising space on all team t-shirts, DSL website and marketing materials.

In FY 2014, OHS will revamp their efforts to reach out to the Hispanic population. OHS attended a Hispanic Marketing/Media session at the 2013 Lifesavers Conference, led by speaker Carlos Alcazar and learned that an English message should not be directly translated for the Hispanic audience. It was recommended that we use NHTSA created campaign materials specifically created for Hispanics or create a budget line for Hispanic marketing materials. The speaker stated that if you are going to create your own messages to keep the following in mind from the Hispanic focus group; first, have a family hero; second, have multiple ethnicities; and third, have a silent message. OHS will reanalyze it's Hispanic messaging and work with the Hispanic Outreach Committee to determine if we should use NHTSA materials or create new messages.

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, outreach, and education activities.

FY 2015

Program Area (include campaign name if applicable)	Amount of Funding Allocated	Method of Assessing Effectiveness of Paid Media/Campaign	Amount \$ for Evaluation	Funding Source
Occupant Protection 1) Buckle Up (October 2013 January, March, June, July 2014)	\$199,000 – for radio, t.v., print, website updates, media rich internet ads, collateral, video equipment, and incentive items focused on increasing night time seat belt use. Will accompany enforcement mobilizations focused on night time enforcement. \$8,750- paid media for wrap of Racing Limo of Dover with Buckle Up/Click It or Ticket message. Limo used in community parades and OHS events.	The number of paid airings or print ads, reach, frequency and GRP's. Vocus media report tracking news hits, value, and tone.	Evaluation provided as part of contract with OHS's PR firm	402/405
2) Click It or Ticket (May/June 2014)	\$103,500- Paid media- billboards, print, collateral, media rich internet ads, radio, website updates, incentive items, and non-traditional outdoor media. \$87,000- Alliance Sport Marketing. Dover International Speedway activation activities. Static signage, PA announcements, Sprint Vision video board ads, print ads, incentive items	Observational Seat Belt surveys along with the number of paid airings or print ads, reach, frequency and GRP's. Vocus media report tracking news hits, value, and tone.	Evaluation provided as part of contract with OHS's PR firm	402/405
3) CPSAW (September 2014)	\$10,000 – radio, limited print and collateral materials.	The number of paid airings or print ads, reach, frequency and GRP's. Vocus media report tracking news hits, value, and tone.	Evaluation provided as part of contract with OHS's PR firm	402/2011
4) Fitting Station Awareness	\$10,000 for radio and collateral materials.	The number of paid airings or print ads, reach, frequency and GRP's. Vocus media report tracking news hits, value, and tone.	Evaluation provided as part of contract with OHS's PR firm	402/2011
Impaired Driving 1) Checkpoint Strikeforce (July 2014 – Dec 2014) includes paid media for National crackdowns in August and December as well as Holiday mobilizations (New Years, St. Patrick's Day, Halloween, etc.), Safe Family Holiday and Designated Driver campaigns.	\$750,000 includes paid media: radio, t.v., billboards, internet, indoor, movie theatre ad transit, collateral, incentive items, etc. \$6,250- paid media for wrap of Racing Limo of Dover with Drive Sober message. Limo used in community parades and OHS events.	The number of paid airings or print ads, reach, frequency and GRP's. Vocus media report tracking news hits, value, and tone.	Evaluation provided as part of contract with OHS's PR firm	154/410

	<p>\$130,000- September Dover NASCAR race partnership with Tommy Baldwin Racing, JJ Yeley, & Genuine Partners that includes primary advertising rights on the #36 NASCAR Sprint Cup car along with Drive Sober marketing around the track, on the driver suit, driver appearances, social media promotion.</p> <p>\$50,000- September Dover NASCAR race partnership with JCR & Jeremy Clements #51 NASCAR Nationwide Series team that includes primary advertising rights on the #51 car along with Drive Sober marketing around the track, on the driver suit, driver appearances, social media promotion.</p> <p>\$137,500- Alliance Sport Marketing- September Dover NASCAR track activation activities in FanZone. Static signage, PA announcements, Sprint Vision video board ads, print ads, incentive items, campaign and parking lot signs, pit stall signs, social media contest..</p>			
<p>Aggressive Driving ¹⁾ Respect The Sign- aggressive driving behavior focus (October, November, 2013. May, July, August, September 2014)</p>	<p>\$146,000- paid media-cable, radio, media rich internet ads, outdoor, website updates, print, collateral, and internet radio ads.</p>	<p>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), and Vocus media report tracking news hits, value, and tone.</p>	<p>Evaluation provided as part of contract with OHS's PR firm (\$25,000 to conduct surveys)</p>	<p>402</p>
<p>Pedestrian Safety</p>	<p>\$50,000 – 5K Traffic Safety Awareness Event. Pedestrian Safety Checks, collateral and incentive materials, non-traditional outdoor ads.</p>	<p>The number of paid airings or print ads, reach, frequency and GRP's. Vocus media report tracking news hits, value, and tone.</p>	<p>Evaluation provided as part of contract with OHS's PR firm</p>	<p>402</p>
<p>Motorcycle Safety/(March-September 2014)</p>	<p>\$76,000 – Motorists Focused message website updates, media rich internet ads, collateral, incentive items, outdoor & indoor non-traditional ads.</p> <p>\$80,000- Motorcycle Focused message website updates, media rich internet ads, collateral, incentive items, outdoor & indoor non-traditional ads.</p>	<p>The number of paid airings or print ads, reach, frequency and GRP's. Vocus media report tracking news hits, value, and tone.</p>	<p>Evaluation provided as part of contract with OHS's PR firm</p>	<p>402/2010</p>

Distracted Driving	\$61,500 – paid media- radio, online, microsite, collateral, tv spot.	The number of paid airings or print ads, reach, frequency and GRP's. Vocus media report	Evaluation provided as part of contract with OHS's PR firm	402
1) Put the Phone Down- cell phone enforcement. One day blitzes in November 2013, February, April, 2014.	\$6,000- Huddle High School Ticket Program- 5 high schools participating in pilot program in Delaware.	tracking news hits, value, and tone.		
Child-Focused Traffic Safety (Bicycle, Seat Belt, Pedestrian Safety)	\$15,000 –Collateral and incentive materials for outreach events and law enforcement that speak to children groups.		Evaluation provided as part of contract with OHS's PR firm	402

**all budgets include public relations firm account management, creative, and production of campaign materials

TBD FY 2015

TBD FY 2015

Program Area	Amount of Funding Allocated	Method of Assessing Effectiveness of Paid Media/Campaign	Amount \$ for Evaluation	Funding Source
(Items to be determined if we receive more funding) Occupant Protection 1) Buckle Up (October 2013 January, March, June, July 2014)	\$22,000- Alliance Sport Marketing- Wilmington Blue Rocks- outfield signage, PA announcements, FanZone display, You've Been Ticketed promotion, print ads, program ads, schedule poster ads.	Paid airings or print ads, reach, frequency and GRP's. Vocus media report tracking news hits, value, and tone.	Evaluation provided as part of contract with OHS's PR firm	402/405
2) Click It or Ticket (May/June 2014)	\$130,000- May Dover NASCAR race partnership with Tommy Baldwin Racing, JJ Yeley, & Genuine Partners that includes primary advertising rights on the #36 NASCAR Sprint Cup car along with Click It or Ticket marketing around the track, on the driver suit, driver appearances, social media promotion. \$35,000-May Dover NASCAR race partnership with JCR & Jeremy Clements #51 NASCAR Nationwide Series team that includes primary advertising rights on the #51 car along with Click It or Ticket marketing around the track, on the driver suit, driver appearances, social media promotion.	Provide ROI report for earned media stories and interviews.	Evaluation provided as part of contract with teams.	402/405
Distracted Driving Put the Phone Down- cell phone enforcement. One day blitzes in November 2013, February, April, 2014	\$64,000- Alliance Sport Marketing- UD & DSU video scoreboard announcements or static signage, PA announcements, schedule posters, promotional t-shirts, AT&T simulator. High School promotion- signage in each school, on-site presence during sporting events, thumb band distributed at events, social marketing in each school.	NHTSA Behavior survey along with the number of paid airings or print ads, reach, frequency and GRP's. Vocus media report tracking news hits, value, and tone.	Evaluation provided as part of contract with OHS's PR firm	402
Hispanic Safety Outreach	\$50,000- development of Hispanic traffic safety messages that complement campaigns. Paid media- online, internet radio, tv.	NHTSA Behavior survey along with the number of paid airings or print ads, reach, frequency and GRP's. Vocus media report tracking news hits, value, and tone.	Evaluation provided as part of contract with OHS's PR firm	402
Corporate Outreach Program	\$22,586- mocktail books, incentive items, collateral.			402

CERTIFICATIONS AND ASSURANCES

APPENDIX A TO PART 1200—CERTIFICATION AND ASSURANCES FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)

State: DELAWARE

Fiscal Year: 2015

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to subrecipients are noted under the applicable caption.)

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

GENERAL REQUIREMENTS

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

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

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

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended
- 49 CFR Part 18—Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200—Uniform Procedures for State Highway Safety Grant Programs

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

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

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

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:

(i) the entity in the preceding fiscal year received—

(I) 80 percent or more of its annual gross revenues in Federal awards;

(II) \$25,000,000 or more in annual gross revenues from Federal awards; and

(ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

- Other relevant information specified by OMB guidance.

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency 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 (88), 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), and the Americans with Disabilities Act of 1990 (101), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (100), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (92), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (91), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988

The State will provide a drug-free workplace by:

- 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;
- Establishing a drug-free awareness program to inform employees about:
 - The dangers of drug abuse in the workplace.
 - The grantee's policy of maintaining a drug-free workplace.

- Any available drug counseling, rehabilitation, and employee assistance programs.
- The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- 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).
 - Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
- Abide by the terms of the statement.
- Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
 - Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
 - 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—
- Taking appropriate personnel action against such an employee, up to and including termination.
- 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.
 - Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

BUY AMERICA ACT
(applies to subrecipients as well as States)

The State will comply with the provisions of the Buy America Act ([49 U.S.C. 5323\(j\)](#)), 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)
(applies to subrecipients as well as States)

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

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

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal

- Any available drug counseling, rehabilitation, and employee assistance programs.
- The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- 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).
 - Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
- Abide by the terms of the statement.
- Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
 - Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
 - 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—
- Taking appropriate personnel action against such an employee, up to and including termination.
- 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.
 - Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

BUY AMERICA ACT
(applies to subrecipients as well as States)

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)), 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)
(applies to subrecipients as well as States)

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

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

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal

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.

6. 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.

7. 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.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant 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.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate 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

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *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.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled “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)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant 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.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

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

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's Web site at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, DC metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its Web site at www.trafficsafety.org.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 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 is modified in a manner that could result in a significant environmental impact and trigger the need for an environmental review, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321, et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

SECTION 402 REQUIREMENTS

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 U.S.C. 402(b)(1)(B))

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 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 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

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

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

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

- Participation in the National high-visibility law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).

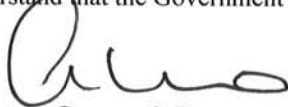
(23 U.S.C. 402(b)(1)(F))

The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

I understand that failure to comply with applicable Federal statutes and regulations may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.



Signature Governor's Representative for Highway Safety

Date

6-30-14

Lewis D. Schirio, Cabinet Secretary
Printed name of Governor's Representative for Highway Safety

HIGHWAY SAFETY PLAN COST SUMMARY

State: Delaware

U.S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary
 2015-HSP-1
 For Approval

Page: 1
 Report Date: 06/23/2014

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-2015-OH-A3-10	Kaila Dukes Salary FY15	\$.00	\$38,000.00	\$.00	\$38,000.00	\$38,000.00	\$.00
	PA-2015-OH-HA-10	Audit Fees FY15	\$.00	\$20,000.00	\$.00	\$20,000.00	\$20,000.00	\$.00
	PA-2015-OH-HD-10	Training/Travel FY15	\$.00	\$20,000.00	\$.00	\$20,000.00	\$20,000.00	\$.00
	PA-2015-OH-HE-10	Supplies FY15	\$.00	\$5,000.00	\$.00	\$5,000.00	\$5,000.00	\$.00
	PA-2015-OH-HG-10	General Operating Funds FY15	\$.00	\$30,000.00	\$.00	\$30,000.00	\$30,000.00	\$.00
	PA-2015-OH-HH-10	IT Equipment FY15	\$.00	\$5,000.00	\$.00	\$5,000.00	\$5,000.00	\$.00
	PA-2015-OH-O2-10	Bonnie Dixon Salary FY15	\$.00	\$31,000.00	\$.00	\$31,000.00	\$31,000.00	\$.00
	Planning and Administration Total		\$.00	\$149,000.00	\$.00	\$149,000.00	\$149,000.00	\$.00
Alcohol								
	AL-2015-OH-GD-10	GDL Program FY15	\$.00	\$1,600.00	\$.00	\$8,000.00	\$8,000.00	\$8,000.00
	AL-2015-OH-IA-10	Halloween Loop FY15	\$.00	\$1,820.00	\$.00	\$9,100.00	\$9,100.00	\$7,098.00
	AL-2015-OH-IA-20	St. Patty's Loop FY15	\$.00	\$1,660.00	\$.00	\$8,300.00	\$8,300.00	\$6,308.00
	AL-2015-OH-IA-30	Delaware State Fair FY15	\$.00	\$800.00	\$.00	\$4,000.00	\$4,000.00	\$4,000.00
	Alcohol Total		\$.00	\$5,880.00	\$.00	\$29,400.00	\$29,400.00	\$25,406.00
Motorcycle Safety								
	MC-2015-OH-MA-10	April Motorcycle FY15	\$.00	\$3,800.00	\$.00	\$19,000.00	\$19,000.00	\$10,640.00
	MC-2015-OH-MA-20	Summer 1 MC FY15	\$.00	\$5,340.00	\$.00	\$26,700.00	\$26,700.00	\$14,418.00
	MC-2015-OH-MA-30	Summer 2 MC FY15	\$.00	\$3,080.00	\$.00	\$15,400.00	\$15,400.00	\$8,162.00
	MC-2015-OH-MA-40	Summer 3 MC FY15	\$.00	\$3,080.00	\$.00	\$15,400.00	\$15,400.00	\$9,394.00
	Motorcycle Safety Total		\$.00	\$15,300.00	\$.00	\$76,500.00	\$76,500.00	\$42,614.00
Occupant Protection								
	OP-2015-OH-O3-10	Trish Bachman Salary FY15	\$.00	\$5,000.00	\$.00	\$20,000.00	\$20,000.00	\$20,000.00

State: Delaware

U.S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary
2015-HSP-1
 For Approval

Page: 2
 Report Date: 06/23/2014

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
	OP-2015-OH-OA-10	Fall 2014 SB FY15	\$.00	\$4,020.00	\$.00	\$20,100.00	\$20,100.00	\$7,236.00
	OP-2015-OH-OA-20	Winter SB FY15	\$.00	\$4,020.00	\$.00	\$20,100.00	\$20,100.00	\$7,638.00
	OP-2015-OH-OA-30	March SB FY15	\$.00	\$3,940.00	\$.00	\$19,700.00	\$19,700.00	\$7,092.00
	OP-2015-OH-OA-40	April SB FY15	\$.00	\$3,660.00	\$.00	\$18,300.00	\$18,300.00	\$6,222.00
	OP-2015-OH-OA-50	CIOT 2015	\$.00	\$9,000.00	\$.00	\$45,000.00	\$45,000.00	\$14,850.00
	OP-2015-OH-OA-60	September 2015 SB FY15	\$.00	\$3,900.00	\$.00	\$19,500.00	\$19,500.00	\$6,630.00
	OP-2015-OH-OF-10	Corporate Outreach Supplies FY15	\$.00	\$1,000.00	\$.00	\$5,000.00	\$5,000.00	\$5,000.00
	OP-2015-OH-SS-10	Seat Belt Surveys FY15	\$.00	\$9,000.00	\$.00	\$45,000.00	\$45,000.00	\$45,000.00
	Occupant Protection Total		\$.00	\$43,540.00	\$.00	\$212,700.00	\$212,700.00	\$119,668.00
	Pedestrian/Bicycle Safety							
	PS-2015-OH-PA-10	Fall 2015 Pedestrian	\$.00	\$1,480.00	\$.00	\$7,400.00	\$7,400.00	\$3,182.00
	PS-2015-OH-PA-20	June/July Pedestrian FY15	\$.00	\$7,600.00	\$.00	\$38,000.00	\$38,000.00	\$19,000.00
	PS-2015-OH-PA-30	August/September Ped FY15	\$.00	\$5,720.00	\$.00	\$28,600.00	\$28,600.00	\$14,014.00
	Pedestrian/Bicycle Safety Total		\$.00	\$14,800.00	\$.00	\$74,000.00	\$74,000.00	\$36,196.00
	Traffic Records							
	TR-2015-OH-B5-10	Roger Minner Salary FY15	\$.00	\$8,400.00	\$.00	\$42,000.00	\$42,000.00	\$42,000.00
	TR-2015-OH-BB-10	FY 2016 Conference FY15	\$.00	\$6,000.00	\$.00	\$30,000.00	\$30,000.00	\$30,000.00
	Traffic Records Total		\$.00	\$14,400.00	\$.00	\$72,000.00	\$72,000.00	\$72,000.00
	Community Traffic Safety Project							
	CP-2015-OH-C1-10	Lisa Shaw Salary FY15	\$.00	\$22,250.00	\$.00	\$89,000.00	\$89,000.00	\$.00
	CP-2015-OH-C2-10	Allison Kirk Salary FY15	\$.00	\$16,250.00	\$.00	\$65,000.00	\$65,000.00	\$.00
	CP-2015-OH-C3-10	Kim Chesser salary FY15	\$.00	\$10,250.00	\$.00	\$41,000.00	\$41,000.00	\$.00
	CP-2015-OH-PP-10	Project Proposals FY15	\$.00	\$.00	\$.00	\$50,000.00	\$50,000.00	\$50,000.00
	Community Traffic Safety Project Total		\$.00	\$48,750.00	\$.00	\$245,000.00	\$245,000.00	\$50,000.00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
Speed Enforcement								
	SE-2015-OH-SA-10	Fall 2014 Speed FY15	\$.00	\$3,840.00	\$.00	\$19,200.00	\$19,200.00	\$4,224.00
	SE-2015-OH-SA-20	Safe Family Holiday FY15	\$.00	\$4,120.00	\$.00	\$20,600.00	\$20,600.00	\$4,738.00
	SE-2015-OH-SA-30	Winter Speed FY15	\$.00	\$3,760.00	\$.00	\$18,800.00	\$18,800.00	\$3,384.00
	SE-2015-OH-SA-40	Spring Speed FY15	\$.00	\$3,940.00	\$.00	\$19,700.00	\$19,700.00	\$3,546.00
	SE-2015-OH-SA-50	Spring DSP FY15	\$.00	\$840.00	\$.00	\$4,200.00	\$4,200.00	\$.00
	SE-2015-OH-SA-60	May Speed FY15	\$.00	\$3,920.00	\$.00	\$19,600.00	\$19,600.00	\$4,116.00
	SE-2015-OH-SA-70	Summer DSP FY15	\$.00	\$840.00	\$.00	\$4,200.00	\$4,200.00	\$.00
	SE-2015-OH-SA-80	Fall 2015 Speed	\$.00	\$4,300.00	\$.00	\$21,500.00	\$21,500.00	\$6,665.00
	SE-2015-OH-SA-90	Teen Speed Project FY15	\$.00	\$12,000.00	\$.00	\$60,000.00	\$60,000.00	\$60,000.00
	Speed Enforcement Total		\$.00	\$37,560.00	\$.00	\$187,800.00	\$187,800.00	\$86,673.00
Paid Advertising								
	PM-2015-OH-AL-10	Alliance Speed FY15	\$.00	\$6,000.00	\$.00	\$30,000.00	\$30,000.00	\$30,000.00
	PM-2015-OH-AL-20	Alliance OP Blue Rocks FY15	\$.00	\$6,000.00	\$.00	\$30,000.00	\$30,000.00	\$30,000.00
	PM-2015-OH-AL-30	Alliance OP Nascar FY15	\$.00	\$6,000.00	\$.00	\$30,000.00	\$30,000.00	\$30,000.00
	PM-2015-OH-BK-10	Bicycle Supplies	\$.00	\$1,000.00	\$.00	\$5,000.00	\$5,000.00	\$5,000.00
	PM-2015-OH-CS-10	Corporate Paid Media Support FY15	\$.00	\$2,000.00	\$.00	\$10,000.00	\$10,000.00	\$10,000.00
	PM-2015-OH-DM-10	Motorcycle Paid Media FY15	\$.00	\$30,000.00	\$.00	\$150,000.00	\$150,000.00	\$150,000.00
	PM-2015-OH-FM-10	Racing Limos Paid Media FY15	\$.00	\$1,500.00	\$.00	\$7,500.00	\$7,500.00	\$7,500.00
	PM-2015-OH-MM-10	Motorcycle Paid Media FY15	\$.00	\$16,000.00	\$.00	\$80,000.00	\$80,000.00	\$80,000.00
	PM-2015-OH-OM-10	Seat Belt Paid Media	\$.00	\$17,000.00	\$.00	\$100,000.00	\$100,000.00	\$100,000.00
	PM-2015-OH-PM-10	Pedestrian Paid Media FY15	\$.00	\$30,000.00	\$.00	\$150,000.00	\$150,000.00	\$150,000.00
	PM-2015-OH-SM-10	Speed Paid Media FY15	\$.00	\$43,900.00	\$.00	\$219,500.00	\$219,500.00	\$219,500.00
	PM-2015-OH-TD-10	Teen Driver Week FY15	\$.00	\$8,000.00	\$.00	\$40,000.00	\$40,000.00	\$40,000.00

State: Delaware

U.S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary
 2015-HSP-1
 For Approval

Page: 4
 Report Date: 06/23/2014

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
Paid Advertising Total			\$0.00	\$167,400.00	\$0.00	\$852,000.00	\$852,000.00	\$852,000.00
<i>Distracted Driving</i>								
	DD-2015-OH-DA-10	March Distracted Driving Enforcement FY1	\$0.00	\$2,200.00	\$0.00	\$11,000.00	\$11,000.00	\$4,950.00
	DD-2015-OH-DA-20	April Distracted Enforcement FY15	\$0.00	\$1,660.00	\$0.00	\$8,300.00	\$8,300.00	\$3,818.00
	DD-2015-OH-DA-30	May Distracted Enforcement FY15	\$0.00	\$1,660.00	\$0.00	\$8,300.00	\$8,300.00	\$3,818.00
	DD-2015-OH-DA-40	June Enforcement FY15	\$0.00	\$2,200.00	\$0.00	\$11,000.00	\$11,000.00	\$4,950.00
Distracted Driving Total			\$0.00	\$7,720.00	\$0.00	\$38,600.00	\$38,600.00	\$17,536.00
NHTSA 402 Total			\$0.00	\$504,350.00	\$0.00	\$1,937,000.00	\$1,937,000.00	\$1,302,093.00
408 Data Program SAFETEA-LU								
408 Data Program Incentive								
	K9-2015-AA-FN-10	WRA Contract FY12	\$0.00	\$2,500.00	\$0.00	\$12,500.00	\$12,500.00	\$0.00
	K9-2015-AA-GC-10	Data Analyst FY12	\$0.00	\$9,000.00	\$0.00	\$45,000.00	\$45,000.00	\$0.00
408 Data Program Incentive Total			\$0.00	\$11,500.00	\$0.00	\$57,500.00	\$57,500.00	\$0.00
408 Data Program SAFETEA-LU Total			\$0.00	\$11,500.00	\$0.00	\$57,500.00	\$57,500.00	\$0.00
410 Alcohol SAFETEA-LU								
410 Alcohol SAFETEA-LU								
	K8-2015-AA-FV-10	DUI Tracking System FY12	\$0.00	\$38,000.00	\$0.00	\$190,000.00	\$190,000.00	\$0.00
	K8-2015-AA-GA-20	DRE Enforcement/Training FY12	\$0.00	\$980.00	\$0.00	\$4,900.00	\$4,900.00	\$0.00
	K8-2015-AA-JH-10	DSP Intox Equipment FY12	\$0.00	\$20,000.00	\$0.00	\$100,000.00	\$100,000.00	\$0.00
	K8-2015-AA-JI-10	DUI Equipment FY12	\$0.00	\$20,000.00	\$0.00	\$117,000.00	\$117,000.00	\$0.00
410 Alcohol SAFETEA-LU Total			\$0.00	\$78,980.00	\$0.00	\$411,900.00	\$411,900.00	\$0.00
410 Alcohol SAFETEA-LU Paid Media								
	K8PM-2015-AA-HX-20	Paid Media Supplies FY12	\$0.00	\$3,000.00	\$0.00	\$15,000.00	\$15,000.00	\$0.00
410 Alcohol SAFETEA-LU Paid Media Total			\$0.00	\$3,000.00	\$0.00	\$15,000.00	\$15,000.00	\$0.00

State: Delaware

U.S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary
 2015-HSP-1
 For Approval

Page: 5
 Report Date: 06/23/2014

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/ (Decr)	Current Balance	Share to Local
410 Alcohol SAFETEA-LU Total			\$.00	\$81,980.00	\$.00	\$426,900.00	\$426,900.00	\$.00
410 High Fatality Rate								
410 High Fatality Rate								
	K8FR-2015-AA-FS-10	Fall DUI Enforcement FY12	\$.00	\$15,020.00	\$.00	\$75,100.00	\$75,100.00	\$.00
	K8FR-2015-AA-FS-20	Safe Family Holiday Enforcement FY12	\$.00	\$23,840.00	\$.00	\$119,200.00	\$119,200.00	\$.00
	K8FR-2015-AA-FS-30	Memorial Weekend Enforcement FY12	\$.00	\$4,360.00	\$.00	\$21,800.00	\$21,800.00	\$.00
	K8FR-2015-AA-FT-20	TSRP Program FY12	\$.00	\$9,300.00	\$.00	\$96,500.00	\$96,500.00	\$.00
	K8FR-2015-AA-HW-10	DSP Omega FY12	\$.00	\$13,200.00	\$.00	\$66,000.00	\$66,000.00	\$.00
410 High Fatality Rate Total			\$.00	\$65,720.00	\$.00	\$378,600.00	\$378,600.00	\$.00
410 High Visibility								
410 High Visibility								
	K8HV-2015-AA-FS-40	Summer 2015 Enforcement FY12	\$.00	\$12,050.00	\$.00	\$48,200.00	\$48,200.00	\$.00
	K8HV-2015-AA-FS-50	CPSF 10/1 - 12/31 FY12	\$.00	\$1,920.00	\$.00	\$9,600.00	\$9,600.00	\$.00
	K8HV-2015-AA-FS-60	CPSF 7/4-9/10 FY12	\$.00	\$35,000.00	\$.00	\$175,000.00	\$175,000.00	\$.00
410 High Visibility Total			\$.00	\$48,970.00	\$.00	\$232,800.00	\$232,800.00	\$.00
2011 Child Seats								
2011 Child Seat Incentive								
	K3-2015-BB-BM-10	Fitting Station Salaries FY12	\$.00	\$7,000.00	\$.00	\$35,000.00	\$35,000.00	\$.00
	K3-2015-BB-BN-10	Fitting Station Supplies FY12	\$.00	\$1,100.00	\$.00	\$5,500.00	\$5,500.00	\$.00
2011 Child Seat Incentive Total			\$.00	\$8,100.00	\$.00	\$40,500.00	\$40,500.00	\$.00
2011 Child Seats Total			\$.00	\$8,100.00	\$.00	\$40,500.00	\$40,500.00	\$.00
154 Transfer Funds								
154 Alcohol								
	154AL-2015-AA-CA-10	CPSF 10/1-12/31 FY12	\$.00	\$.00	\$.00	\$165,000.00	\$165,000.00	\$99,000.00

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

State: Delaware

Highway Safety Plan Cost Summary

Page: 6

2015-HSP-1

Report Date: 08/15/2014

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
	154AL-2015-AA-CA-20	NIDC FY12	\$.00	\$.00	\$.00	\$194,600.00	\$194,600.00	\$128,436.00
	154AL-2015-AA-CC-20	DUI Training FY12	\$.00	\$.00	\$.00	\$14,000.00	\$14,000.00	\$9,800.00
	154AL-2015-AA-HG-10	Memorial Weekend Enforcement FY14	\$.00	\$.00	\$.00	\$40,000.00	\$40,000.00	\$14,800.00
	154AL-2015-AA-HG-20	Summer 2015 DUI Enforcement	\$.00	\$.00	\$.00	\$30,000.00	\$30,000.00	\$17,400.00
	154AL-2015-AA-HG-30	Fall 2014 DUI Enforcement FY14	\$.00	\$.00	\$.00	\$20,000.00	\$20,000.00	\$11,000.00
	154AL-2015-AA-HG-40	Safe Family Holiday DUI Enforcement FY14	\$.00	\$.00	\$.00	\$73,000.00	\$73,000.00	\$45,260.00
	154AL-2015-AA-HG-50	cpsf 10/1-12/31 FY14	\$.00	\$.00	\$.00	\$75,000.00	\$75,000.00	\$45,000.00
	154AL-2015-AA-HG-60	CPSF 7/4-9/30 FY14	\$.00	\$.00	\$.00	\$75,000.00	\$75,000.00	\$56,250.00
	154AL-2015-AA-HG-70	NIDC FY14	\$.00	\$.00	\$.00	\$30,000.00	\$30,000.00	\$19,800.00
	154AL-2015-AA-HI-10	DUI Tracking Maintenance FY14	\$.00	\$.00	\$.00	\$40,000.00	\$40,000.00	\$40,000.00
	154AL-2015-AA-HJ-10	DUI Equipment FY14	\$.00	\$.00	\$.00	\$150,000.00	\$150,000.00	\$105,000.00
	154AL-2015-AA-HQ-10	Fall 2014 DUI Enforcement FY13	\$.00	\$.00	\$.00	\$20,000.00	\$20,000.00	\$11,000.00
	154AL-2015-AA-HQ-20	Halloween Loop FY13	\$.00	\$.00	\$.00	\$17,000.00	\$17,000.00	\$13,260.00
	154AL-2015-AA-HQ-30	ST. Pat's Loop FY13	\$.00	\$.00	\$.00	\$17,000.00	\$17,000.00	\$12,920.00
	154AL-2015-AA-HQ-40	Memorial Weekend Enforcement FY13	\$.00	\$.00	\$.00	\$39,000.00	\$39,000.00	\$14,430.00
	154AL-2015-AA-HQ-50	Summer 2015 Enforcement FY13	\$.00	\$.00	\$.00	\$30,000.00	\$30,000.00	\$17,400.00
	154AL-2015-AA-HQ-60	CPFS 10/1-12/31 FY13	\$.00	\$.00	\$.00	\$100,000.00	\$100,000.00	\$60,000.00
	154AL-2015-AA-HQ-70	CPSF 7/4-9/30 FY13	\$.00	\$.00	\$.00	\$100,000.00	\$100,000.00	\$75,000.00
	154AL-2015-AA-HQ-80	NIDC FY13	\$.00	\$.00	\$.00	\$92,000.00	\$92,000.00	\$60,720.00
	154AL-2015-AA-HR-10	DUI Training FY13	\$.00	\$.00	\$.00	\$34,000.00	\$34,000.00	\$23,800.00
	154AL-2015-AA-HT-10	DUI Equipment FY13	\$.00	\$.00	\$.00	\$120,000.00	\$120,000.00	\$84,000.00
	154AL-2015-AA-KA-10	DUI Training FY14	\$.00	\$.00	\$.00	\$25,000.00	\$25,000.00	\$17,500.00
	154 Alcohol Total		\$.00	\$.00	\$.00	\$1,500,600.00	\$1,500,600.00	\$981,776.00
	154 Paid Media							
	154PM-2015-AA-HH-10	Paid Meida FY14	\$.00	\$.00	\$.00	\$600,000.00	\$600,000.00	\$600,000.00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
	154PM-2015-AA-HS-10	Paid Media FY13	\$0.00	\$0.00	\$0.00	\$100,000.00	\$100,000.00	\$100,000.00
	154PM-2015-AA-KH-10	Paid Media FY15	\$0.00	\$0.00	\$0.00	\$750,000.00	\$750,000.00	\$750,000.00
	154PM-2015-AA-KI-10	Paid Media Supplies FY15	\$0.00	\$0.00	\$0.00	\$50,000.00	\$50,000.00	\$50,000.00
	154 Paid Media Total		\$0.00	\$0.00	\$0.00	\$1,500,000.00	\$1,500,000.00	\$1,500,000.00
	154 Hazard Elimination							
	154HE-2015-AA-KF-10	DELDOT HE Program FY12	\$0.00	\$0.00	\$0.00	\$1,830,000.00	\$1,830,000.00	\$1,830,000.00
	154 Hazard Elimination Total		\$0.00	\$0.00	\$0.00	\$1,830,000.00	\$1,830,000.00	\$1,830,000.00
	154 Transfer Funds Total		\$0.00	\$0.00	\$0.00	\$4,830,600.00	\$4,830,600.00	\$4,311,776.00
	MAP 21 405b OP High							
	405b High Community CPS Services							
	M1CPS-2015-BB-AD-10	Fitting Station Salaries FY15	\$0.00	\$10,000.00	\$0.00	\$50,000.00	\$50,000.00	\$0.00
	M1CPS-2015-BB-AE-10	Fitting Station Supplies FY15	\$0.00	\$8,000.00	\$0.00	\$40,000.00	\$40,000.00	\$0.00
	M1CPS-2015-BB-BQ-10	Fitting Station Salaries FY13	\$0.00	\$6,600.00	\$0.00	\$33,000.00	\$33,000.00	\$0.00
	M1CPS-2015-BB-BR-10	Fitting Station Supplies FY13	\$0.00	\$2,000.00	\$0.00	\$10,000.00	\$10,000.00	\$0.00
	405b High Community CPS Services Total		\$0.00	\$26,600.00	\$0.00	\$133,000.00	\$133,000.00	\$0.00
	MAP 21 405b OP High Total		\$0.00	\$26,600.00	\$0.00	\$133,000.00	\$133,000.00	\$0.00
	MAP 21 405b OP Low							
	405b Low Community CPS Services							
	M2CPS-2015-BB-AA-10	Fitting Station Salaries FY14	\$0.00	\$13,400.00	\$0.00	\$67,000.00	\$67,000.00	\$0.00
	M2CPS-2015-BB-AB-10	Fitting Station Supplies FY14	\$0.00	\$2,000.00	\$0.00	\$10,000.00	\$10,000.00	\$0.00
	405b Low Community CPS Services Total		\$0.00	\$15,400.00	\$0.00	\$77,000.00	\$77,000.00	\$0.00
	405b OP Low							
	M2X-2015-BB-AC-10	CIOT Enforcement FY14	\$0.00	\$14,000.00	\$0.00	\$70,000.00	\$70,000.00	\$0.00
	M2X-2015-BB-BT-10	CIOT Paid Media FY14	\$0.00	\$40,400.00	\$0.00	\$202,000.00	\$202,000.00	\$0.00

U.S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary
 2015-HSP-1
 For Approval

State: Delaware Page: 8
 Report Date: 06/23/2014

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
	405b OP Low Total		\$.00	\$54,400.00	\$.00	\$272,000.00	\$272,000.00	\$.00
	MAP 21 405b OP Low Total		\$.00	\$69,800.00	\$.00	\$349,000.00	\$349,000.00	\$.00
	MAP 21 405c Data Program							
	405c Data Program							
	M3DA-2015-AA-GS-10	Ecrash QA/QC FY14	\$.00	\$2,000.00	\$.00	\$10,000.00	\$10,000.00	\$.00
	M3DA-2015-AA-GT-10	DELJIS/DMV YR 1 FY14	\$.00	\$16,100.00	\$.00	\$80,500.00	\$80,500.00	\$.00
	M3DA-2015-AA-GT-20	DELJIS/DMV YR2 FY15	\$.00	\$16,100.00	\$.00	\$80,500.00	\$80,500.00	\$.00
	M3DA-2015-AA-GU-10	DMV Modern YR1 FY14	\$.00	\$6,000.00	\$.00	\$30,000.00	\$30,000.00	\$.00
	M3DA-2015-AA-GU-20	DMV Modern YR2 FY15	\$.00	\$6,000.00	\$.00	\$30,000.00	\$30,000.00	\$.00
	M3DA-2015-AA-GV-10	Contingency FY14	\$.00	\$20,200.00	\$.00	\$101,000.00	\$101,000.00	\$.00
	M3DA-2015-AA-LA-10	Data Analyst FY15	\$.00	\$18,750.00	\$.00	\$75,000.00	\$75,000.00	\$.00
	M3DA-2015-AA-LB-10	ECRASH QA/QC FY15	\$.00	\$40,000.00	\$.00	\$200,000.00	\$200,000.00	\$.00
	405c Data Program Total		\$.00	\$125,150.00	\$.00	\$607,000.00	\$607,000.00	\$.00
	MAP 21 405c Data Program Total		\$.00	\$125,150.00	\$.00	\$607,000.00	\$607,000.00	\$.00
	MAP 21 405d Impaired Driving Mid							
	405d Mid HVE							
	M5HVE-2015-AA-HL-20	TSRP Program FY14	\$.00	\$50,000.00	\$.00	\$250,000.00	\$250,000.00	\$.00
	M5HVE-2015-AA-JV-10	DUI Equipment FY14	\$.00	\$7,000.00	\$.00	\$35,000.00	\$35,000.00	\$.00
	M5HVE-2015-AA-KD-10	DUI Equipment FY15	\$.00	\$60,000.00	\$.00	\$300,000.00	\$300,000.00	\$.00
	M5HVE-2015-AA-KF-10	TSRP Program FY15	\$.00	\$60,000.00	\$.00	\$300,000.00	\$300,000.00	\$.00
	405d Mid HVE Total		\$.00	\$177,000.00	\$.00	\$885,000.00	\$885,000.00	\$.00
	405d Mid Paid/Earned Media							
	M5PEM-2015-AA-HN-10	Paid Media FY14	\$.00	\$140,000.00	\$.00	\$700,000.00	\$700,000.00	\$.00
	M5PEM-2015-AA-KC-10	Paid Media FY15	\$.00	\$150,000.00	\$.00	\$750,000.00	\$750,000.00	\$.00

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
405d Mid Paid/Earned Media Total			\$0.00	\$290,000.00	\$0.00	\$1,450,000.00	\$1,450,000.00	\$0.00
405d Mid Training								
	M5TR-2015-AA-HM-10	DRE Enforcement/ Training FY14	\$0.00	\$7,600.00	\$0.00	\$38,000.00	\$38,000.00	\$0.00
	M5TR-2015-AA-KB-10	DRE Enforcement/Training FY15	\$0.00	\$8,000.00	\$0.00	\$40,000.00	\$40,000.00	\$0.00
	M5TR-2015-AA-KE-10	DRE Supplies FY15	\$0.00	\$2,000.00	\$0.00	\$10,000.00	\$10,000.00	\$0.00
405d Mid Training Total			\$0.00	\$17,600.00	\$0.00	\$88,000.00	\$88,000.00	\$0.00
405d Mid Information System								
	M5IS-2015-AA-JU-10	DUI Tracking Maintenance FY14	\$0.00	\$15,000.00	\$0.00	\$75,000.00	\$75,000.00	\$0.00
405d Mid Information System Total			\$0.00	\$15,000.00	\$0.00	\$75,000.00	\$75,000.00	\$0.00
MAP 21 405d Impaired Driving Mid Total			\$0.00	\$499,600.00	\$0.00	\$2,498,000.00	\$2,498,000.00	\$0.00
MAP 21 405f Motorcycle Programs								
405f Motorcyclist Awareness								
	M9MA-2015-AA-GX-10	Motorist Paid Media FY14	\$0.00	\$7,000.00	\$0.00	\$35,000.00	\$35,000.00	\$0.00
	M9MA-2015-AA-GY-10	Motorist Paid Media FY15	\$0.00	\$7,000.00	\$0.00	\$35,000.00	\$35,000.00	\$0.00
405f Motorcyclist Awareness Total			\$0.00	\$14,000.00	\$0.00	\$70,000.00	\$70,000.00	\$0.00
MAP 21 405f Motorcycle Programs Total			\$0.00	\$14,000.00	\$0.00	\$70,000.00	\$70,000.00	\$0.00
NHTSA Total			\$0.00	\$1,455,770.00	\$0.00	\$11,560,900.00	\$11,560,900.00	\$5,613,869.00
Total			\$0.00	\$1,455,770.00	\$0.00	\$11,560,900.00	\$11,560,900.00	\$5,613,869.00

SUMMARY OF COUNTERMEASURE PROGRAMS AND TOTAL OBLIGATIONS

PERCENTAGE OF FY 2014 and 2015 FUNDS BY PROJECT AREA (includes all funding sources & anticipated carry over funds)

	2014	2015
PLANNING & ADMINISTRATION	3%	4%
OCCUPANT PROTECTION	12%	22%
IMPAIRED DRIVING	49%	36%
AGGRESSIVE DRIVING	6%	6%
TRAFFIC RECORDS	7%	14%
PEDESTRIAN SAFETY	1%	1%
MOTORCYCLE SAFETY	6%	8%
COMPREHENSIVE TRAFF. SAFETY	3%	6%
POLICE TRAFFIC SERVICES	1%	1%
OTHER (Distracted Driving/Older Drivers)	12%	2%

**Percentages are rounded.

Proposed Countermeasure Programs for FY 2015
Sections 402, 405, and anticipated carry-over (402, 405, & SAFETEA-LU funds).

