

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 the Fiscal Year 2007 Highway Safety Plan. This plan provides an outline for improving the safety of all motorists on Delaware roadways and details the priority areas, performance goals and measures, and the initiatives to be undertaken to decrease the loss of life and injuries resulting from motor vehicle crashes.

Beginning in the spring of 2006, extensive data driven problem identification was conducted to determine the most critical priority areas to fund to improve the state's crash, fatality and injury picture. Various data sources were utilized to review the current crash picture, analyze motor vehicle crash trends, and develop appropriate goals and performance measures for all identified priority areas. Based on this data analysis, the Office of Highway Safety has identified the following highway safety priority areas for the State of Delaware for Fiscal Year 2007:

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

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

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

Please note that this document incorporates the Highway Safety Plan elements into the Performance Plan section of this plan. In addition to detailing the problem identification process utilized to identify the priority areas and accompanying goals for the coming year, the Highway Safety Plan includes an organizational overview of the Office of Highway Safety, the FY 2007 Paid Media Plan, and a description of the process undertaken to select sub-grantees for FY 2007.

In FY 2007 the Office of Highway Safety will be implementing, among others, the following initiatives in order to impact motor vehicle crashes on Delaware roadways:

- Click it or Ticket enforcement and public awareness campaign

- Checkpoint Strikeforce enforcement and public awareness campaign
- Stop Aggressive Driving enforcement and public awareness campaign
- Traffic records improvements
- Teen driving initiatives
- Strategic Highway Safety Plan (SHSP) implementation
- 120 Days of Summer Heat enforcement and public awareness campaign

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

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

Table of Contents

OVERVIEW OF THE OFFICE OF HIGHWAY SAFETY

FY 2007 PRIORITY AREAS

PROBLEM IDENTIFICATION PROCESS

PERFORMANCE PLAN AND HIGHWAY SAFETY PLAN

OCCUPANT PROTECTION

IMPAIRED DRIVING

AGGRESSIVE DRIVING

TRAFFIC RECORDS

PEDESTRIAN SAFETY

MOTORCYCLE SAFETY

FY 2007 MEDIA PLAN

GRANT SELECTION PROCESS

TOTAL OBLIGATIONS SUMMARY

GRANT SELECTION PROCESS

STATE CERTIFICATIONS AND ASSURANCES

HSP COST SUMMARY

FY 2007 FUNDING SUMMARY

Delaware Office of Highway Safety

Mission Statement

The Office of Highway Safety is committed to improving safety and security on Delaware roadways through the administration of federal funds, the development of countermeasures to combat unsafe driving behaviors, and the collection and analysis of crash data.

The Office of Highway Safety, established in 1976 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. The office is committed to coordinating highway safety initiatives designed to impact our priority areas in accordance with National Highway Traffic Safety Administration guidelines.

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

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

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

The primary functions of the Office of Highway Safety include:

- ◆ **Administration:** Includes the management of federal highway safety funds, distribution of these funds to agencies and the preparation of the Annual Highway Safety Plan and Annual Evaluation Report.
- ◆ **Problem Identification:** Includes identification of actual and potential traffic hazards and the development of effective countermeasures.

- ◆ **Monitoring & Evaluation:** Includes monitoring legislative initiatives that impact highway safety and evaluating the effectiveness of approved highway safety projects.
- ◆ **Public Information & Education:** Includes development and coordination of numerous media events and public awareness 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 six part-time assistance positions, as follows:

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

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

Management Analyst III, Lisa Moore: Responsible for coordinating and organizing impaired driving initiatives across the state, managing the statewide DUI Provider Program, and the administration of the TEA-21/Section 154 Transfer Program. Prepares the Annual Evaluation Report and coordinates the state's OJJDP program. Performs duties as necessary as the **DUI Coordinator, Pedestrian Safety Coordinator, and Motorcycle Safety Coordinator.**

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

Information Systems Support Specialist, Gohar Qureshi: Responsible for the administration of the network computer system, modification of existing programs and implementation of new programs as needed, and maintenance of the OHS website. Maintains internal and external equipment inventory.

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

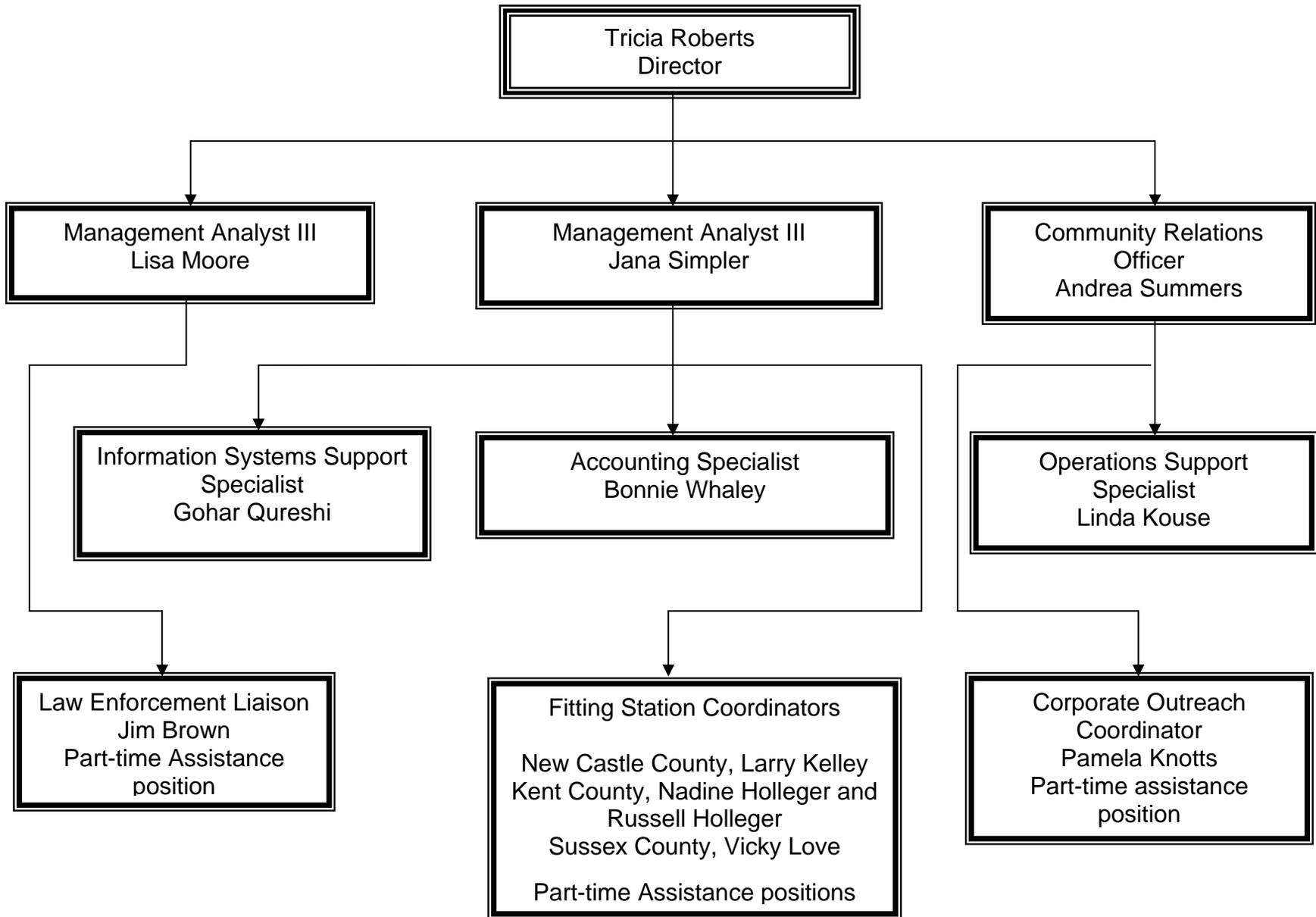
Operations Support Specialist, Linda Kouse: Responsible for ordering public information materials, coordinates distribution of materials to increase public

awareness, and assists the Community Relations Officer with public information and education initiatives.

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

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

Corporate Community Outreach Coordinator, Pamela Knotts: 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).



Community Traffic Safety Program Coordinators

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

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

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

Delegation of Authority

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

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

Relevant Training

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

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

Jana Simpler, Management Analyst III – NHTSA, Program Management Training; GHSA, Executive Seminar on Program Management; NHTSA, Child Passenger Safety Technician Training; NHTSA, Instructor/Facilitator Training; NHTSA, Financial Management; State of

Delaware, Supervisor and Management Trainings; Regional GR/Coordinator meetings; Regional Risky Driver Summit; GHSA Annual Meeting; the Annual Traffic Records Forum, and ATSIP Board meetings.

Lisa Moore, Management Analyst III – NHTSA, Program Management Training; GHSA, Executive Seminar on Program Management; NHTSA, Instructor/Facilitator Training; NHTSA, Financial Management; Regional GR/Coordinator Meetings; and Regional Risky Driver Summit.

Andrea Summers, Community Relations Officer – NHTSA, Program Management Training; NHTSA, Instructor/Facilitator Training; NHTSA, Child Passenger Safety Technician and Instructor Training; NHTSA, Media Skills Workshop; NHTSA, Financial Management; State of Delaware, Management Training; Regional Occupant Protection Summit; and the annual NIOA Conference.

Statewide Demographics

Delaware is the second smallest state in the nation and in terms of land mass, Delaware ranks 49th in the nation with a total area of 1,982 square miles. The state boasts just three counties, as follows: New Castle County, 438 square miles, Kent County, 594 square miles, and Sussex County, 950 square miles. Delaware is 96 miles long and varies from 9 to 35 miles in width. There are 396.8 persons per square mile and DelDOT maintains 89% of the 12,994 lane miles of roads in Delaware.

The US Census Bureau reports that the 2000 population estimate was 786,488 (501,933 New Castle County, 127,085 Kent County, and 157,430 Sussex County) . The Bureau’s 2010 projected population is 866,528. Since 1990, the state’s population has increased 17.6%. Persons under the age of 5 represent 6.6% of the state’s population and persons over the age of 65 represent 13% of the population. Females slightly edge out males, 51.4% to 48.6%. Lastly, 72.5% of the population is white, 19.2% are African-American, 2.1% are Asian, and 4.8% are of Hispanic or Latino origin.

Motor Vehicle Data

	Licensed Drivers	Licensed Commercial Drivers	Registered Motor Vehicles	Motor Vehicle Mileage in Millions
1999	552,055	26,502	694,330	8,534
2000	563,949	27,157	717,360	8,201
2001	569,143	27,811	733,207	8,565
2002	577,581	28,446	755,272	8,837
2003	591,713	29,225	778,016	9,013
2004	604,124	30,138	803,942	9,172
2005	614,417	30,902	824,357	9,448

Of the 614,417 licensed drivers in 2005, 5% were between the ages of 16 and 19. See below:

- 16-19 5%
- 20-24 9%

25-34	17%
35-44	20%
45-54	19%
55-64	14%
65+	15%

A recent survey conducted by the University of Delaware showed an average of 78% the workforce in New Castle County commuted to work alone—66% in Kent County and 72% in Sussex County. Though few use other modes of transportation to travel to work, New Castle County has the highest number of persons that use the bus.

Delaware has two Metropolitan Planning Organizations, including the Dover/Kent County MPO and the Wilmington Area Planning Council (WILMAPCO). The Dover/Kent County MPO covers all of Kent County while WILMAPCO covers New Castle County and Cecil County, MD.

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

Miscellaneous State Data

There are 41 law enforcement agencies in Delaware, including the Delaware State Police. New Castle County has the only county police agency. The Sheriff's Offices in each county do not have traditional enforcement capabilities 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.

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

Delaware supports numerous industries, including banking, manufacturing, automotive, poultry processing, and pharmaceuticals. The state's largest employer is the State of Delaware with 15,114 workers in 2003. Bank of America (banking) ranks second, DuPont Company (chemicals) ranks third, Christiana Care Health Systems (health care) ranks fourth and Dover Air Force Base (military transport) ranks fifth.

DART First State Public Transit Service is operated by Delaware Transit Corporation, a Division of DelDOT. The statewide public transit system is provided by one provider, travels nearly statewide and includes seasonal resort service and para-transit door-to-door service for the elderly and disabled. The DART fleet includes over 400 vehicles and serviced almost 9 million passengers in FY 2005.

On average 80 Amtrak trains serve the historic Wilmington station each weekday. Most trains provide service to Richmond, Washington, New York, Boston and direct service to the Carolina's, Atlanta, Miami, New Orleans, and Chicago. In FY 2005, Amtrack provided 784,488 passenger trips to/from Delaware.

Political and Legislation Status

The Governor of the State of Delaware is Ruth Ann Minner. The Lt. Governor is John C. Carney, Jr. Both are Democrats and took office for their second terms in 2004. The state's General Assembly consists of two houses, the House of Representatives and the Senate. The House of Representatives seats are currently held by 25 Republicans 15 Democrats and 1 unaffiliated. The Senate seats are currently held by 8 Republicans and 13 Democrats, plus the Lt. Governor who presides over the Senate as the President.

During the recent second session of the 143rd General Assembly, open container legislation passed the House of Representatives by a vote of 22-12 with 5 absent and 2 abstaining, but stalled in the Senate Public Safety Committee. The lack of a compliant open container law subjects the state to Section 154 transfer penalties. Legislators have been resistant to pass an open container law as they believe that it should apply only to the driver of the vehicle and not passengers. In June 2006, the state's General Assembly passed legislation that included several components to strengthen our Graduated Driver's License law, including limiting passengers to one, increasing the age to 16 years before which a teenager can apply for a license, and incorporating a driving log that the driver must complete indicating 50 hours of supervised driving experience (including 10 hours of nighttime driving).

Crash Data

	Baseline Data 1996-1999				Progress Report Data 2000 - 2005					
	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Fatalities (Actual)	121	148	116	104	130	139	127	145	140	146
Fatality Rate /100 million VMT	1.58	1.86	1.42	1.22	1.59	1.62	1.44	1.61	1.53	1.59
Injuries (Actual)	10,187	10,607	11,027	10,523	10,421	9,965	9,965	8,895	7,610	8,386
Fatality & Serious Injury Rate/100 million VMT	134.8	135.1	136.5	124.5	128.6	117.9	114.2	100.3	84.5	93
Fatality Rate/100K Population	16.6	20.1	15.6	13.8	16.6	17.5	15.7	17.7	16.7	17.4
Fatal & Serious Injury Rate/100K population	1418	1463	1499	1413	1347	1270	1250	1105	924	1017
Alcohol Related Fatalities	48	64	43	40	59	59	46	54	46	58
Percentage of Alcohol Related Fatalities	40	43	37	38	45	42	36	37	33	40
Alcohol Related Fatality Rate	0.54	0.56	0.46	0.45	0.55	0.49	0.41	0.60	0.36	0.63
Percent of Population Using Safety Belts	62%	59%	62%	64%	66%	67%	71%	75%	82%	84%

State of Delaware

FY 2007 Highway Safety Goals

Overall Goal – To reduce fatality rate per 100 million vehicle miles traveled from 1.41 in 2005 to 1.30 in 2007.

1. Occupant Protection – To increase seat belt use from 86% in 2006 to 88% in 2007. In order to achieve an 88% seat belt use rate, Delaware must convert 14% of its current non-seat belt users into seat belt users.

2. Impaired Driving – To reduce alcohol-related fatalities from 45% in 2005 to 42% in 2007 and to reduce the alcohol fatality rate per hundred million vehicle miles traveled from .64 in 2005 to .59 in 2007.

3. Aggressive Driving – To reduce fatal crashes resulting from aggressive driving behaviors from 58% in 2005 to 55% in 2007.

4. Traffic Records –

Short-term performance goals:

- Restructure and reorganize the Traffic Records Coordinating Committee (TRCC) as recommended in the 2005 Traffic Records Assessment.
- Review and update the 2004 TRCC Strategic Plan in preparation for applying for SAFETEA-LU Section 408 funding in FY 2007.
- Continue with the statewide implementation of the automated crash reporting system and ensure that the locator tool component of the TraCS system is completed and implemented.
- Implement a GIS based crash mapping system within the Office of Highway Safety.
- Finalize development and implement an electronic ticket component for law enforcement statewide.

Long-range performance goal: To implement a statewide-integrated crash data collection system to allow for comprehensive analysis of all traffic crashes and thus improve the timeliness, accuracy, and completeness of transportation safety information.

5. Pedestrian Safety – To reduce pedestrian fatalities from 8% in 2005 to 7% in 2007.

6. Motorcycle Safety – To reduce motorcycle fatalities from 16% in 2005 to 13% in 2007.

Problem Identification Process

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

The OHS and GAC utilized the NHTSA problem identification process and guidelines outlined in the NHTSA Program Management Training in the problem identification process for FY 2007, as follows:

- Identify the data elements – The OHS staff and the GAC began the analysis process by identifying the crash data elements that had been factors in crashes in 2005 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 include teen drivers, commercial vehicle crashes, seat belt use crashes, ages of pedestrian fatalities, types of roadways, primary contributing circumstances, alcohol-related fatalities, and high crash locations. The actual list of data elements reviewed is extensive and focused on location and demographic data to determine which roadways to focus on and to determine the profile of our highest risk drivers.
- Identify the data sources – Once the OHS staff and the GAC determined the data elements that we wanted to focus on, we identified the appropriate data sources from which to draw the information. These included the Delaware State Police (DSP) Traffic Section (statewide crash data repository); Delaware FARS data; Emergency Medical Services Data Information Network (Patient Care Reports); Delaware Department of Transportation (DelDOT), Office of Planning for location data; Annual Observational Seat Belt Use Surveys; Delaware's 2005 Traffic Records Assessment; crash report demographic data; DUI Tracking System data; child restraint misuse data; Division of Motor Vehicle registration and licensed driver data; CODES; DelJIS citation data; the 2004 Impaired Driving Assessment Report; and DelDOT Highway Safety Improvement Plan data.
- Identify data display options – In addition to utilizing the paper and electronic reports prepared by the above data sources, the Office of Highway Safety relied heavily on the mapping capabilities of the Delaware Department of Transportation. All the identified priority area crashes were mapped to determine if there were any clustering or location consistencies for various types of crashes, including unrestrained fatalities, low seat belt use areas, aggressive driving-related fatal and injury crashes, impaired driving fatal and injury crashes, pedestrian fatal crashes, and motorcycle fatal crashes. All maps compared three to five years of crash data as well.

- Analyze and interpret the data – In September of 2004, the Office of Highway Safety began utilizing a crash analysis package developed by the University of Alabama called CARE (Critical Analysis Reporting Environment). This extremely versatile software package has allowed the Office of Highway Safety to analyze crash data without having to rely on Delaware State Police for query results. In addition, in 2006 the Office of Highway Safety rolled out a new and improved DUI Tracking System to better track DUI offenders from arrest through treatment to relicensure. The DUI Tracking System and the CARE crash analysis software are the only in-house traffic records querying system 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. For example, DelDOT provides GIS-based maps in order for the Office of Highway Safety to plan appropriate enforcement and awareness initiatives based on these identified high crash locations. Additionally, OHS will identify 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 if 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?
 - What are the major contributing factors to the crashes?
- Establish decision rules – From the information gathered, the state's top six highway safety problems were identified. As indicated above, the FY 2007 priority areas were established and ranked:
 - Occupant Protection
 - Impaired Driving
 - Aggressive Driving
 - Traffic Records
 - Pedestrian Safety
 - Motorcycle Safety

Based on data driven problem identification, subgrantees are identified to participate in initiatives outlined in this FY 2007 Highway Safety Plan. OHS provides the identified agencies with specific program initiatives and goals to achieve based on their participation in the Highway Safety Plan. The problem identification process is key to establishing the Highway Safety Plan and the appropriate distribution of federal funds.

- Review the data and analyze further – OHS conducts additional analysis to review data in greater detail to further ensure that programming initiatives that are selected specifically target the identified problems, for example:
 - Day of the week/month
 - Time of day
 - Age and sex by type of crash

Following extensive review and analysis of the data, the Office developed goals for each of the identified priority areas. We took into account crash, fatality and injury

trends, evaluation of programming initiatives, goal achievement in previous year's Highway Safety Plans, and pending legislation. Each of the established goals are specific, measurable, action oriented, reasonable, time framed and related to the identified problem. Lastly, performance measures for each goal were identified. In doing so, we ensure that the selected measurement will accurately demonstrate the effectiveness of the goal.

Problem Identification Process Strengths and Challenges

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

Some of these strengths include the experience of the staff members involved in the process. Much can be said for intuition in determining the direction when analyzing data, selecting priority areas and setting appropriate goals. Additionally, the willingness of our highway safety partners to provide data upon request, the availability of the NHTSA Mid-Atlantic Region staff in assisting the Office with the tasks, and the participation of our Grant Advisory Committee were tremendously helpful and contributed greatly to the success of the overall problem identification process.

While there is an abundance of crash data available to the Office of Highway Safety, the biggest challenge faced throughout the problem identification process was the lack of an established link between the data. Two major projects underway to alleviate this strain include the implementation of the automated crash reporting system and the development of an integrated data collection system. The automated crash reporting system will improve the accuracy and timeliness of the crash reports and will allow for automated crash analysis and reduce duplication of effort. The integrated data collection system will link DSP, Office of EMS, DMV, DeIDOT, and Delaware Justice Information System (DeJIS) data for crash data analysis purposes.

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

Occupant Protection

Based on the Annual Statewide Observational Seat Belt Use Survey conducted in Delaware in June 2006, Delaware's seat belt use rate is 86%, up from 84% in 2005. The nation's average seat belt use rate was 82% in 2005. In 2005, 59% (59 of 100) of those occupants killed in motor vehicle crashes on Delaware roadways were not wearing seat belts, up from 50% (55 of 110) in 2004. Statistics reveal that as many as half of those killed who weren't wearing seat belts may have survived had they buckled up. In addition, in 2005, 15% (1,135 of 7,821) of those injured were not wearing seat belts at the time of the crash. This is slightly higher than in 2004 when 13% of motor vehicle occupants injured in crashes were not wearing seat belts. For four of the past five years, New Castle County has had the highest percentage of unbelted fatalities as compared to the other two counties. Of the motor vehicle occupants killed in 2005, 33 of 100 were between the ages of 15 and 24. Of those 33, 51% were not buckled at the time of the crash. These accounted for 34% of the number of persons killed who were not wearing seatbelts. This is an improvement over 2004, when 32 of the 110 persons killed were between 15 and 24 years of age. Of the 32, 60% were not buckled at the time of the crash and the 15-24 year olds accounted for 38% of the total unbuckled fatalities.

Seat belt Use Data

	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Use rate	62%	59%	62%	64%	66%	67%	71%	75%	82%	84%	86%

Motor Vehicle Occupant Injury and Fatality Data and Seat belt Use

	1997	1998	1999	2000	2001	2002	2003	2004	2005
Injuries	9957	10,390	9985	9805	9396	9430	8381	7132	7821
% not using seat belts	23%	24%	22%	23%	21%	18%	17%	13%	15%
	2290 of 9957	2493 of 10,390	2,196 of 9985	2255 of 9805	1973 of 9396	1697 of 9430	1433 of 8381	911 of 7132	1135 of 7821
Fatalities	123	89	82	100	108	100	113	110	100
% not using seat belts	65%	62%	68%	72%	64%	64%	55%	50%	59%
	80 of 123	55 of 89	56 of 82	72 of 100	69 of 108	64 of 100	62 of 113	55 of 110	59 of 100

Performance Goal

To increase seat belt use from 86% in 2006 to 88% in 2007.

	2007	2008	2009	2010	2011	2012
% use goal	88%	89%	90%	91%	92%	93%

In order to achieve an 88% seat belt use rate in 2007, Delaware must convert 14% of its current non-seat belt users into seat belt users.

Performance Measures

- Annual **statewide observational seat belt use surveys** will continue to be utilized to measure the statewide usage rates for seat belts. In 1998, the Delaware Office of Highway Safety's Observational Survey Plan was developed and was approved by the National Highway Traffic Safety Administration. Seat belt use is surveyed at over eighty sites across the state and calculations of use are based on VMT (vehicle miles traveled).
- **Monitoring of overall seat belt use rates** in personal injury and fatal crashes will allow for a comprehensive approach to the problem identification process. The Office of Highway Safety will continue to monitor the locations of unrestrained fatal and personal injury crashes and direct targeted enforcement and education efforts in those areas.

FY 2007 Section 402 Occupant Protection Projects

Office of Highway Safety-Project Safe Highways	\$275,520
Delaware State Police	\$33,120
New Castle County Police Department	\$8,640
Seaford Police Department	\$5,760
Laurel Police Department	\$5,760
University of Delaware, NCCo CTSP	\$50,267
University of Delaware, Kent and Sussex County CTSP	\$50,758
Total Section 402	\$429,825

TEA-21 and SAFETEA-LU Occupant Protection Incentive Grants

TEA-21 Section 157 Incentive Grant - eligibility criteria includes:

- the state's seat belt use rate exceeds the national average for two years, or
- the state's seat belt use rate in the previous calendar year exceeds the state's base seat belt use rate.

**Note: A state may use these grant funds for any project eligible for funding under Title 23 of the US Code.

FY 2005 – (\$106,815) Delaware qualified for this incentive grant based on the increase in the state seat belt use rate from 71% in 2002 to 75% in 2003. The amount of funding was calculated based on the estimated savings to the Federal government in medical costs due to the increased usage of seat belts. Delaware plans to utilize this funding to implement occupant protection and aggressive driving initiatives.

TEA-21 Section 405 Occupant Protection Incentive Grant -- eligibility criteria includes meeting 4 of the following 6 criteria:

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

FY 2005 – (\$167,282) Delaware qualified for this incentive grant by meeting 4 of 6 of the above eligibility criteria. Funds were allocated to the law enforcement liaison and child passenger safety fitting station salaries, plus a car seat distribution program for low income families.

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

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

SAFETEA-LU FY 2006 – (\$161, 728) Delaware qualified for this incentive grant by meeting 4 of 6 of the above eligibility criteria. Funds were allocated to the 2006 Click it or Ticket media and enforcement initiative in the spring of 2006.

SAFETEA-LU Section 406 Seat Belt Performance Grant – The state of Delaware was eligible to receive this one-time grant based on passage of a primary seatbelt law in June 2003.

Section 406 – (\$2,235,000) Upon the State of Delaware Clearinghouse approval, the funds will be allocated to support ongoing highway safety programming, including Click it or Ticket and our aggressive driving initiatives, plus a paid media campaign to increase motorcycle safety, Graduated Driver's Licensing log books for students and parents, and a Traffic Safety Resource Prosecutor to assist with highway safety education within the judicial community.

Impaired Driving

Based on the Delaware State Police Annual Traffic Statistics Report for 2005, alcohol-related fatalities accounted for 60 of the 133 total traffic crash fatalities (45%). This is up from 34% in 2004, when 47 of 140 traffic crash fatalities involved alcohol. It is important to note that overall alcohol-related crash fatalities had remained at or below the high of 45% in 2000 until 2005. Also, in 2005 alcohol-related crash injuries were at 11%, 919 of 8367 total crash injuries involved alcohol. Overall, there were 1454 total alcohol-related crashes, up from 1336 in 2004. This includes fatal, personal injury, and property damage crashes. Further crash analysis revealed that 61% of all alcohol-related crashes occurred between 8pm and 4am. Also, 61% happen between Friday and Sunday. Male drivers account for 77% of all alcohol-related fatal crashes, and 78% of those males are between the ages of 22 and 54. In 2005, Delaware law enforcement made a total of 6061 driving under the influence (DUI) arrests, up from 5981 in 2004.

Alcohol Involvement in Traffic Crashes

	1997	1998	1999	2000	2001	2002	2003	2004	2005
Fatalities	148	116	104	130	139	127	148	140	133
Alcohol-related	64	43	40	59	59	46	57	47	60
% of Total	43%	37%	38%	45%	42%	36%	39%	34%	45%
Injuries	10607	11027	10523	10421	9965	9965	8898	8314	8367
Alcohol-related	1202	1159	1038	1021	1054	1035	899	802	919
% of Total	11%	11%	10%	10%	11%	10%	10%	10%	11%
All Crashes	20363	20558	20646	21218	20406	21215	21020	19642	18681
Alcohol-related	1614	1548	1483	1542	1621	1663	1472	1336	1454
% of Total	8%	8%	7%	7%	8%	8%	7%	7%	8%

Alcohol-Related Fatality Rate per 100 Million Vehicle Miles Traveled

	1997	1998	1999	2000	2001	2002	2003	2004	2005
Rate	.83	.53	.48	.68	.71	.53	.60	.51	.64

Performance Goals

To decrease the percentage of alcohol-related fatalities.

	2007	2008	2009	2010	2011	2012
% alcohol	42%	40%	38%	36%	34%	32%

To decrease the alcohol-related fatality rate.

	2007	2008	2009	2010	2011	2012
Fatality rate	0.59	0.56	0.53	0.50	0.47	0.44

Performance Measures

- Ongoing **analysis of state traffic crash data** will be used to measure progress towards the desired goals. Particular attention will be placed on all crashes which involve alcohol, the age and sex of the drivers involved in these crashes, the BAC level of the drivers involved in these crashes, the counties in which the crashes occur, the time of day and day of week the crashes occur, and the total number of arrests made by Delaware law enforcement agencies.
- A **comprehensive automated traffic crash report**, utilizing the TraCS software, is currently in the implementation phase. This new reporting system, which utilizes MMUCC data elements, will allow for more comprehensive data collection with regard to all traffic crashes, including alcohol-related crashes. Full statewide implementation is planned for the end of 2006.
- The **DUI Tracking System** provides data related to the post-arrest processing of a DUI offender. The system tracks progress from arrest through relicensure. Improvements are being added to the system to include Court disposition data, DMV administrative hearing data, and more detailed treatment program information.

FY 2007 Section 402 Impaired Driving Projects

Office of Highway Safety-Project Safe Highways	\$163,930
Delaware State Police	\$41,300
New Castle County Police Department	\$6,000
Dover Police Department	\$9,600
Newport Police Department	\$5,000.00

Rehoboth Beach Police Department	\$3,400.00
Elsmere Police Department	\$1,500
Seaford Police Department	\$3,000
Newark Police Department	\$6,000
Delaware Designated Driver Program	\$33,195
University of Delaware, New Castle County CTSP	\$40,214
University of Delaware, Kent and Sussex County CTSP	\$40,607
Total 402 funds	\$353,746

TEA-21 and SAFETEA-LU Impaired Driving Incentive Grants and Transfer Funding

TEA-21 Section 410 Incentive Grant - eligibility criteria includes meeting 5 of the following 7 criteria. Highlighted criteria represent those that the state met in order to qualify:

- **Administrative license revocation**
- An underage drinking prevention program
- **A statewide traffic enforcement program**
- A graduated driver licensing system with three distinct driving phases
- **Graduated sanctions for drivers with high BACs**
- **A young adult drinking and driving program**
- **Testing for BAC levels equal to or greater than the national average**

FY 2004 – (\$212,084) Delaware will use these funds to support impaired driving overtime enforcement and travel costs associated with the NHTSA Mid-Atlantic Region DUI Summit.

FY 2005 – (\$212,177) Delaware will use these funds to support impaired driving overtime enforcement, training initiatives for law enforcement and the judiciary, and travel costs associated with the NHTSA Mid-Atlantic Region DUI Summit.

SAFETEA-LU Section 410 Incentive Grant - eligibility criteria includes meeting 4 of the following 8 criteria. Highlighted criteria represent those that the state met in order to qualify:

- **A high visibility enforcement program**
- A prosecution and adjudication program
- A BAC testing program
- A high risk drivers program
- **An alcohol rehabilitation or DWI court program**

- **An underage drinking prevention program**
- **An administrative license revocation program**
- A self-sustaining impaired driving prevention program

FY 2006 funds have not been awarded yet.

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

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

FY 2004 – (\$2,708,295) Delaware was again penalized for failure to enact a conforming open container law (Section 154). \$1,760,392.00 was allocated to the Hazard Elimination Program managed by the Delaware Department of Transportation. The balance, 947,903.00 was allocated to the Section 402 Impaired Driving Countermeasures Program. Funds are being used to continue to support the Checkpoint Strikeforce program, to provide additional DUI detection equipment for law enforcement, to upgrade the DUI Offender Tracking System, and to provide additional equipment to the Delaware State Police crime lab to aid in the conviction of DUI offenders.

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

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

Aggressive Driving

The State of Delaware enacted an aggressive driving law in July 1999. The law defines aggressive driving as a combination of any of the following traffic violations: disregarding a red light, passing on the shoulder, unsafe lane change, following too closely, failure to yield, failure to signal, failure to obey stop and yield signs, passing stopped school buses, and speeding. Specifically, a motorist that violates three of these laws in one single driving incident can be charged with the additional aggressive driving violation. Upon conviction a motorist must enroll in a behavior modification course.

In 2005, 58% of the fatalities were aggressive driving-related compared to 55% in 2003. Of those fatalities, the larger percentage were men. The top four primary contributing circumstances for fatal aggressive driving-related crashes in 2005 were speed, failure to yield the right of way, passing a stop sign and driving left of center. In 2005, fatal and injury aggressive driving-related crashes occurred most often on Fridays and most often in March and December. The majority of aggressive driving-related fatal and injury crashes occurred between the hours of 1pm and 7pm. Since 1997, the percentage of all crashes resulting from aggressive driving behaviors has remained on average close to 51%, yet the percentage of fatal crashes resulting from aggressive driving behavior has risen from a low of 38% (46 of 121) in 2000 to a current high of 58% (69 of 118) in 2005. See below:

Percentage of fatal crashes resulting from aggressive driving behaviors

	1997	1998	1999	2000	2001	2002	2003	2004	2005
Total fatal crashes	125	107	94	121	118	117	136	130	118
Aggressive driving related	53	53	51	46	60	67	70	71	69
Percentage	42%	50%	54%	38%	50%	57%	51%	55%	58%

Performance Goal

To decrease the percentage of fatal crashes resulting from aggressive driving behaviors

	2007	2008	2009	2010	2011	2012
%	55%	53%	51%	39%	48%	47%

Performance Measures

- OHS will continue on-going **analysis of aggressive driving-related crash data** to assist in more targeted program planning in this priority area. Continued implementation of coordinated data collection systems will enable a more efficient and accurate problem identification process related to the problem of aggressive driving. By identifying high

crash locations and the primary contributing circumstances, plus time of day and day of week, special emphasis can be placed on target areas at certain times of the year.

- Special emphasis during analysis will be placed on **state and local jurisdictions** that have been identified as problem aggressive driving areas.

FY 2007 Section 402 Aggressive Driving Projects

Office of Highway Safety-Project Safe Highways	\$50,895
Delaware State Police	\$46,000
New Castle County Police Department	\$8,640
Milford Police Department	\$5,760
Dover Police Department	\$9,600
Seaford Police Department	\$7,200
Newark Police Department	\$7,680
Wilmington Police Department	\$12,800
Total 402 funds	\$148,575

Traffic Records

The absence of comprehensive statewide data on injuries and fatalities resulting from motor vehicle crashes has hindered an efficient problem identification process. These deficiencies include an inability to link traffic records from one agency to another and a lack of a comprehensive system to analyze crash data from the crash scene, patient care systems, licensing, and adjudication of the violations. Currently there are efforts underway to prepare the primary data files (crash, vehicle, location, injury, adjudication, and registration) and ensure that they are fully operational to create an integrated data collection network in order to capture crash, driver licensing, location, and medical data relating to location of crashes, demographics of those involved, occupant protection use, primary contributing circumstances in crashes, severity of injury data, and specifics with regard to fatalities. The integrated data collection system will allow for comprehensive problem identification for the purpose of improving highway safety in Delaware.

These efforts currently underway include the continued implementation of an automated crash report, restructuring of pre-hospital care reporting procedures, review, analysis, and on-going linkage of CODES data (Crash Outcome Data Evaluation System), on-going training efforts for emergency care professionals utilizing the EDIN (Emergency Medical Services Data Information Network) automated patient care reporting system, and restructuring of the DUI Tracking System.

Data-driven problem identification remains a key function of the Office of Highway Safety. In order to ensure that the federal funds received by the State of Delaware are allocated in an efficient and effective manner, it is critical to review as much highway safety data as possible to determine the types of crashes that are occurring, where and when they are occurring and who is our target audience. In 2004, the Office of Highway Safety implemented the University of Alabama's CARE (Critical Analysis Reporting Environment) software package prior to the full implementation of the integrated data collection system to assist the office in problem identification and development of comprehensive solutions. Additionally, the Office will be implementing a GIS based mapping solution to assist with identification of high crash locations to target will additional enforcement and public awareness campaigns.

Performance Goal

Short-term performance goals:

- Restructure and reorganize the Traffic Records Coordinating Committee (TRCC) as recommended in the 2005 Traffic Records Assessment.
- Review and update the 2004 TRCC Strategic Plan in preparation for applying for SAFETEA-LU Section 408 funding in FY 2007.
- Continue with the statewide implementation of the automated crash reporting system and ensure that the locator tool component of the TraCS system is completed and implemented.
- Implement a GIS based crash mapping system within the Office of Highway Safety.

- Finalize development and implement an electronic ticket component for law enforcement statewide.

Long-range performance goal: To implement a statewide-integrated crash data collection system to allow for comprehensive analysis of all traffic crashes and thus improve the timeliness, accuracy, and completeness of transportation safety information.

Performance Measures

- The Traffic Records Coordinating Committee’s **Strategic Plan** will be utilized as a guide to ensure that the proper steps are being taken to implement a statewide integrated data collection network available for highway safety stakeholders (including the Office of Highway Safety, Department of Transportation, Office of EMS, Division of Motor Vehicles, Delaware State Police, Delaware Justice Information System).

FY 2006 Traffic Records Projects

Office of Highway Safety-Project Safe Highways	\$31,645
University of Delaware, NCCo CTSP	\$5,027
University of Delaware, Kent and Sussex County CTSP	\$5,026
Total 402 funds	\$41,748

SAFETEA-LU Traffic Records Incentive Grant

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

FY 2006 – The state of Delaware did not meet the criteria outline above and chose to postpone applying for Section 408 funds until FY 2007 to take specific steps to ensure that the state will qualify in the coming years.

Pedestrian Safety

In 2005, 204 persons were injured and 10 were killed in pedestrian crashes (8%). This is down from 12% in 2004, and represents an overall decline since 2000, when pedestrian fatalities were at 17%. Of the 10 pedestrians killed in 2005, 7 had a positive BAC (70%). This is an increase from 47% in 2004. 5 of the fatalities occurred in New Castle County, 4 in Kent County and 1 in Sussex County. There is a high concentration of pedestrian fatalities and injuries in New Castle County along the Route 13 and Route 40 corridors. Also, 80% of all pedestrian fatalities occur among those persons age 25-54.

Percentage of Pedestrian Fatalities

	2000	2001	2002	2003	2004	2005
Total Traffic Fatalities	131	136	127	145	140	133
Pedestrian Fatalities	22	17	16	18	17	10
% Pedestrian Fatalities	17%	13%	13%	12%	12%	8%

Performance Goal

To decrease the percentage of pedestrian fatalities.

	2007	2008	2009	2010	2011	2012
% use goal	7%	6%	5%	4%	4%	4%

Performance Measures

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

FY 2007 Section 402 Pedestrian Safety Projects

Office of Highway Safety-Project Safe Highways	\$25,011
Delaware State Police	\$7,800
New Castle County Police Department	\$3,000
Dover Police Department	\$3,300

Milford Police Department	\$1,900
University of Delaware, Kent and Sussex County CTSP	\$5,076
University of Delaware, New Castle County CTSP	\$5,026
Total 402 funds	\$51,113

Motorcycle Safety

In 2005, 16% of all fatalities were motorcyclists, 21 of 133. This is more than double the number of motorcycle fatalities in 2004, when 10 of 140 fatalities were motorcyclists (7%). Of the 21 motorcyclists killed in 2005, 12 were wearing helmets (57%). That represents an increase in helmet use from 2004 when only 50% of motorcycle fatalities were wearing helmets. Further analysis shows that 43% of motorcycle fatalities involved alcohol, or 9 of 21. This is an increase over 2004 when only 1 of the 10 fatalities involved alcohol. There were 19,063 motorcycles registered in 2005, up from 17,238 in 2004. In addition, the death rate for motorcyclists was 11.02 per 10,000 registered motorcycles, as compared to only 1.61 for all vehicles. Analysis of the 14 Delaware-licensed motorcyclists killed in 2005 shows that only 2 had completed the State approved motorcycle safety course.

Percentage of Motorcycle Fatalities

	2000	2001	2002	2003	2004	2005
Total Traffic Fatalities	130	139	127	148	140	133
Motorcycle Fatalities	5	10	7	12	10	21
% Motorcycle Fatalities	4%	7%	6%	8%	7%	16%

Performance Goal

To decrease the percentage of motorcycle fatalities.

	2007	2008	2009	2010	2011	2012
% use goal	13%	11%	9%	8%	7%	6%

Performance Measures

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

FY 2007 Section 402 Motorcycle Safety Projects

Upon review of the 2005 motorcycle crash data, it was determined that the majority of the crashes had occurred as a result of aggressive driving behavior and thus, the agencies identified to conduct aggressive driving enforcement will

be instructed to include motorcycle safety patrols during their aggressive driving patrols. In addition, the Office of Highway Safety will utilize funds from SAFETEA-LU Sections 2010 and 406 to expand motorcycle safety initiatives.

SAFETEA-LU Motorcycle Safety Incentive Grant

Section 2010 Incentive Grant – States can qualify for this award in the first year by meeting one of six criteria. In subsequent years, states must meet two of the six criteria. Delaware intends to apply for and expects to qualify by meeting the following two eligibility criteria:

- **Offer an effective motorcycle rider training course that is offered throughout the state**
- **Offer an effective statewide program to enhance motorist awareness of the presence of motorcyclists**
- Experience a reduction in fatalities and crashes involving motorcyclists for the preceding calendar year
- Implement a statewide program to reduce impaired motorcycle operation
- Experience a reduction of fatalities and crashes involving impaired motorcyclist for the preceding calendar year
- Use the fees collected from motorcyclists for motorcycle training and safety programs

FY 2006 – The minimum allocation for this grant program will be \$100,000, with a maximum allocation of 25% of the state's 402 apportionment. Funds will be used in coordination with the Division of Motor Vehicles to enhance Delaware's motorcycle safety program. FY 2006 awards have not yet been announced.

FY 2007 Paid Media Plan

It has been proven that by combining intense enforcement with high visibility public awareness, states can positively impact their priority areas even more than by relying on either method alone. Therefore, the Delaware Office of Highway Safety has developed a plan for supporting enforcement based campaigns throughout the year with paid media.

In FY 2007, OHS will continue to work with the communications firm of Aloysius, Butler & Clark (AB&C), with which it contracted in the spring of 2005. AB&C is assisting the Community Relations Officer with year-round strategic communications planning, as well as the creation, development and implementation of statewide public awareness campaigns. These campaigns include **Click It or Ticket**, **Checkpoint Strikeforce** and the "Stop Aggressive Driving" campaign.

Other public information initiatives the firm will support include Child Passenger Safety, Pedestrian Safety, Teen Driving safety and Motorcycle safety which has been added as one of the Top 6 Priority areas for FY 2007.

The media mix for these enforcement-based campaigns, as well as for the non-enforcement centered initiatives, depends largely upon the demographics of the target audiences determined for each. For instance, the traditional approach of using billboards, radio and television ads will be utilized for **Click It or Ticket** and **Checkpoint Strikeforce**. However, internet ads on the website for the state's major daily newspaper and a local entertainment magazine will be added to the media plan this year as an ever growing number of the target demographic of teens and young adults visit these sites for news and entertainment information.

The media mix also depends upon locations where crashes are occurring. For example, radio ads and billboards will be used for the "Stop Aggressive Driving" campaign and the media buy will be heavily concentrated in the northernmost county where the majority of the aggressive driving related crashes are occurring. As one of the high crash clusters is in a large urban city, an addition to the campaign's media plan this year will include placing posters on the back of metro transit buses operating in this high crash area.

Earned media efforts for OHS will continue to be handled by the Community Relations Officer.

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

Program Area (include campaign name if applicable)	Amount of Funding Allocated	Method of Assessing Effectiveness of Paid Media/Campaign	Amount \$ for Evaluation	Funding Source
Occupant Protection 1) Click It or Ticket (May 2007)	Approximately \$230,000.00 – \$160K is for cost of paid advertising alone: radio, t.v., billboards, the rest is account management, production costs and evaluation	Observational Seat Belt surveys and Motor Vehicle intercept surveys	\$6,000	405 and 406
2) CPSAW (Feb 2007)	\$15,000 - radio & t.v.	Provide number of paid airings or print ads, reach, frequency and GRP's	Evaluation provided as part of contract with OHS's PR firm	402
3) Other Occupant Protection Paid Media	\$28,000 - radio	Provide number of paid airings or print ads, reach, frequency and GRP's	Evaluation provided as part of contract with OHS's PR firm	402
Impaired Driving 1) Checkpoint Strikeforce (July 2006 – Dec. 2006, repeated again in 2007)	Total - \$203,000 \$182,000 for paid media (figure includes paid media: radio, t.v., billboards) \$21,000 for account management, production of materials	Provide number of paid airings or print ads, reach, frequency and GRP's plus DMV intercept interviews	\$6,000	410, 154 transfer, 163 sanction
2) Other DUI Mobilizations (ie: Over the Limit, Under Arrest, St. Patrick's Day, Cinco de Mayo, Halloween, Superbowl Sunday) (Oct. 2006 – August 2007)	\$30,000 – radio ads, printing of posters	Provide number of paid airings or print ads, reach, frequency and GRP's	Evaluation provided as part of contract with OHS's PR firm	410, 154 and 163
Aggressive Driving 1) Stop Aggressive Driving Campaign (Oct. – Dec. 2006, Feb – March 2007, July – Sept. 2007)	Total - \$250,000 – \$210,000 for paid media alone radio, billboards, internet ads \$40,000 for production of information materials and account management	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)	Evaluation provided as part of contract with OHS's PR firm	402, 406, 163
Pedestrian Safety	\$10,000 – billboards, radio, print materials	Provide number of paid airings and size of audience reached	Evaluation provided as part of contract with OHS's PR firm	402
Motorcycle Safety	\$45,000 – billboards, print ads and print materials	Provide number of paid airings or print ads, reach, frequency and GRP's	Evaluation provided as part of contract with OHS's PR firm	406

Total Obligations Summary

	402	157 Incentive	157 Innovative	405	2003b	410	411	406	2010	1906	154/164
FY 99	\$712,500	*	N/A	\$55,223	N/A	\$179,040	\$126,260	N/A	N/A	N/A	N/A
FY 00	\$725,800	\$6,900	\$121,500	\$56,356	\$37,500	\$178,934	\$173,600	N/A	N/A	N/A	N/A
FY 01	\$734,545	\$42,200	*	*	\$37,850	*	\$225,000	N/A	N/A	N/A	\$2,126,408
FY 02	\$760,000	\$42,500	\$365,000	*	\$37,954	\$209,390	\$224,151	N/A	N/A	N/A	\$2,225,110
FY 03	\$776,938	\$33,800	\$356,928	\$176,749	\$37,709	\$233,048	N/A	N/A	N/A	N/A	\$2,590,662
FY 04	\$759,986	\$109,493	\$385,000	\$174,477	N/A	\$212,084	N/A	N/A	N/A	N/A	\$2,708,295
FY 05	\$768,800	\$106,815	\$315,000	\$167,282	N/A	\$212,177	N/A	N/A	N/A	N/A	\$2,302,153
FY 06	\$1,073,507	N/A	N/A	\$161,728	N/A	App due 8/1	N/A	\$2,235,000	App date TBD	App due 7/1	\$2,221,681

N/A = funds not available that fiscal year

* = DE didn't qualify for the funds

Grant Selection Process

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

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

The FY 2007 Grant Advisory Committee (GAC) included the following members:

<u>Agency</u>	<u>Representative</u>
Office of Highway Safety	Tricia Roberts
National Highway Traffic Safety Administration	Kristen Allen
Federal Highway Administration	Patrick Kennedy
MADD-DE	Tricia Bachman
Dover Police Department	Lt. Paul Bernat
Department of Transportation	Donna Hardy
Delaware State Police	Lt. Michael Berry

Overall, the FY 2007 process followed the following timelines:

- February 2006—Meeting with Grant Advisory Committee to begin the problem identification process for FY 2006.
- March 2006—OHS staff conducted extensive problem identification, ranked the priority areas, identified goals and performance measures and identified agencies to allocate funds to impact the identified problems. This exercise was instrumental in the development of the Highway Safety Plan.
- Late March 2006—Grant application mailed to non-law enforcement agencies.

- Early May 2006—Annual GAC meeting to rate grant applications received and to review and approve the draft highway safety plan. The GAC also identifies priorities and selects programs and projects for the coming year.
- Late May 2006—Subgrantee award notices mailed.
- June 2006—Prepare the Highway Safety Plan for NHTSA
- August 2006—Develop Project Agreements and reporting requirements for all grantees
- September 1, 2006—Submit the Highway Safety Plan to NHTSA
- Early September 2006—FY 2007 Pre-Award meetings
- October 2006—FY 2007 grant year begins

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

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

1. **CLEAR, REALISTIC PROBLEM STATEMENT: 20 POINTS**
 A highway safety problem is clearly identified in brief and concise language and relates to the priority areas set forth by the Office of Highway Safety.
 - a. Need for the project is established by using relevant and supporting data.
 - b. Program is based on local and state historic/current data.
 - c. Problem clearly identified for each priority area for which funds are being requested.
2. **CLEAR, MEASURABLE AND REALISTIC GOALS: 20 POINTS**
 Goals must be relevant to the Highway Safety goals as outlined in the top 5 priority areas.
 - a. Achievement of the previous year's program goals will be a major consideration under this rating component.
3. **COMPREHENSIVE PROBLEM SOLUTION PLAN: 20 POINTS**
 A project action plan must be developed and discussed in clear and specific terms. Programs that include the community, have both public information

and education elements and address several of the specified priority areas will be given major consideration when rating this component.

- a. The applicant must define:
 1. the systematic steps necessary to solve the identified problem.
 2. a time frame for conducting the activities involved in the action plan.
 3. solutions which correlate with the identified project goals as outlined in the proposal.

4. APPROPRIATENESS OF PLAN FOR MONTHLY MONITORING OF SUCCESS, INCLUDING GOALS AND TIMEFRAMES: 20 points

The project proposal must include timelines for administering and monitoring the program in terms of activities, goal-achievement, and fiscal expenditures.

- a. Past history in relationship to timely reporting, comprehensive evaluation component, funding allocations, and grant monitoring play a significant part in the overall rating of this component.

5. BUDGET PREPARATION - SELF-SUFFICIENCY/ MATCHING PLAN: 20 Points

Grantee must provide a project budget proposal which reflects a realistic and specific funding plan related to the identified problem.

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

SCORING SCALE (based on availability of funds)

Numerical Scores and Percentage Funded

Acceptable Levels

90 to 100= ***100% Funding***

80 to 89= ***90% Funding***

70 to 79= ***80% Funding***

60 to 69= ***70% Funding***

Marginal Levels

50 to 59 = ***50% Funding***

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

Unacceptable Level

0 to 39 = **NOT FUNDED**

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

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

All projects are monitored by the Office of Highway Safety on a regular basis to include on site monitoring in the FY 2006 grant year. Project directors are required to submit a monthly administrative report indicating project progress. If project goals are not being achieved, the Office of Highway Safety reserves the right to terminate the project or require changes to the project action plan.

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

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

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

State Certifications and Assurances

Failure to comply with applicable Federal statutes, regulations and directives 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.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 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
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

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

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

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

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the

primary data-related crash factors within the State as identified by the State highway safety planning process, including:

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

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

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D)); Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges); The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs); Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21); The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20; The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§

1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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

The State will provide a drug-free workplace by:

- a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b) Establishing a drug-free awareness program to inform employees about:
 - 1) The dangers of drug abuse in the workplace.
 - 2) The grantee's policy of maintaining a drug-free workplace.
 - 3) Any available drug counseling, rehabilitation, and employee assistance programs.
 - 4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c) 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).
- d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 - 1) Abide by the terms of the statement.
 - 2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.

- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
 - 1) Taking appropriate personnel action against such an employee, up to and including termination.
 - 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

Buy America Act

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

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

Political Activity (Hatch Act)

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

Certification Regarding Federal Lobbying

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.
4. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Restriction on State Lobbying

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

Certification Regarding Debarment and Suspension

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
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.

Environmental Impact

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year __2007__ highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

Governor's Representative for Highway Safety

Date

U.S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary
 2007-HSP-1
 For Approval

State: Delaware Page: 1
Report Date: 07/27/2006

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-2007-07-00-00	FY07 402 P & A	\$.00	\$48,500.00	\$.00	\$48,500.00	\$48,500.00	\$.00
	Planning and Administration Total		\$.00	\$48,500.00	\$.00	\$48,500.00	\$48,500.00	\$.00
Alcohol								
	AL-2007-07-00-00	FY07 402 Alcohol Program	\$.00	\$88,436.50	\$.00	\$353,746.00	\$353,746.00	\$189,816.00
	Alcohol Total		\$.00	\$88,436.50	\$.00	\$353,746.00	\$353,746.00	\$189,816.00
Occupant Protection								
	OP-2007-07-00-00	FY07 402 Occupant Protection	\$.00	\$90,206.25	\$.00	\$360,825.00	\$360,825.00	\$154,305.00
	Occupant Protection Total		\$.00	\$90,206.25	\$.00	\$360,825.00	\$360,825.00	\$154,305.00
Pedestrian/Bicycle Safety								
	PS-2007-07-00-00	FY07 402 Pedestrian & Bike Safety	\$.00	\$8,528.25	\$.00	\$34,113.00	\$34,113.00	\$26,102.00
	Pedestrian/Bicycle Safety Total		\$.00	\$8,528.25	\$.00	\$34,113.00	\$34,113.00	\$26,102.00
Police Traffic Services								
	PT-2007-07-00-00	FY07 402 PTS Aggressive Driving	\$.00	\$77,293.75	\$.00	\$509,775.00	\$509,775.00	\$298,280.00
	Police Traffic Services Total		\$.00	\$77,293.75	\$.00	\$509,775.00	\$509,775.00	\$298,280.00
Traffic Records								
	TR-2007-07-00-00	FY07 402 Traffic Records	\$.00	\$10,437.00	\$.00	\$41,748.00	\$41,748.00	\$10,103.00
	Traffic Records Total		\$.00	\$10,437.00	\$.00	\$41,748.00	\$41,748.00	\$10,103.00
Paid Advertising								
	PM-2007-07-00-00	FY07 402 Paid Media	\$.00	\$31,500.00	\$.00	\$126,000.00	\$126,000.00	\$126,000.00
	Paid Advertising Total		\$.00	\$31,500.00	\$.00	\$126,000.00	\$126,000.00	\$126,000.00
	NHTSA 402 Total		\$.00	\$354,901.75	\$.00	\$1,474,707.00	\$1,474,707.00	\$804,606.00

U.S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary
 2007-HSP-1
 For Approval

State: Delaware Page: 2
Report Date: 07/27/2006

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
405 Occupant Protection								
	32-2007-05-00-00	Carry Over FY05 405 Occupant Protection	\$.00	\$54,000.00	\$.00	\$18,000.00	\$18,000.00	\$18,000.00
	405 Occupant Protection Total		\$.00	\$54,000.00	\$.00	\$18,000.00	\$18,000.00	\$18,000.00
405 OP SAFETEA-LU								
	K2-2007-06-00-00	Carry Over FY06 405 OP Incentive	\$.00	\$27,000.00	\$.00	\$27,000.00	\$27,000.00	\$27,000.00
	405 Occupant Protection Total		\$.00	\$27,000.00	\$.00	\$27,000.00	\$27,000.00	\$27,000.00
405 Paid Media								
	K2PM-2007-06-00-00	Carry Over FY06 405 PM OP	\$.00	\$75,000.00	\$.00	\$75,000.00	\$75,000.00	\$75,000.00
	405 Paid Media Total		\$.00	\$75,000.00	\$.00	\$75,000.00	\$75,000.00	\$75,000.00
	405 OP SAFETEA-LU Total		\$.00	\$102,000.00	\$.00	\$102,000.00	\$102,000.00	\$102,000.00
406 Safety Belts								
	K4PM-2007-06-00-00	Carry Over FY06 406 Paid Media	\$.00	\$.00	\$.00	\$545,000.00	\$545,000.00	\$545,000.00
	406 Safety Belts Paid Media Total		\$.00	\$.00	\$.00	\$545,000.00	\$545,000.00	\$545,000.00
	406 Safety Belts Total		\$.00	\$.00	\$.00	\$545,000.00	\$545,000.00	\$545,000.00
NHTSA 406								
	K4OP-2007-06-00-00	Carry Over FY06 406 Occupant Protection	\$.00	\$.00	\$.00	\$180,000.00	\$180,000.00	\$180,000.00
	406 Occupant Protection Total		\$.00	\$.00	\$.00	\$180,000.00	\$180,000.00	\$180,000.00
406 Police Traffic Services								
	K4PT-2007-06-00-00	Carry Over FY06 406 PTS Aggressive Drivi	\$.00	\$.00	\$.00	\$550,000.00	\$550,000.00	\$550,000.00
	406 Police Traffic Services Total		\$.00	\$.00	\$.00	\$550,000.00	\$550,000.00	\$550,000.00
406 Traffic Records								
	K4TR-2007-06-00-00	Carry Over FY06 406 Traffic Records	\$.00	\$.00	\$.00	\$900,000.00	\$900,000.00	\$900,000.00
	406 Traffic Records Total		\$.00	\$.00	\$.00	\$900,000.00	\$900,000.00	\$900,000.00
406 Driver Licensing								
	K4DL-2007-06-00-00	Carry Over FY06 406 Alcohol	\$.00	\$.00	\$.00	\$60,000.00	\$60,000.00	\$60,000.00

U.S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary
 2007-HSP-1
 For Approval

State: Delaware Page: 3
Report Date: 07/27/2006

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
406 Driver Licensing Total			\$.00	\$.00	\$.00	\$ 60,000.00	\$ 60,000.00	\$ 60,000.00
NHTSA 406 Total			\$.00	\$.00	\$.00	\$ 1,690,000.00	\$ 1,690,000.00	\$ 1,690,000.00
New 410 Alcohol								
	J8-2007-05-00-00	Carry Over FY05 410 Alcohol Incentive	\$.00	\$ 636,531.00	\$.00	\$ 212,177.00	\$ 212,177.00	\$ 212,177.00
New 410 Alcohol Total			\$.00	\$ 636,531.00	\$.00	\$ 212,177.00	\$ 212,177.00	\$ 212,177.00
154 Transfer Funds								
	154AL-2007-03-00-00	Carry Over FY03 154AL Transfer Funds	\$.00	\$.00	\$.00	\$ 39,000.00	\$ 39,000.00	\$ 39,000.00
	154AL-2007-04-00-00	Carry Over FY04 154AL Transfer Funds	\$.00	\$.00	\$.00	\$ 231,000.00	\$ 231,000.00	\$ 231,000.00
	154AL-2007-05-00-00	Carry Over FY05 154AL Transfer Funds	\$.00	\$.00	\$.00	\$ 549,000.00	\$ 549,000.00	\$ 549,000.00
	154AL-2007-06-00-00	Carry Over FY06 154AL Transfer Funds	\$.00	\$.00	\$.00	\$ 777,588.00	\$ 777,588.00	\$ 777,588.00
154 Alcohol Total			\$.00	\$.00	\$.00	\$ 1,596,588.00	\$ 1,596,588.00	\$ 1,596,588.00
154 Paid Media								
	154PM-2007-04-00-00	Carry Over FY04 154PM Transfer Funds	\$.00	\$.00	\$.00	\$ 30,000.00	\$ 30,000.00	\$ 30,000.00
	154PM-2007-05-00-00	Carry Over FY05 154PM Transfer Funds	\$.00	\$.00	\$.00	\$ 186,000.00	\$ 186,000.00	\$ 186,000.00
154 Paid Media Total			\$.00	\$.00	\$.00	\$ 216,000.00	\$ 216,000.00	\$ 216,000.00
154 Hazard Elimination								
	154HE-2007-03-00-00	Carry Over FY03 154HE Transfer Funds	\$.00	\$.00	\$.00	\$ 194,000.00	\$ 194,000.00	\$ 194,000.00
	154HE-2007-04-00-00	Carry Over FY04 154HE Transfer Funds	\$.00	\$.00	\$.00	\$ 645,000.00	\$ 645,000.00	\$ 645,000.00
	154HE-2007-05-00-00	Carry Over FY05 154HE Transfer Funds	\$.00	\$.00	\$.00	\$ 1,496,399.00	\$ 1,496,399.00	\$ 1,496,399.00
154 Hazard Elimination Total			\$.00	\$.00	\$.00	\$ 2,335,399.00	\$ 2,335,399.00	\$ 2,335,399.00
154 Transfer Funds Total			\$.00	\$.00	\$.00	\$ 4,147,987.00	\$ 4,147,987.00	\$ 4,147,987.00
164 Transfer Funds								
	164HE-2007-06-00-00	Carry Over FY06 154HE Transfer Funds	\$.00	\$.00	\$.00	\$ 1,444,093.00	\$ 1,444,093.00	\$ 1,444,093.00
164 Hazard Elimination Total			\$.00	\$.00	\$.00	\$ 1,444,093.00	\$ 1,444,093.00	\$ 1,444,093.00

U.S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary
 2007-HSP-1
 For Approval

State: Delaware Page: 4
 Report Date: 07/27/2006

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
<i>164 Transfer Funds</i>			<i>\$.00</i>	<i>\$.00</i>	<i>\$.00</i>	<i>\$ 1,444,093.00</i>	<i>\$ 1,444,093.00</i>	<i>\$ 1,444,093.00</i>
<i>Total</i>								
<i>NHTSA Total</i>			<i>\$.00</i>	<i>\$ 1,147,432.75</i>	<i>\$.00</i>	<i>\$ 9,633,964.00</i>	<i>\$ 9,633,964.00</i>	<i>\$ 8,963,863.00</i>
<i>Total</i>			<i>\$.00</i>	<i>\$ 1,147,432.75</i>	<i>\$.00</i>	<i>\$ 9,633,964.00</i>	<i>\$ 9,633,964.00</i>	<i>\$ 8,963,863.00</i>

SUMMARY OF COUNTERMEASURE PROGRAMS AND TOTAL OBLIGATIONS

PERCENTAGE OF FY 2006 and 2007 FUNDS BY PROJECT AREA

	2006	2007
PLANNING & ADMINISTRATION	6%	5%
OCCUPANT PROTECTION	30%	39%
IMPAIRED DRIVING	32%	32%
AGGRESSIVE DRIVING	22%	14%
TRAFFIC RECORDS	5%	4%
PEDESTRIAN SAFETY	4%	5%

**Percentages are rounded.

The proposed Countermeasure Programs for FY 2006 total an obligation of \$1,274,107.

The obligation is broken down as follows:

FY 2007 402 \$1,073,507
 FY 2006 402 C/O \$200,600

