



DELAWARE OFFICE OF HIGHWAY SAFETY

FY 2018 HIGHWAY SAFETY PLAN

John Carney
Governor
State of Delaware

Robert M. Coupe
Secretary
Dept. of Safety and
Homeland Security

Jana Simpler
Director
Office of Highway Safety

www.ohs.delaware.gov

twitter.com/dehighwaysafe

www.facebook.com/arrivealivede

TABLE OF CONTENTS

OVERVIEW OF THE OFFICE OF HIGHWAY SAFETY & DELAWARE	3
HIGHWAY SAFETY PLANNING PROCESS	4
PROGRESS REPORT OF CORE OUTCOME & PERFORMANCE MEASURES	13
FY 2018 TARGETS	14
PERFORMANCE PLAN AND HIGHWAY SAFETY PLAN OCCUPANT PROTECTION	17
IMPAIRED DRIVING	34
SPEED MANAGEMENT	51
TRAFFIC RECORDS	54
MOTORCYCLE SAFETY	59
DISTRACTED DRIVING/CELL PHONE USE	64
PEDESTRIAN SAFETY	68
ADDITIONAL FUNDING INITIATIVES	
COMPREHENSIVE TRAFFIC SAFETY PROGRAM	72
POLICE TRAFFIC SERVICES	75
PLANNING & ADMINISTRATION	78
STATE CERTIFICATIONS AND ASSURANCES	81
FY 2018 FUNDING SUMMARY	93

DELAWARE OFFICE OF HIGHWAY SAFETY OVERVIEW

MISSION STATEMENT

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

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

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

By focusing our efforts on the state's identified highway safety priority areas, developing statewide partnerships, and increasing the public's awareness of safe driving habits, the Office of Highway Safety, is striving to make Delaware's roadways the safest in the country. Programming resources are directed to the following identified highway safety priority areas: Impaired Driving, Occupant Protection, Pedestrian Safety, Speeding, Distracted Driving, Motorcycle Safety, and Traffic Records. The primary functions of the Office of Highway Safety include:

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

HIGHWAY SAFETY PLANNING PROCESS

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

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

The FY 2018 Grant Advisory Committee (GAC) included the following members:

<u>Agency</u>	<u>Representative</u>
Office of Highway Safety	Jana Simpler
National Highway Traffic Safety Administration	Rod Chu
Federal Highway Administration	Patrick Kennedy
New Castle County Police Department	Sgt Fritz Feldmann
Department of Transportation	Adam Weiser
Department of Justice	Danielle Brennan
Delaware State Police	Lt. Tracy Condon

The FY 2018 planning process followed the timeline below:

- February 2017—Collect FY 2018 priorities from our GAC members
- March – April 2017—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.
- May 2017—Annual GAC meeting to review selected projects and approve the draft highway safety plan.
- May – June 2017—Prepare the Highway Safety Plan for NHTSA
- July 1, 2017—Submit the Highway Safety Plan to NHTSA
- October 1, 2017—FY 2018 grant year begins

METHODS FOR PROJECT SELECTION

As part of the preparation of the Highway Safety Plan, OHS develops a comprehensive enforcement plan for the fiscal year. This plan includes mobilization initiatives funded with Section 402 monies as well as incentive

grant monies. Identified law enforcement agencies are notified approximately one month prior to the start of each mobilization. They must sign a project agreement form, as well as certifications and assurances. A list of enforcement projects are outlined in the program areas that they support.

To implement each of the mobilizations, Delaware's Law Enforcement Liaison (LEL) will draft a project agreement for each of the approved police agencies. The agreement contains the following:

1. Name of mobilization
2. Agency receiving funds and their DUNS number
3. Project number
4. Funds provided for the enforcement, including amount, the FAIN number, Grant, and CFDA number
5. Dates and times of expected activities
6. Expected length of each activity
7. Data related to the problem ID and OHS performance measure and Target
8. Acceptable locations, based on data-driven problem analysis
9. Number of patrols, checkpoints, etc. assigned for each specific mobilization
10. Rules and regulations for working OHS-funded enforcement including certs and assurances
11. Due dates for returning signed agreements, as well as reporting and requests for reimbursements
12. Indirect cost rate, if the award is R&D and an indication that a risk assessment has been completed

Once the agency agrees to participate, signs the project agreement, and returns it to the LEL, the agency is officially included in the enforcement effort.

Once the enforcement is completed, the agencies return their statistical forms and reimbursement vouchers to the LEL, who reviews them for compliance with the signed project agreements. The LEL also reviews the hourly enforcement rates and ensures the total amount of the requested reimbursement is accurate. It is also compared to the amount originally allocated in the project agreement. Once reviewed and approved, the reimbursements are provided to the program manager, for a second review and to provide appropriate coding to ensure the project is funded from the correct CFDA number.

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

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

Once proposals are received by OHS, a review committee of the management staff convenes to review the proposal. When additional staff input is required, the Data Analyst or other relevant OHS staff, may also attend these meetings. Proposals will be reviewed at least monthly, but may be reviewed more frequently depending on the number received in a given period. The management team will review the proposal, ensuring the proposal includes the necessary components outlined above, and ensuring funding is available. In addition, projects will be reviewed to determine their overall traffic safety impact. Strategies with a limited impact, or those that cannot make an impact on identified performance targets, will not be considered for

funding. If the project is deemed worthy of funding, the team will identify the most appropriate funding source.

OHS will conduct a risk assessment of the potential awardee. If the risk assessment is acceptable, and the project is data-driven and falls within one of Delaware's priority program areas, the project can be approved. Unanimous approval is required by the management team. Agencies will be notified within five business days of the proposal review meeting.

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

All OHS grants are reimbursable in nature, meaning that the agency must first spend the funds and then request reimbursement from OHS. In order to be reimbursed for funds spent as part of the grant, grantees must submit a reimbursement voucher. This form indicates the amount of federal funding spent each month. Backup documentation must be attached to the reimbursement voucher. This documentation includes receipts, timesheets, etc. In addition, in order to be reimbursed monthly, the reimbursement voucher must accompany the monthly administrative report.

PROBLEM IDENTIFICATION PROCESS AND DATA SOURCES COUNSULTED

Delaware's Office of Highway Safety conducts an extensive problem identification process each year to determine the most effective and efficient plan for the use of federal highway safety funds. The process starts with the Grant Advisory Committee (GAC). OHS collects information from each partner agency detailing the priority issues they anticipate dealing with in the coming fiscal year. In house data analysis is also conducted. Additional data sources consulted include Delaware Department of Transportation Crash Analysis and Reporting System (CARS), Delaware Criminal Justice Information System (DELJIS) including E-Crash and E-ticket, FARS, Delaware State Police, Division of Motor Vehicle, Survey data, Focus Group data and various research data. This information is then used as follows:

1. Identify the data elements
2. Identify the data sources
3. Identify the data display options
4. Analyze and interpret the data
5. Establish decision rules
6. Review the data and analyze further
7. Coordinate efforts with the SHSP
8. Develop a timeline for completion of HSP process
9. Identify top priority areas based on problem identification results, and review who, what, when, where, and why – FY 2018 the top priorities in Delaware are:
 - a. Impaired driving
 - b. Occupant protection
 - c. Pedestrian safety
 - d. Speeding
 - e. Distracted driving
 - f. Motorcycle safety

- g. Traffic records
- 10. Develop annual targets for each priority area
- 11. Develop comprehensive enforcement plan based on problem identification

The problem identification process is the key to identifying law enforcement agencies to participate in enforcement efforts. Further, it enables OHS to identify the target violations, as well as which days of the week, which times of the day and which months of the year the enforcement should be implemented. Beyond that, enforcement efforts are then directed to the most appropriate locations within each jurisdiction. OHS also uses the problem identification process to develop paid media concepts and determine the timing and placement of paid media campaigns to coincide with enforcement. The problem identification process ensures that the highway safety program addresses specific crash problems, provides the appropriate criteria for the designation of priorities, and creates benchmarks for administration and evaluation of the overall highway safety plan.

The OHS and GAC utilize the NHTSA problem identification process and guidelines outlined in the NHTSA Program Management Training manual. Our problem identification process for FY 2018 included:

- Identify the data elements – The OHS staff and the GAC began the analysis process by identifying the crash data elements to determine if a statewide or localized problem existed. We compiled that list, determined which pieces of information we had access to, which year’s data we had access to, and prepared our specific data requests for the appropriate data manager. Some sample data elements included teen drivers, commercial vehicle crashes, seat belt use crashes, ages of pedestrian fatalities, types of roadways, primary contributing circumstances, alcohol-related fatalities, and high crash locations. The list of data elements reviewed was extensive and focused on location and demographic data to determine which roadways to focus on and to determine the profile of our most risky drivers.
- Identify the data sources – Once the OHS staff and the GAC determined the data elements to focus on, the appropriate data sources from which to compile the information are determined. These included the Delaware State Police (DSP) Traffic Section (statewide crash data repository); Delaware FARS data; the Emergency Medical Services Data Information Network (Patient Care Reports); the Delaware Department of Transportation (DelDOT); Annual Observational Seat Belt Use Surveys; Delaware’s 2010 Traffic Records Assessment; crash report demographic data; DUI Tracking System data; child restraint misuse data; the Division of Motor Vehicle registration and licensed driver data; DelJIS citation data; the 2011 Impaired Driving Assessment Report; and DelDOT Highway Safety Improvement Plan data. The Office of Highway Safety also coordinates data analysis in conjunction with DelDOT’s preparation of the Strategic Highway Safety Plan (SHSP). Although not used by OHS, DSP recently created the mapping system OMEGA, allowing them to easily find locations for enforcements for the many different priority areas.
- Identify data display options – In addition to utilizing the paper and electronic reports prepared by the above data sources, the Office of Highway Safety relied heavily on the mapping capabilities provided by DelDOT’s GIS based crash analysis and mapping system, CARS (Crash Analysis Reporting System). All the identified priority area crashes were mapped to determine if there were any clustering or location consistencies for various types of crashes, including unrestrained fatalities, low seat belt use areas, aggressive driving-related fatal and injury crashes, impaired driving fatal and injury crashes, pedestrian fatal crashes, and motorcycle fatal crashes. All maps compared three to five years of crash data as well.

- Analyze and interpret the data – Since 2011, CARS has allowed for more comprehensive location analysis within the Office of Highway Safety than was previously available. In addition, in 2015 the Office of Highway Safety unveiled the enhanced DUI Tracking System to better track DUI offenders from arrest through treatment to re-licensure. The DUI Tracking System and the CARS crash analysis software are the only in-house traffic records querying systems housed at the Office of Highway Safety, but OHS has extensive partnerships with numerous highway safety partners that provide data and analysis that is very important to our problem identification process. Additionally, OHS identifies the target audience based on analysis of the data using the following questions:
 - Who is involved in crashes more than would be expected given their proportion of the driving population?
 - What types of crashes are taking place?
 - Where are the crashes taking place in numbers greater than would be expected given the amount of travel in those locations?
 - When are the crashes taking place? Time of day? Day of week? Month?
 - What are the major contributing factors to the crashes?
- Establish decision rules – From the information gathered, the state’s top highway safety problems were identified. As previously indicated, the FY 2018 priority areas were established and ranked:
 - Impaired Driving (Alcohol and Drugs)
 - Occupant Protection
 - Pedestrian Safety
 - Speeding
 - Distracted Driving
 - Motorcycle Safety
 - Traffic Records

Based on data driven problem identification, staff selected the project and partners to participate in initiatives outlined in this FY 2018 Highway Safety Plan. OHS provides the identified agencies with specific program initiatives and goals to achieve based on their participation in the Highway Safety Plan. The problem identification process is imperative to establishing an effective Highway Safety Plan and the appropriate distribution of federal funds.

- Review the data and analyze further – OHS conducts additional analysis to review data in greater detail to further ensure that programming initiatives that are selected specifically target the identified problems, for example:
 - Day of the week/month
 - Time of day
 - Age and sex by type of crash
 - Actions taken by drivers/pedestrians/bicyclists during a crash
 - High crash locations with an emphasis on fatality clusters

It should also be understood that the characteristics of crashes that are reviewed will differ depending on which program area is being addressed. For example, the ambient and street lighting may be considered a top factor in a pedestrian crash, but is not as important in other types of crashes. Following extensive review and analysis of the data, the Office developed targets for each of the identified priority areas. We took into account crash, fatality and injury trends, evaluation of programming initiatives, goal achievement in the previous year, and

pending legislation. Each of the established targets is specific, measurable, action oriented, reasonable, time framed and related to the identified problem.

To address emerging trends or unusual spikes in fatality crashes within a priority area, OHS conducts on-going analysis and monitors the effectiveness of enforcement activities to make ongoing adjustments as warranted by data. This can lead to adjustment of projects, adjustments to countermeasure strategies, or addition of projects, as indicated by the data and/or additional information from our partners.

PROBLEM IDENTIFICATION PROCESS STRENGTHS

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

Some of these strengths include the experience of the staff members involved in the process. Staff used their experience and knowledge to assist with determining the direction when analyzing data, selecting priority areas and setting appropriate goals. The full-time data analyst has proven to be a tremendous asset. Additionally, the willingness of our highway safety partners to provide data upon request, the availability of the NHTSA Region 3 staff in assisting the Office with the task, and the participation of our Grant Advisory Committee were tremendously helpful and contributed greatly to the success of the overall problem identification process. FY 2018 represents the fifth year that the Office of Highway Safety staff is able to utilize CARS to obtain GIS based location data to accurately identify crash locations and thus law enforcement agencies that can assist OHS in achieving our goals. Having an electronic crash reporting system has provides CARS with daily updates, allowing OHS to make any needed adjustments to education and enforcement efforts.

The Office of Highway Safety data review process allows us to thoroughly review current data related to all areas of highway safety. As recommended by the FAST act, OHS reviewed data related to unsecured loads on non-commercial vehicles. The Office of Highway Safety determined that in the past 5 years, Delaware has had three fatalities possibly related to unsecured load, and 156 crashes resulting in an injury due to unsecured loads. OHS has determined that we have a minimal traffic safety issue in our state related to unsecured loads on non-commercial vehicles, but will include reminders to law enforcement in the coming year to be on the lookout for unsecured loads that may lead to injury on DE roadways.

In accordance with the requirements of the FAST act, OHS will conduct an automated traffic safety enforcement survey. OHS will conduct this survey in-house and does not plan to use grant funds for this project.

IMPLEMENTATION AND COUNTERMEASURES

Program managers will review each assigned priority area and research appropriate enforcement efforts and countermeasures that have proven effective in years past. These guides include, but are not limited to the following:

1. Countermeasures That Work, NHTSA 2015, Version 8
2. Highway Safety Program Guidelines, NHTSA State Highway Safety Programs
3. Best Practices as shared by other states through NHTSA or GHSA publications
4. Feedback from NHTSA Management Reviews

5. Feedback from NHTSA Program Assessments
6. Information shared on NHTSA, GHSA, and other websites
7. Feedback from partners – their successes or failures with specific countermeasures

Performance targets for each of Delaware’s priority areas can be found on page 14.

Summary of enforcement techniques and activities include the following in FY 2018:

1. Sobriety checkpoints – conducted statewide throughout the year on selected dates identified by OHS. Multiple checkpoints are conducted on one date throughout the state.
2. Directed roving patrols – one officer in one vehicle, patrolling assigned roadways (as identified by data)
3. Directed saturation patrols – three or four officers in separate vehicles, patrolling the same assigned area (as identified by data), in tandem
4. Team enforcement – includes patrols with two officers in one vehicle, working together and the use of spotters
5. Border to border enforcement – jurisdictions bordering one another working the same type of enforcement on the same day and during the same time frames
6. Foot patrols – especially to reach pedestrian and cyclists, allows officers to provide educational information
7. Combined enforcement – specifically, combining speeding and seat belt efforts

Following the model outlined in Countermeasures That Work, OHS pairs every enforcement activity period with a paid and/or earned media effort as well. The communication plan is developed in concert with our contracted public relations firm. The plan is developed by priority area, and implementation of billboard advertisements, radio ads, television ads, print ads, and various forms of electronic media are scheduled to coincide with each wave of enforcement. Beyond that, OHS issues press releases, conducts press events, and hosts special media opportunities, such as ride-alongs as appropriate.

OHS utilizes evidence-based traffic safety enforcement programs (TSEP) to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. Projects associated with a TSEP are identified in the HSP and include an analysis of crashes, crash fatalities, and injuries in areas of highest risk for each program area. An explanation of the deployment of resources based on this analysis is included in the project description. OHS will monitor the effectiveness of enforcement activities by reviewing enforcement results from the grant funded activities and conduct ongoing data analysis of crashes in each program area. OHS will make ongoing adjustments as warranted by data and update the countermeasure strategies and projects in the HSP as applicable.

It should be noted that the original problem identification is completed up to one and one-half years prior to implementation of enforcement mobilizations. As a result, OHS will conduct a current data review prior to the start of a mobilization and will make appropriate changes based on the newer data analysis and continuous monitoring of enforcement projects.

MONITORING, FOLLOW UP AND ADJUSTMENTS

All projects are monitored by the Office of Highway Safety on a regular basis to include on-site monitoring in the FY 2018 grant year. All award recipients will submit reports and reimbursement requests as follows: monthly, quarterly, or one-time (such as funding for a training event). Further, telephone and email

monitoring will also be conducted on a continuous basis and projects will be adjusted accordingly based on the results of the monitoring. In addition, 50% of all non-law enforcement projects will be subject to on-site monitoring. Agency selection is random. Law enforcement agencies receiving funds via the mobilization process will also be subject to on-site monitoring if they meet the following criteria: they participated in more than five mobilizations during the fiscal year and were allocated more than \$5,000 for those mobilizations.

When statistical forms are received by the LEL, any exceptional enforcement activities, distinct arrests, or lack of appropriate activity will be addressed with the individual police agency, typically in the form of an email. The following may result in the disapproval of requests for reimbursement:

1. Failure to work within the required time frames
2. Failure to work on the appropriate date, as required
3. Failure to work in the specified location
4. Excessive time spent during the enforcement period conducting non-OHS activities (i.e. assisting with traffic control during a parade through town), or handling complaints during directed patrols
5. Multiple patrols worked by the same officer with little or no results – the LEL may notify the agency that specific officers are ineligible to work OHS-funded enforcement
6. Historical failure to assign all patrols; unspent funds – the LEL will follow up with telephone monitoring to determine the cause and to notify the agency that funding may be cut for future mobilizations
7. Forms are not signed or are illegible – agencies will be given the opportunity to correct these errors

Any ongoing issues, suspected fraud, or other concerns may warrant an on-site monitoring visit. On-site monitoring includes the review of the agency's project file, agency time sheets, agency payroll documents, sign-up sheets, documentation of appropriate training, copies of any related press releases, assorted OHS-funded equipment (in good working order and clearly marked with an OHS tag), and any policy or regulation documents related to the enforcement project. To monitor potential fraudulent law enforcement activities, OHS provides the Delaware Justice Information System (DELJIS) staff with randomly selected information from randomly selected mobilizations. This includes officers from participating agencies, citations listed on their activity sheets, and the dates of these citations. This is done quarterly. DELJIS staff reviews the information and verifies that each citation listed by the officer is legitimate. To date, no fraud has been identified.

DESCRIPTION AND ANALYSIS OF STATE'S OVERALL HIGHWAY SAFETY PROBLEMS

Delaware is the second smallest state in the nation in terms of land mass, Delaware ranks 49th in the nation with a total area of 1,982 square miles. The State is divided into three counties, as follows: New Castle County with 438 square miles, Kent County with 594 square miles, and Sussex County with 950 square miles. Delaware is 96 miles long and varies from 9 to 35 miles in width. There are 401.0 persons per square mile and DelDOT maintains 89% of the 13,562 lane miles of roads in Delaware.

The US Census Bureau reports that the 2014 population estimate was 934,471. Total population, as of the July 1, 2016, shows Delaware's population to be 952,065 people. Of the three counties, Sussex County saw the largest percentage of population growth. Females slightly edge out males, 52% to 48%. Lastly, based on Delaware Population Consortium's population projection, 70% of the population is white, 22% are African-American, and 8% are either Asian, Hispanic or Latino origin.

Motor Vehicle Data

Year	Licensed Drivers	Licensed Commercial Drivers	Registered Motor Vehicles	Motor Vehicle Mileage in Millions
2003	591,713	29,225	778,016	9,010
2004	604,124	30,138	803,942	9,263
2005	614,417	30,902	824,357	9,486
2006	620,433	31,829	841,620	9,407
2007	627,096	32,329	854,604	9,453
2008	634,358	36,628	850,138	8,959
2009	639,352	33,181	823,590	9,041
2010	648,125	33,468	819,898	8,948
2011	653,141	33,496	825,184	8,859
2012	658,395	34,895	831,496	9,147
2013	667,665	33,132	848,026	9,267
2014	674,869	29,821	867,438	9,450
2015	684,731	unk	892,508	9,761
2016	697,077	30,241	909,609	10,151

*Source – Delaware Division of Motor Vehicles

Delaware crash data identified a total of 26,453 reportable traffic crashes in 2016. Of those, there were 117 fatal crashes and 5,559 personal injury crashes. This resulted in 120 fatalities and 8,527 persons injured. For each person killed, there were 71 injured. One out of every 21 licensed drivers in Delaware was a driver in a traffic crash.

In 2016, there were 27 pedestrian fatalities. For each pedestrian killed, there were 12 injured. There were 2 bicycle fatalities. Of the 76 vehicle occupants killed, 42 occupants (55%) were using occupant restraints. Impaired driving contributed to 54 of the crashes (45%). Speed was a contributing factor in 45 of the fatal crashes (38%). Of vehicle occupants killed, 58 were operators and 18 were passengers. Of motorcyclists killed, 13 were operators and 1 was a passenger.

45% of fatal crashes occurred in New Castle County. Sussex County followed with 29% of the fatal crashes. Kent County had 26% of the fatal crashes.

Saturday had the largest number of fatal crashes. Friday had the largest number of overall crashes. Monday had the least amount of fatal and overall crashes. The weekends trend highest for fatal crashes.

Overall fatal crashes were highest from 4 pm – 8 pm (32 crashes) and 8 pm – midnight (28 crashes) in 2016. 17 crashes occurred from Midnight – 4 am.

Male drivers accounted for 73% of the fatal crashes in 2016. Females were responsible for 27% of the fatal crashes. Drivers aged 16 – 34 were the most represented in fatal crashes.

Additional data analysis and problems are discussed at the beginning of each program area.

PROGRESS REPORT OF CORE OUTCOME & PERFORMANCE MEASURES

CORE OUTCOME BEHAVIORAL MEASURES Progress Report Through 2015		2010	2011	2012	2013	2014	2015 Target	2015 Actual
1	Traffic Fatalities	101	99	114	99	124	95	126
	5 year moving average	121	111	110	106	107		112
2	Serious Traffic Injuries	722	633	608	628	625	565	567
	5 year moving average	708.6	680.8	657	640	643.2		612.2
3	Mileage Death Rate	1.13	1.10	1.24	1.06	1.29	1.06	1.27
	5 year moving average	1.31	1.22	1.22	1.16	1.17		1.19
3a	Rural Mileage Death Rate	2.34	2.00	1.92	1.67	2.23	1.96	2.20
	5 year moving average	2.62	2.41	2.28	2.07	2.02		2.00
3b	Urban Mileage Death Rate	0.58	0.67	0.92	0.77	0.89	0.6	0.87
	5 year moving average	0.75	0.69	0.74	0.74	0.77		0.82
4	Unrestrained Passenger Vehicle Occupant Fatalities	21	33	25	23	25	22	30
	5 year moving average	35	32	30	28	25		27
5	Alcohol Impaired Driving Related Fatalities	37	41	35	38	52	31	41
	5 year moving average	43	43	40	39	41		41
6	Speed Related Fatalities	42	34	46	37	45	38	34
	5 year moving average	40	40	40	41	41		39
7	Motorcycle Fatalities	8	19	17	20	15	13	19
	5 year moving average	13	15	15	16	16		18
8	Unhelmeted Motorcyclist Fatalities	5	14	4	7	7	6	6
	5 year moving average	8	9	8	8	7		8
9	Drivers Age 20 or Younger Involved in Fatal Crashes	15	13	15	12	12	10	20
	5 year moving average	19	17	16	16	13		14
10	Pedestrian Fatalities	22	18	27	25	26	18	35
	5 year moving average	20	18	21	21	24		26
11	Seat Belt Use Rate	91%	90%	87%	92%	90%	93%	90%
	5 year moving average	90%	89%	89%	90%	90%		90%
12	Distracted Driving Related Crashes		143	138	146	168	145	150
	3 year moving average (data not available for 5-year trend)			172	143	151		154.67
13	Bicycle Fatalities	0	4	1	3	3	≤2	3
	5 year moving average	4	3	4	3	2		2

Sources:

Delaware State Police

Fatality Analysis Reporting System (FARS):

http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/10_DE/2014/10_DE_2014.htm

FY 2018 TARGETS

CORE OUTCOME BEHAVIORAL MEASURES Targets for FY18		2012	2013	2014	2015	2016 ¹	2018 5 Year Average (Primary Goal)	2018 Calendar Year ²
1	Traffic Fatalities	114	99	124	126	120		115.5
	5 year moving average	110	106	107	112	117	120.2	
2	Serious Traffic Injuries	608	628	625	615	565		559.5
	5 year moving average	657	640	643.2	612.2	602	578.6	
3	Mileage Death Rate	1.24	1.06	1.29	1.27	<i>1.11</i>		1.140
	5 year moving average	1.31	1.22	1.22	1.16	1.19	1.208	
3a	Rural Mileage Death Rate	1.92	1.67	2.23	2.2	<i>2.17</i>		1.93
	5 year moving average	2.28	2.07	2.02	2.00	2.04	2.12	
3b	Urban Mileage Death Rate	0.92	0.77	0.89	0.87	<i>0.717</i>		0.602
	5 year moving average	0.74	0.74	0.77	0.82	0.83	0.747	
4	Unrestrained Passenger Vehicle Occupant Fatalities	25	23	25	30	30		26
	5 year moving average	30	28	25	27	27	28	
5	Alcohol Impaired Driving Related Fatalities	35	38	52	41	43		39
	5 year moving average	40	39	41	41	42	43	
6	Speed Related Fatalities	46	37	45	34	37		33
	5 year moving average	40	41	41	39	40	37	
7	Motorcycle Fatalities	17	20	15	19	15		13
	5 year moving average	15	16	16	18	17	15	
8	Unhelmeted Motorcyclist Fatalities	4	7	7	6	4		4
	5 year moving average	8	8	7	8	6	5	
9	Drivers Age 20 or Younger Involved in Fatal Crashes	15	12	12	20	13		13
	5 year moving average	16	16	13	14	14	14	
10	Pedestrian Fatalities	27	25	26	35	27		23
	5 year moving average	21	21	24	26	28	27	
11	Seat Belt Use Rate	88%	92%	92%	90%	90%		91%
	5 year moving average	90%	90%	91%	90%	90%	91%	
12	Distracted Driving Related Crashes	140	147	166	150	212		193
	5 year moving average				150	163	184	
13	Bicycle Fatalities	4	1	3	3	2		2
	5 year moving average	4	3	2	2	3	2	

¹ Italicized number indicates that this value is an estimate and is not final.

² 2018 Calendar Year is the estimated number needed to achieve the 5 year average goal

14. Traffic Records – Short-term performance goals:

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

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

JUSTIFICATION OF TARGET SETTING FOR FY18 AND COORDINATION WITH SHSP & HSIP

In compliance with FHWA requirements for establishing performance measures, OHS and DelDOT collaborated on the first three target measures of the *Highway Safety Plan* to match DelDOT's *Highway Safety Improvement Plan*. During 2015, DelDOT, OHS, and other safety partners throughout the state worked to develop the *2015 Delaware Strategic Highway Safety Plan: Toward Zero Deaths*, which provides a framework to reduce fatalities and serious injuries resulting from crashes on Delaware's roadways. [The overall goal of the SHSP (includes annual target reductions for fatalities and serious injuries.) DelDOT and OHS performed extensive data and trendline analyses to identify potential methodologies for establishing Delaware's 2018 targets. DelDOT and OHS met with FHWA and NHTSA representatives in April 2017 to review the data and potential methodologies for establishing targets.

In order to maintain consistency with the 2015 SHSP, DelDOT and OHS agreed to use the annual targets included in Delaware's 2015 SHSP as the basis for developing Delaware's 2018 five-year rolling average targets for each safety performance measure. Consistent methodologies were applied to establish the target values for the rate of fatalities, serious injuries, and fatality rate. The 2014 through 2018 values were then averaged to calculate the 2018 rolling average target values. OHS then utilized this methodology using specific program targets within the SHSP to create goals for the remaining priority areas that did not need to match with DelDOT.

OHS used program area problem identification data, including fatality, serious injury, enforcement, judicial and survey data to establish performance targets and countermeasure strategies. Based on these performance targets and proven countermeasure strategies, OHS identified projects and allocated funds accordingly. Additional data analysis and problems are discussed at the beginning of each program area.

ADJUSTMENT OF HIGHWAY SAFETY PLAN TO BETTER MEET PERFORMANCE TARGETS

In an effort to better meet performance targets, OHS placed an increased emphasis on linkage between problem identification, target setting, countermeasure selections, project selections and funding allocations. In addition, OHS is adjusting its FY2018 Highway Safety Plan to include a more robust Social Media plan as part of the Paid Media efforts. OHS plans to be even more strategic in the placement of paid media. By ensuring all media, including digital, is placed in such a way to better impact target groups. In addition, OHS

is working with our law enforcement contacts to ensure that grant funded enforcement is more targeted so that the emphasis on enforcement during mobilizations is more focused on target violations. OHS continues to solicit new partners and is enhancing our Corporate Partner list. OHS is working to continue to elevate Highway Safety priorities within the State of Delaware. Continuous monitoring of all OHS projects will allow for adjustments as needed to better meet performance targets. We expect a reduction in our overall fatalities based on the implementation of countermeasure strategies and projects identified through data analysis.

GRANT FUNDED ENFORCEMENT ACTIVITY

The Office of Highway Safety funded several enforcement initiatives in previous grant years. OHS plans to continue funding enforcement activities in FY 2018. These enforcement activities are outlined in a later section of the Highway Safety Plan. See the chart below to note the required reporting of grant funded enforcement for speeding, seat belt, and DUI arrests.

GRANT FUNDED ENFORCEMENT	2010	2011	2012	2013	2014	2015	2016
SPEEDING CITATION	11,001	8,028	4,810	6,803	4,755	6,868	6,554
SEAT BELT CITATIONS	5,778	4,855	3,122	3,650	2,522	2,082	1,753
DUI ARRESTS	896	894	616	595	300	218	194

OHS noticed that fewer overtime enforcement jobs were being filled in 2014 and therefore grant funded enforcement activities were decreasing. We reached out to our law enforcement partners and determined that there were too many competing overtime enforcement jobs. In an effort to reduce the number of OHS overtime jobs, OHS combined Occupant protection and Speeding enforcement activities. We noticed an increase in jobs being filled after we did this. Feedback from our law enforcement partners has been positive. Upon continued monitoring of grant funded enforcement activities, we noticed that more speed enforcement and less seat belt enforcement was taking place during combined OP/Speed enforcement mobilizations. We have reached out to our grantees to express the need for seat belt enforcement to occur during these mobilizations and talked about enforcement strategies. We are striving for an increase in seat belt citations based on the conversations and changes to enforcement strategies during the OP/Speed mobilizations.

HIGHWAY SAFETY PRIORITY AREAS

PERFORMANCE MEASURES, COMPREHENSIVE STRATEGIES AND FUNDED PROJECTS

OCCUPANT PROTECTION

HIGHWAY SAFETY PROGRAM AREA PROBLEM IDENTIFICATION, COUNTERMEASURE STRATEGIES, PROJECTS AND FUNDING (§ 1300.11(D)):

HIGHWAY SAFETY PROGRAM AREAS

Program Area: Occupant Protection

Program Area Problem Identification:

In 2016, 30 (39%) of vehicle occupants were killed while not wearing a seat belt. This was down from 36 (50%) in 2015.

Overall, unrestrained injury crashes increased from 196 to 255 during the previous year.

Over the last five years, the highest times of the day for unrestrained crashes are during the evening rush hour home, and then again when the bars are let out. 56% of unrestrained crashes occur in New Castle County, while 18% occur in Kent County and 26% in Sussex County respectively. By far the highest age group of individuals unrestrained were between the age of 20-24. This is followed by ages 16-19 and 30-34. 61% were male. 29% of individuals unrestrained were also under the influence of alcohol and/or drugs. 57% of unrestrained vehicle occupants were drivers and 43% were passengers.

In 2016, Delaware had a seat belt use rate of 91.4%, which was an increase from 2015.

Performance Target(s): To decrease calendar year unrestrained crashes so that the unrestrained passenger vehicle occupant fatalities has a five year (2014-2018) average of 28.

Increase the five year average seat belt use rate from 90% to 91%

COUNTERMEASURE STRATEGIES

- OHS will provide funding to law enforcement agencies in FY18. These mobilizations are based on data showing months, days, and other factors that will show when and where unrestrained crashes are most likely to occur. Mobilizations will focus on occupant protection, but may also be combined with speed enforcement. OHS has found that combining mobilizations is successful in making sure overtime jobs are filled. A risk assessment will be completed for each agency receiving funds. Seat belt citations written during these mobilization efforts will be reviewed to determine if police agencies are productively enforcing the laws, and will be considered when selecting agencies to participate in future mobilizations. Additional details on the combined Occupant Protection and Speed mobilizations can be found in the Comprehensive Traffic Safety Program section. In addition, OHS will conduct a seat belt enforcement mobilization in March and participate in the national Click it or Ticket campaign in May. (Countermeasures That Work. Ch. 2, 2.1/2.2)
- All high-visibility enforcement programs include communications and outreach strategies that use a combination of earned media and paid advertising. Outreach is in the form of press releases; outreach to corporate partners; postings to the OHS website, Facebook page and twitter updates;

and paid media including posters, flyers, table tents, billboards, sports marketing, radio, television and digital media. (Countermeasures That Work, CH. 7, 7.2)

- OHS maintains fitting stations (see table below) throughout Delaware where parents can bring their child restraint seats to be inspected for proper installation and use. These stations are staffed by certified Child Passenger Safety (CPS) technicians. (Countermeasures That Work, Chapter 7, Section 7.2) OHS will fund the necessary materials to keep the fitting stations adequately supplied, as well as ensure adequate training is provided to maintain technician certification and recruitment of new technicians. (Countermeasures That Work, Ch. 2, 7.3)
- OHS will participate in the Annual Statewide Seat Belt Use Survey as required by NHTSA. This survey is conducted in June in each year. OHS hires contractors to conduct the survey and a statistician to review the survey results, provide the annual seat belt use rate for Delaware and compile a report of the results.
- OHS maintains a child restraint distribution program to provide the proper child restraint education to caregivers. Participants may qualify for a low cost/no cost seat because they receive State assistance, come to the fitting station with a seat that is grossly misused or have a situation that has received special consideration by OHS's fitting station coordinator. OHS may also fund seat distributions through the OHS project proposal review process. (Countermeasure That Work, Ch. 2, 7.2)
- OHS placed an increased emphasis on linkage between program area problem identification, performance targets, identified countermeasure strategies as listed above and the allocation of funds as described below in the listed projects.

Provide the ***data and data analysis, or other documentation*** consulted, that support the effectiveness of proposed countermeasure strategy and support the selection of and funding allocation for the proposed projects (§ 1300.11(d)(3)):

Countermeasures that Work, NHTSA, 2015 version 8 consulted

Is the countermeasure selected above innovative, i.e., countermeasure strategies that are not evidence-based? (§ 1300.11(d)(4)) no

If yes, enter innovative countermeasure justification (if applicable): n/a

PLANNED HIGH-VISIBILITY ENFORCEMENT (HVE) STRATEGIES TO SUPPORT NATIONAL MOBILIZATIONS (§ 1300.11(d)(6)):

2017 Click it or Ticket Occupant Protection Mobilization

5/15/17 – 5/29/17

Enforcement:

- \$89,140 total – FY 15 , Section 405B (\$27,200) FY 16 – BAAG (\$61,940)
- 348 patrols, 5/15/17 – 5/29/17
- 37 municipal agencies, and DSP
- 4 hour patrols
 - Any day of the week : 0700 - 2000 hrs
- Focus violations
 - Unrestrained occupants of vehicles

- Improperly restrained occupants of vehicles
- Officers are encouraged, particularly on weekends, to push enforcement towards evening hours as alcohol involvement in unrestrained crashes in the last 3 years has been a significant cause.
- Officers have been provided target locations based on crash data
- Citations Issued
 - Seat Belt – 837
 - Child Restraint-15
 - Speed-403
 - Distracted-253
 - Impaired-2
- Border To Border – May 23rd, involves Newark PD, New Castle County PD, Selbyville PD, and DSP Troops 1,2, & 6
 - Time for Border to Border is 1800 - 2200

Media Plan:

May 15-May 29

Cable TV spots

Radio spots

Digital ads and banners

Facebook newsfeed and promoted posts

Billboards

Gas pump toppers and squawkers

Hispanic print ad

2018 Click it or Ticket Occupant Protection Mobilization

Delaware will be participating in Click It or Ticket beginning May 14, 2018 and ending May 28, 2018. OHS will partner with 39 police agencies throughout Delaware for saturation patrols during this two week period. Special consideration will be given to nighttime enforcement. OHS will once again participate in Border to Border with the neighboring states of Pennsylvania and Maryland.

OHS will also continue to have a strong media presence during this campaign. Dover Downs hosts a NASCAR race every May. OHS uses this race to market Click It or Ticket and seat belt use to a large audience over this three day period. OHS also partners with drivers for local events, such as elementary schools or with corporate partners.

OHS will utilize other forms of paid media including; billboards, radio, print, and cable television. OHS will also have an expanded social media presence during this period with advertisements directed to Delaware’s citizens through various websites like Facebook, Twitter, Youtube, etc.

Additional Information required for the 405(b) application:

Delaware’s Occupant Protection Plan for FY 2018 is outlined on the next page:

OCCUPANT PROTECTION PROGRAM PLAN FY 2018

Delaware's objective, in cooperation with its political subdivisions, is to have a comprehensive occupant protection program that educates and motivates our citizens to use available motor vehicle occupant protection systems. A combination of use requirements, enforcement, public information, education, and incentives is necessary to achieve significant and permanent increases in safety belt usage, which will prevent fatalities and control the number and severity of injuries. Therefore, Delaware's occupant protection program is described below.

I. PROGRAM MANAGEMENT

Delaware Office of Highway Safety (OHS) has an occupant protection program manager who is responsible for centralized program planning, implementation and coordination to achieve and sustain high rates of safety belt use. Evaluation is also important for determining progress and ultimate success of occupant protection programs. As part of the program management, OHS:

- Provides leadership, training, and technical assistance to other state agencies and local occupant protection programs and projects. Examples include:
 - ✓ **Partners with DELDOT on the development and implementation of the Strategic Highway Safety Plan. Occupant Protection is one of the emphasis areas;**
 - ✓ **Hosts a Biennial Highway Safety Conference for highway safety partners where occupant protection topics are covered; and**
 - ✓ **Serves on a number of committees that address occupant protection initiatives including Safe Kids, Delaware Coalition for Injury Prevention, Delaware Trauma Systems Committee, and the Teen Driver Task Force.**
- Convene an occupant protection advisory task force or coalition to organize and generate broad-based support for programs. **OHS data does not support this at this time. The OHS Grant Advisory Committee helps to serve in this capacity.**
- Integrates occupant protection programs into community/corridor traffic safety and other injury prevention programs including;
 - ✓ **Coordination of the Corporate Outreach Program with over 100 corporate partners who integrate occupant protection programs into their workforce safety efforts;**
 - ✓ **Participation on the Delaware Trauma Systems committee;**
 - ✓ **Participation on the Delaware Coalition for Injury Prevention;**
 - ✓ **Partnership with University of Delaware Cooperative Extension;**
 - ✓ **Participation in the Safe Kids program and board meetings; and**
 - ✓ **Coordination of the booster seat distribution and education program with Head Start Programs.**
- Evaluates the effectiveness of its occupant protection program. OHS:
 - ✓ **Conducts an annual statewide observational seat belt use survey;**
 - ✓ **Collects and analyzes motor vehicle occupant injury and fatality data and seat belt use;**

- ✓ **Monitors the locations of unrestrained fatal and personal injury crashes and directs targeted enforcement and education efforts in those areas; and**
- ✓ **Monitors the number of seat belt citations issued during grant funded enforcement activity.**

II. LEGISLATION, REGULATION, AND POLICY

Delaware has enacted and enforces occupant protection use laws, regulations, and policies to provide clear guidance to the motoring public concerning motor vehicle occupant protection systems. This legal framework includes:

- Legislation, permitting primary enforcement, requiring all motor vehicle occupants to use the systems provided by the vehicle manufacturer and educational programs to explain their benefits and the correct way to use them;
- Legislation, permitting primary enforcement, requiring children up to 65 pounds and 8 years of age to ride in a safety device certified by the manufacturer to meet all applicable Federal performance standards;
- Regulations requiring employees of all levels of government to wear safety belts when traveling on official business; **Delaware State Employees are required to wear their safety belts when traveling in fleet vehicle per policy. Many municipal agencies have a policy requiring safety belts when traveling on official business.**
- Official policy requiring that organizations receiving Federal highway safety program grant funds have and enforce an employee safety belt use policy; **FY 18 subgrantees certifications and assurances will require agencies to adopt and enforce an on the job seat belt use policy for its employees when operating company owned, rented or personally owned vehicles.**
- Encouragement for automobile insurers to offer economic incentives for policy holders to wear safety belts, to secure small children in child safety seats, and to purchase cars equipped with air bags. **Delaware has not pursued this opportunity.**

III. ENFORCEMENT PROGRAM

Delaware has a strong law enforcement program, coupled with public information and education, to increase safety belt and child safety seat use. Essential components of a law enforcement program include:

- Written, enforced belt use policies for law enforcement agencies with sanctions for noncompliance to protect law enforcement officers from harm and for officers to serve as role models for the motoring public; **OHS reached out law enforcement statewide and discussed law enforcement belt use and the need for agencies to have policies that address belt use.**
- Vigorous enforcement of public safety belt use and child safety seat laws, including citations and warnings; **Delaware has several paid enforcement mobilizations yearly with the focus on occupant protection including belt use and child safety seat laws. The number of citations issued by law enforcement working these mobilizations is reported to OHS.**

- Accurate reporting of occupant protection system information on accident report forms, including use or non-use of belts or child safety seats, type of belt, and presence of and deployment of air bag; **Delaware transitioned to electronic crash reporting in January 2009 and currently captures essential OP data, including use or non-use of belts or child safety seats, type of belt, and presence of and deployment of airbags.**
- Public information and education (PI&E) campaigns to inform the public about occupant protection laws and related enforcement activities; **OHS has a vigorous PI&E campaign for OP and CIOT. We have enforcement messages in paid media, radio, tv, billboards, posters, flyers, etc.**
- Routine monitoring of citation rates for non-use of safety belts and child safety seats; **OHS's law enforcement liaison reviews performance of paid enforcement mobilizations in order to analyze the effectiveness of the campaign. OHS also chooses to look at injury data for non-belt use rate in fatal and personal injury crashes.**
- Certification of an occupant protection training course for both basic and in-service training by the Police (or Peace) Officer Standards and Training (POST) board. **OHS's law enforcement liaison provides occupant protection training at basic police training academies and in service training.**

IV. PUBLIC INFORMATION AND EDUCATION PROGRAM

As part of Delaware's public information and education program, Delaware enlists the support of a variety of media, including mass media, to improve public awareness and knowledge about safety belts, air bags, and child safety seats. To sustain or increase rates of safety belt and child safety seat use, Delaware's public information program includes the following:

- Identify and target specific audiences, (e.g., low-use, high risk motorists) and develop messages appropriate for these audiences; **Data analysis supports identification of targeted audiences and is the foundation for the development of outreach and paid media efforts.**
- Address the enforcement of the State's belt use and child passenger safety laws; the safety benefits of regular, correct safety belt (both manual and automatic) and child safety seat use; and the additional protection provided by air bags; **OHS addresses these items in public information and outreach.**
- Capitalize on special events, such as nationally recognized safety and injury prevention weeks and local enforcement campaigns; **OHS capitalizes on special events in our public information and education program, including Click it or Ticket, NASCAR events with a Buckle Up Message and Child Passenger Safety Awareness Week.**
- Coordinate different materials and media campaigns where practicable, (e.g., by using a common theme and logo); **OHS coordinates different materials and media campaigns such as CIOT, Buckle up at night, etc. based on applicable crash data. The messages used in our outreach effort reflect the information gathered during analysis of crash data.**

- Use national themes and materials to the fullest extent possible; **OHS provides the national themes information from NHTSA to our paid media contractors and to our Corporate Outreach Program for incorporation into our media outreach plans.**
- Publicize belt-use surveys and other relevant statistics; **OHS publicizes belt-use survey results and other OP statistics.**
- Encourage news media to report belt use and non-use in motor vehicle crashes; **OHS has a long standing agreement with Delaware media to report belt use when reporting fatal crashes.**
- Involve media representatives in planning and disseminating public information campaigns; **Our public information officer has relationships with several media outlets in Delaware and will pitch opportunities to reporters for coverage.**
- Encourage private sector groups to incorporate belt-use messages into their media campaigns; **We are not aware of private sector groups that plan media campaigns. Our Corporate Outreach Program encourages belt-use messages in its outreach efforts.**
- Take advantage of all media outlets: television, radio, print, signs, billboards, theaters, sports events, health fairs; **OHS's public information officer takes advantage of all media outlets to promote occupant protection messages.**
- Evaluate all media campaign efforts : **In the Annual Report we document how many earned media stories were covered either on the radio, online, newspaper, etc. We are also planning to track and analyze earned media through media monitoring companies in the future.**

V. HEALTH/MEDICAL PROGRAM

Delaware integrates occupant protection into health programs. The failure of drivers and passengers to use occupant protection systems is a major public health problem that must be recognized by the medical and health care communities. The Office of Highway Safety, Department of Health and Social Services, and other State or local medical organizations collaborate in developing programs that:

- Integrate occupant protection into professional health training curricula and comprehensive public health planning; **OHS is unaware of occupant protection integration in the above areas but we will investigate in the future.**
- Promote occupant protection systems as a health promotion/injury prevention measure; **OHS promotes occupant protection systems in injury prevention. OHS works closely with the Delaware Coalition for Injury Prevention and Trauma Systems Committee to promote occupant protection systems.**
- Require public health and medical personnel to use available motor vehicle occupant protection systems when on the job; **OHS is unaware of the level to which public health and medical personnel are required to use occupant protection systems on the job. Public Health employees of the State of Delaware are required to follow the State's occupant protection policy.**
- Provide technical assistance and education about the importance of motor vehicle occupant protection to primary caregivers, (e.g., doctors, nurses, clinic staff); **OHS provides car seat**

tech classes for nurses and EMS providers and offers guidance to other health care providers about OP laws.

- Include questions about safety belt use in health risk appraisals; **OHS supports our health care provider partners to assess safety belt use in health risk appraisals.**
- Utilize health care providers as visible public spokespersons for belt use and child safety seat use; **OHS utilizes health care providers as visible spokespersons to increase OP use. We have used paramedics in our OP paid media efforts recently.**
- Provide information about availability of child safety seats through maternity hospitals and other pre-natal and natal care centers (see Program Component VI: Child Passenger Safety Program); **OHS provides information on availability as appropriate. Our fitting station coordinators routinely participate in pre-natal classes to share car seat info with partners.**
- Collect, analyze, and publicize data on additional injuries and medical expenses resulting from non-use of occupant protection devices. **OHS was historically able to utilize this data as Delaware was a CODES state through March 2013.**

VI. CHILD PASSENGER SAFETY PROGRAM

Delaware vigorously promotes the use of child safety seats. Delaware requires every child up to 65 pounds or age 8 (whichever comes first) to ride correctly secured in a child safety seat that meets Federal Motor Vehicle Safety Standards (see Program Component II: Legislation, Regulation, and Policy). State and community child passenger safety programs that will help to achieve the correct and consistent use of car seats are established below:

- Educate parents, pediatricians, hospitals, law enforcement, EMS and the general public about the safety risks to small children, the benefits of child safety seats, and their responsibilities for compliance with child passenger safety laws; **OHS has certified CPS technicians and certified CPS instructors who perform these tasks.**
- Encourage child safety seat retailers and auto dealers to provide information about child seat and vehicle compatibility, as well as correct use; **We have encouraged this through our fitting station coordinators. Delaware has a car dealership who has a certified child passenger safety technician that conducts child seat inspections for a fee.**
- Require safe child transportation policies for certification of pre-school and day care providers; **OHS has not addressed transportation policies with pre-school and daycare providers other than to assist with correct and consistent installation of seats in vehicles used to transport children by day care providers.**
- Require hospitals to ensure that newborn and other small children are correctly secured in an approved child safety seat or safety belt upon discharge; **Most if not all of our hospitals ensure that newborn and other small children are correctly secured prior to discharge. Delaware's children's hospital and Level 1 trauma center have fitting stations on site.**
- Make child safety seats available at affordable cost to low-income families, with appropriate education on how to use them; **OHS participates in the Safe Kids Program infant and booster seat distribution and education of proper use for low-income families. OHS**

also maintains a supply of infant and booster seats for distribution and education of proper use in cases of need.

- Encourage local law enforcement to vigorously enforce child passenger safety laws, including safety belt use laws as they apply to children. **OHS encourages this through paid over-time enforcement mobilizations with a focus on OP including child passenger safety laws.**

VII. SCHOOL-BASED PROGRAM

Delaware does incorporate occupant protection education in school curricula. Buckling up is a good health habit and, like other health habits, must be taught at an early age and reinforced until the habit is well established. The State Department of Education and the Office of Highway Safety:

- Ensure that highway safety and traffic-related injury control in general, and occupant protection in particular, are included in the State-approved K-12 health and safety education curricula and textbooks; **This is beyond the scope of OHS.**
- Establish and enforce written policies requiring that school employees operating a motor vehicle on the job use safety belts; **All public school employees are state employees and are subject to the State policy requiring safety belts while operating state vehicles.**
- Encourage active promotion of regular safety belt use through classroom and extra-curricular activities as well as in the school-based health clinics. **OHS provides high school resource officers with OP information including a tool kit that includes a faux ticket event, Facebook contest, ideas for spreading the Click it or Ticket message and posters, promoting seatbelt use.**

VIII. WORKSITE PROGRAM

Delaware encourages all employers to require safety belt use on the job as a condition of employment. The Federal government has already taken that step for its employees. Private sector employers should follow the lead of Federal and State government employers and comply with all applicable FHWA Federal Motor Carrier Safety Regulations or Occupational Health and Safety (OSHA) regulations requiring private business employees to use safety belts on the job. All employers should:

- Establish and enforce a safety belt use policy with sanctions; **Our Corporate Outreach Program encourages our corporate partners to establish and enforce a safety belt use policy;**
- Conduct occupant protection education programs for employees on their belt use policies and the safety benefits of motor vehicle occupant protection. **Our Corporate Outreach Program conducts occupant protection education programs for partners and provides tools the partners can use for education programs for employees. Some examples include seat belt use surveys for employees, lunch and learn sessions, and health and safety fairs.**

IX. OUTREACH PROGRAM

Delaware encourages extensive community involvement in occupant protection education by involving individuals and organizations outside the traditional highway safety community. Community involvement broadens public support for the State's programs and can increase a State's ability to deliver highway safety education programs. To encourage community involvement, States should:

- Establish a coalition or task force of individuals and organizations to actively promote use of occupant protection systems; **Data does not support doing this at this time.**
- Create an effective communications network among coalition members to keep members informed; **Delaware’s fitting station coordinators create an effective communication network to encourage communication among CPS technicians.**
- Provide materials and resources necessary to conduct occupant protection education programs, especially directed toward young people, in local settings. **OHS provides materials to school resource officers, participates in Head Start education and distribution programs and participates in other OP education programs geared towards young people as requested. OHS includes occupant protection messaging as appropriate when sharing other highway safety messages to target audiences.**

X. EVALUATION PROGRAM

Delaware conducts several different types of evaluation to effectively measure progress and to plan and implement new program strategies. Program management should:

- Conduct and publicize at least one statewide observational survey of safety belt and child safety seat use annually, making every effort to ensure that it meets applicable federal guidelines; **OHS does conduct the NHTSA approved seat belt use survey each year but does not conduct observational surveys of child safety seat use.**
- Maintain trend data on child safety seat use, safety belt use, and air bag deployment in fatal crashes; **OHS maintains this trend data.**
- Identify target populations through observational surveys and crash statistics; **OHS has a data analyst that identifies target populations through crash analysis.**
- Conduct and publicize statewide surveys of public knowledge and attitudes about occupant protection laws and systems; **OHS has conducted an annual attitude and behavior survey in the past but does not currently conduct this survey. OHS conducted a survey related to occupant protection laws and systems in FY 15 during Click it or Ticket.**
- Obtain monthly or quarterly data from law enforcement agencies on the number of safety belt and child passenger safety citations and convictions; **OHS obtains data from law enforcement on seat belt use citations.**
- Evaluate the use of program resources and the effectiveness of existing general public and target population education programs; **Our Corporate Outreach Program conducts an annual evaluation survey.**
- Obtain data on morbidity as well as the estimated cost of crashes, compare on the basis of safety belt usage and non-usage; **OHS obtained this data through CODES until 2013.**
- Ensure that evaluation results are an integral part of new program planning and problem identification. **Evaluation results are the foundation of our problem identification process, including identifying benchmarks, setting goals, and selecting counter measures.**

OHS currently maintains three Fitting Stations in Delaware, supplemented by four non-affiliated fitting stations to form an active network of child restraint inspection stations that are staffed by nationally certified

CPS technicians during posted working hours. Delaware has 3 counties, of which OHS maintains a fitting station in each. All 7 fitting stations meet the necessary requirements and are included on the NHTSA inspection station locator. Given the small population and small geographic size of Delaware, the 7 fitting stations located in Delaware are able to serve 100% of the population.

The following fitting stations are operated by OHS:

OHS Fitting Station New Castle County	OHS Fitting Station Kent County	OHS Fitting Station Sussex County
Wilmington DMV	Dover DMV	DSP Troop 7 - Lewes
By Appointment only Tuesdays & Thursdays 9:00 AM–1:00 PM Wednesdays 4:00 PM–8:00 PM 2230 Hessler Blvd. Wilmington, DE 302.434.3234	By Appointment Only Tuesdays 9:00 AM – 1:00 PM Wednesdays 4:00-8:00 PM 303 Transportation Circle Dover, DE 302.744.2749	(One Saturday each month - by appointment only) 18006 Coastal Highway Lewes, DE 302.744-2749

There are four unaffiliated fitting stations:

Additional fitting stations	Location
Christiana Care Hospital	Newark, DE
A.I. DuPont Hospital for Children	Wilmington, DE
Car Seat Certified of Delaware	Wilmington, DE
Mill Creek Fire Company Fitting Station	Wilmington, DE

Additionally, OHS assists in coordinating efforts with Safe Kids for Car Seat Certification training. The following table is the plan for FY18 classes. With Delaware having a very small geographic imprint, individuals interested in becoming technicians can attend a class in any county, no matter where they reside.

FY18 Car Seat Technician Class Schedule ³		
Dates	Location	Estimated Number of Students
January 2018 (10,17,24,31)	New Castle County	15
April 2018 (4,11,18,25)	Sussex County	15
August (30)/September (6,13,20)	Kent County	15

³ Dates subject to change based on Instructor Availability. Classes are completed over a four week period, with one meeting per week.

PROJECT NAME: Fall OP/Speed (10/4/17-10/23/17)		
SUB-RECIPIENT(S): Various law enforcement agencies		
PROJECT DESCRIPTION: See Police Traffic Services		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$33,380	402, FY18	OHOS-1
MATCH AMOUNT: \$8,345		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: 0		LOCAL BENEFIT: \$33,380
IS THE PROJECT A PART OF TSEP? yes		

PROJECT NAME: Safe Family Holiday Speed/OP (12/5/17-12/22/17)		
SUB-RECIPIENT(S): Various law enforcement agencies		
PROJECT DESCRIPTION: See Police Traffic Services		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$33,360	402, FY18	OHOS-2
MATCH AMOUNT: \$8,340		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: 0		LOCAL BENEFIT: \$33,360
IS THE PROJECT A PART OF TSEP? yes		

PROJECT NAME: Winter Speed/OP (1/23/18-2/26/18)		
SUB-RECIPIENT(S): Various law enforcement agencies		
PROJECT DESCRIPTION: See Police Traffic Services		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$67,040	402, FY18	OHOS-3
MATCH AMOUNT: \$16,760		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: 0		LOCAL BENEFIT: \$16,760
IS THE PROJECT A PART OF TSEP? yes		

PROJECT NAME: March Occupant Protection (3/21/18-4/1/18)		
SUB-RECIPIENT(S): Various law enforcement agencies		
PROJECT DESCRIPTION: As a reminder before Click It Or Ticket, OHS will provide overtime funding for seat belt priority enforcement. These will include specified nighttime enforcement projects.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$1,000	405B, FY15	BBAF-1
\$41,310	405B, FY16	BAAG-1
MATCH AMOUNT: \$10,578		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: 0		LOCAL BENEFIT: \$42,310
IS THE PROJECT A PART OF TSEP? yes		

PROJECT NAME: Click It or Ticket (5/14/18-5/28/18)		
SUB-RECIPIENT(S): Various law enforcement agencies		
PROJECT DESCRIPTION: Delaware will once again participate in the national mobilization period of Click It or Ticket. OHS will also participate in Border to Border during this campaign.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$10,000	405B, FY16	BAAG-2
\$95,000	405B, FY18	BAAH-1
MATCH AMOUNT: \$26,2500		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: 0		LOCAL BENEFIT: \$105,000
IS THE PROJECT A PART OF TSEP? yes		

PROJECT NAME: August OP/Speed (8/8/18-8/27/18)		
SUB-RECIPIENT(S): Various law enforcement agencies		
PROJECT DESCRIPTION: See Police Traffic Services		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$37,720	402, FY18	OHOS-4
MATCH AMOUNT: \$9,430		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: 0		LOCAL BENEFIT: \$37,720
IS THE PROJECT A PART OF TSEP? yes		

PROJECT NAME: Fitting Station Coordinators		
SUB-RECIPIENT(S): OHS		
PROJECT DESCRIPTION: OHS maintains fitting stations through Delaware where parents can bring their child restraint seats to be inspected and learn about proper installation and use. These stations are staffed by Fitting Station Coordinators who are certified technicians.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$15,000	405B, FY15	BBAG-1
\$32,500	405B, FY16	BAAE-1
\$40,000	405B, FY17	BEAC-1
MATCH AMOUNT: \$21,875		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: 0		LOCAL BENEFIT: \$21,875
IS THE PROJECT A PART OF TSEP? no		

PROJECT NAME: Fitting Station Supplies		
SUB-RECIPIENT(S): OHS		
PROJECT DESCRIPTION: OHS purchases supplies to support the needs of the Fitting Stations and maintain the child passenger safety program. Supplies include car seats, Styrofoam noodles (or other items to help properly fit a car seat), Latch manuals, training supplies, educational materials, other items as needed.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$13,000	405B, FY16	BAAF-1
\$10,000	405B, FY17	BEAD-1
\$10,000	405B, FY18	BEAE-1
MATCH AMOUNT: \$8,250		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: 0		LOCAL BENEFIT: 33,000
IS THE PROJECT A PART OF TSEP? no		

PROJECT NAME: Occupant Protection/CPS Training Initiatives		
SUB-RECIPIENT(S): OHS/Various Partners		
PROJECT DESCRIPTION: OHS will support training costs associated with Child Passenger Safety Technician/Instructor fees. OHS will provide funding for both certification, and recertification as needed.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$1,000	405B, FY15	BBAI-1
\$10,000	405B, FY16	BAAJ-1
\$10,000	405B, FY17	BEAH-1

\$10,000	405B, FY18	BBAL-1
MATCH AMOUNT: \$7,750		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: 0		LOCAL BENEFIT: \$7,750
IS THE PROJECT A PART OF TSEP? no		

PROJECT NAME: Seat Belt Survey		
SUB-RECIPIENT(S): OHS, University of Delaware and vendors		
PROJECT DESCRIPTION: OHS will participate in the Annual Statewide Seat Belt Use Survey as required by NHTSA. This survey is conducted in June of each year. Funding will be used to support the efforts of the seat belt survey. OHS hires contractors to conduct the survey and a statistician to review the survey results, provide the annual seat belt use rate for Delaware and compile a report of the results. The statistician follows all NHTSA guidelines related to the survey.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$15,000	405B, FY16	OHSS-1
\$47,000	405B, FY17	BEAG-1
\$25,000	405B, FY18	SRVA-1
MATCH AMOUNT: \$21,750		INDIRECT COST: 38%
MAINTENANCE OF EFFORT: 0		LOCAL BENEFIT: N
IS THE PROJECT A PART OF TSEP? no		

PROJECT NAME: Anticipated Projects		
SUB-RECIPIENT(S): OHS/Various Partners		
PROJECT DESCRIPTION: OHS will set aside funds for anticipated projects that may occur during the year. Opportunities may arise at a later date during the fiscal year to conduct projects and funds are set aside for this purpose.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$5,000	405B, FY17	BEAF-1
MATCH AMOUNT: \$1,250		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: 0		LOCAL BENEFIT: N
IS THE PROJECT A PART OF TSEP? no		

PROJECT NAME: Occupant Protection Paid Media and Outreach		
SUB-RECIPIENT(S): AB&C, Alliance Sports Marketing, Carvertise, JD Motorsports, Dover International Speedway, JHE Promotions and others		
PROJECT DESCRIPTION: OHS will fund paid media and outreach opportunities to coincide with the two planned occupant protection enforcement mobilizations, as well as National Child Passenger Safety Awareness Week. These monies will be used to support paid media advertising, including television, radio, internet, indoor and outdoor advertising, and other paid media efforts. In addition, these funds will support our sports marketing efforts to encourage the public to buckle up. Paid media is a key component of OHS' outreach efforts. In addition, OHS will work to expand our social media reach regarding occupant protection as well. Finally, these funds will support the spring 2018 NASCAR effort at Dover International Speedway.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$306,500	402, FY18	OCHT-1
\$73,000	405B, FY17	BEAA-1
\$125,000	405B, FY18	BEAO-1
MATCH AMOUNT: \$126,125		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: 0		LOCAL BENEFIT: \$504,500
IS THE PROJECT A PART OF TSEP? yes		

PROJECT NAME: OP/Speed Paid Media and Outreach		
SUB-RECIPIENT(S): AB&C		
PROJECT DESCRIPTION: see Police Traffic Services		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$220,000	402, FY18	OHSO-1
MATCH AMOUNT: \$55,000		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: 0		LOCAL BENEFIT: \$220,000
IS THE PROJECT A PART OF TSEP? yes		

PROJECT NAME: Law Enforcement Equipment		
SUB-RECIPIENT(S): OHS, Delaware Law Enforcement Agencies		
PROJECT DESCRIPTION: OHS will fund traffic safety equipment for law enforcement. OHS believes it is imperative to ensure officers are properly equipped with appropriate equipment and provide necessary equipment for officer safety reasons when conducting work on Delaware roadways. In addition, OHS will fund traffic safety enforcement equipment such as radar units or fatal crash investigation equipment. Equipment will support occupant protection grant funded activities and other priority area grant funded activities using 405b funds.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$5,000	405B, FY17	BEAB-1
MATCH AMOUNT: \$1,250	INDIRECT COST: n/a	
MAINTENANCE OF EFFORT: 0	LOCAL BENEFIT: \$5,000	
IS THE PROJECT A PART OF TSEP? yes		

IMPAIRED DRIVING

HIGHWAY SAFETY PROGRAM AREA PROBLEM IDENTIFICATION, COUNTERMEASURE STRATEGIES, PROJECTS AND FUNDING (§ 1300.11(D)):

HIGHWAY SAFETY PROGRAM AREAS

Program Area: Impaired Driving

Program Area Problem Identification:

Based on the Delaware Department of Transportation's Crash Analysis Reporting System, impaired driving-related fatalities accounted for 54 of the 120 total traffic crash fatalities (44%) in 2016. This is a decrease from 2015 when 54% of these fatalities involved alcohol and/or other drugs. Delaware law enforcement made 3,985 impaired driving arrests in 2016.

The data listed in the chart below, between 2006 – 2016 is based on the Delaware State Police Annual Traffic Statistics Reports. It provides a ten year summary of fatalities, injuries, and total crashes attributed to alcohol related crashes. This information was provided by Delaware State Police. Based on this information, the average number of fatalities is 55, which equates to 42% of all fatal crashes over a 10 year period.

10 Year Review of Alcohol Related Crashes

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Overall Fatalities	147	118	122	118	103	103	116	101	124	133	120
Alcohol-related	55	53	52	48	39	37	50	43	51	61	48
% of Total	37%	45%	43%	41%	38%	36%	43%	43%	49%	46%	40%
Overall Injuries	8145	7568	7200	7239	8001	7700	7704	7829	7537	8058	8527
Alcohol-related	919	830	782	686	733	728	738	677	591	587	560
% of Total	10%	10%	11%	9%	9%	9%	10%	9%	8%	7%	7%
All Crashes	19351	20017	19506	18927	20697	20867	21197	21378	22967	24069	26453
Alcohol-related	1511	1521	1366	1268	1297	1198	1270	1146	1130	1133	1084
% of Total	8%	8%	7%	7%	6%	6%	6%	5%	5%	5%	4%

Review of impaired driving crash data from the last 5 years shows July, August, October and November are the highest months for crashes, although crashes are fairly evenly distributed across all months. Saturday has the highest number of crashes followed by Sunday and Friday. 54% of the crashes occur between 8 pm – 3 am. 76% of the drivers in impaired driving crashes are male.

Of Delaware's three counties, New Castle County had the most impaired related crashes with 51%. Sussex County was lower with 29% of the impaired related crashes. Kent County had 20%. This is consistent with the overall distribution of crashes across the state.

Further crash analysis revealed that males are eight times more likely to be killed and four times as likely to be injured in impaired driving crashes than females. In addition, those aged 20-44 are over-represented in impaired driving fatalities by nearly double. Only 4% of crashes have involved a driver aged 19 and under.

Performance Target(s): To decrease calendar year alcohol impaired crashes so that the alcohol impaired fatalities has a five year (2014-2018) average of 43.

COUNTERMEASURE STRATEGIES

- OHS will continue to schedule impaired driving enforcement activities throughout FY 2018 based on months, days, and hours that crashes are most likely to occur. In addition, agencies will be selected to participate based on identified high crash locations (Highway Safety Program Uniform Guidelines #8, Section 1). Impaired driving arrests made during these mobilization efforts will be reviewed to determine police agencies are productively enforcing the laws. Enforcement will include traditional sobriety checkpoints, multi-jurisdictional sobriety checkpoints, and saturation patrols. (Countermeasures That Work, 8th Edition, 2015, Ch. 1, Sections 2.1, 2.2) A risk assessment will be completed for each agency receiving funds.
- All enforcement efforts will be paired with paid and earned media efforts, as identified by NHTSA as the model for high visibility enforcement projects (Countermeasures That Work, 8th Edition, 2015, Ch. 1, Section 5.2).
- OHS has a Corporate Outreach Program to provide OHS safety messages to the thousands of working Delawareans. Our corporate partners work closely with OHS to ensure the anti-impaired driving messages are appropriate and effective with their specific population of employees (Countermeasures That Work, 8th Edition, 2015, Ch. 1, Section 5.0). The corporate messages are designed to coincide with scheduled enforcement mobilizations.
- In addition, OHS will continue to support the Drug Recognition Expert Program by providing necessary equipment and funding ongoing training (Countermeasures That Work, 8th Edition, 2015, Ch. 1, Section 7.1). In FY 2018, Delaware intends to conduct an in-state DRE School.
- OHS will continue to support other non-enforcement initiatives, such as the Traffic Safety Resource Prosecutor program (Highway Safety Programs Uniform Guidelines #12, Section 1); maintaining the DUI Tracking System for impaired driving offenders (Highway Safety Program Uniform Guidelines #8, Section 6), and the purchase of equipment to aid law enforcement efforts to enforce impaired driving laws (Countermeasures That Work, 8th Edition, 2015, Ch. 1, Sections 2.3, 2.4).
- OHS will continue to monitor contracts with State-sanctioned providers of substance abuse evaluations, education programs, and treatment programs. Through the use of the DUI Tracking System, these agencies work together, with OHS, to ensure offenders receive necessary services to treat the underlying problem of alcohol or other substance use/abuse (Countermeasures That

Work, 8th Edition, 2015, Ch. 1, Section 4.1). There is no funding allocated to this project.

- OHS will fund alcohol-impaired driving training initiatives as the opportunities arise. In the past, these funds were utilized to send the State Police Chemist to the Borkenstein Breath Analysis course, to send members of the judiciary to the National Judicial College for Advanced Impaired Driving Case Essentials, and to send members of law enforcement to the Symposium on Alcohol Impaired Driving at the Institute for Police Technology and Management (Countermeasures That Work, 8th Edition, 2015, Ch. 1, Section 1).
- OHS is placing an increased focus on drugged driving. Paid Media messaging, the DRE Program, Drugged Driving training and drugged driving enforcement efforts are targeting the increase in drugged driving. (Countermeasures that Work, 8th Edition, 2015 Ch. 1, Section 7)
- Further, OHS will fund the Judicial Outreach Liaison position. This position was previously housed in the Administrative Office of the Courts. The position term expired and it was not renewed by the AOC. OHS plans to hire a JOL in FY18. The JOL will be working with the Courts to maintain and refine a DUI Court as well as to address other important Impaired Driving related initiatives and issues. (Highway Safety Programs Uniform Guidelines #7, Section 1)
- OHS is a member of the DUI court steering committee (Countermeasures That Work, 8th Edition, 2015, Ch. 1, Section 3.1) and continues to support the DUI court through training, rental of sufficient monitoring devices for DUI Court participants, and other needs as they arise.
- OHS has developed a multi-discipline impaired driving prevention task force that meets at least once every two months. The taskforce has developed a statewide impaired driving strategic plan (Highway Safety Programs Uniform Guidelines #8, Section 1). Over the course of FY 2016, the taskforce updated the 3 year strategic plan. During FY 2017, the taskforce will work on the initiatives as outlined in the strategic plan.
- OHS will fund a part-time position, DUI Case Specialist, to monitor activity between DUI offenders and evaluation and treatment provider agencies. This position will act as a liaison between the parties and settle disputes, while also providing guidance to offenders as needed (Highway Safety Programs Uniform Guidelines #8, Section 3).
- OHS is exploring the possibility of developing a 24/7 Program through the Statewide Impaired Driving Taskforce. (NHTSA FAST Act)
- OHS funds the cost of blood draws used for impaired driving enforcement. (Highway Safety Programs, Uniform Guidelines, No. 8, Section III)
- OHS placed an increased emphasis on linkage between program area problem identification, performance targets, identified countermeasure strategies as listed above and the allocation of funds as described below in the listed projects.

Provide the ***data and data analysis, or other documentation*** consulted, that support the effectiveness of proposed countermeasure strategy and support the selection of and funding allocation for the proposed projects (§ 1300.11(d)(3)):

Countermeasures that Work, NHTSA, 2015, version 8; Highway Safety Programs Uniform Guidelines #7; Highway Safety Programs Uniform Guidelines #8

Is the countermeasure selected above innovative, i.e., countermeasure strategies that are not evidence-based? (§ 1300.11(d)(4)) no

If yes, enter innovative countermeasure justification (if applicable): n/a

PLANNED HIGH-VISIBILITY ENFORCEMENT (HVE) STRATEGIES TO SUPPORT NATIONAL MOBILIZATIONS (§ 1300.11(d)(6)):

2016 Safe Family Holiday (National Drive Sober or Get Pulled Over Crackdown [Holiday Season])

Dates - 8/19 – 9/5/16

Enforcement

- \$97,200 total –
- 590 Patrols
- 33 municipal agencies
 - 4 hour patrols
 - All days of the week
 - 8 pm – 4 am
- Focus violations
 - Impaired Driving
- Citations Issued
 - Impaired-36
 - Seat Belt – 23
 - Child Restraint-3
 - Speed-745
 - Distracted-17

Media Plan:

Radio

:30 spots, Target A 18+, Top stations statewide

Restaurants and Liquor stores (All Points Media)

Statewide, Posters, Mirror clings, Floor clings

Pandora

:30 audio ads

Banner ads

Horizon Ice Skating Rink

Wilmington Riverfront

17,000 visitors over an 8-week period

Running November 2016 – January 2017

Dasher boards 4x (9' x 2'10")

Logo on large light tower banners

Logo on all print advertisements

Logo and link on Sponsor page

:20 PSA 56x (1x per day)

Social media on-site (Facebook live, live-tweeting, selfies, etc.)

Weekly Safety Tip of the Week – on Rink's FB and Friends of Wilm Facebook page

Public Relations

SFH press event – November 18th

Includes:

(Pre-event) SFH Media Advisory (2)
Press release and other info in press kits
Launch of SFH Impaired Branded car

Corporate Partner Bundles to all partners

Posters and fliers (printed material)
Electronic bundle (Memo, Newsletter letter, Power Point presentation)

Social Media

Horizon Ice Skating Rink

Organic posts utilizing SFH Impaired creative

2016 National Drive Sober or Get Pulled Over (Impaired Driving Crackdown)

8/19 – 9/5/16

FY17 enforcement has not occurred yet. Below is summary of information for FY16

Enforcement:

- \$138,300
- 626 patrols
- 38 municipal agencies and DSP
- 4 hour patrols
 - Thursday - Sat : 2000 - 0300 hrs
- Focus violations
 - Impaired Driving
- Citations Issued
 - Impaired-37
 - Seat Belt – 39
 - Child Restraint-6
 - Speed-816
 - Distracted-32

Media Plan:

Impaired Driving Campaign
Overall Budget \$589,751
Section 154 FY15
Section 405d, FY15

Comcast Cable

Prime programming on top-rated networks

2016 Olympics package
NFL Pre-season and Regular Season Package

Movie Theater Advertising

Brandywine, Christiana, Wilmington, Riverfront, Newark, Dover, Rehoboth, etc.

Radio

Statewide

Outdoor

Bulletin with extension – billboard with car coming off top

Tall bulletin - The “Numbers” board. The tall digit board outside of Wilmington

Outdoor – large and small size billboards

Coasters in bars/restaurants

Ice Chest Covers

Liquor Store Floor Clings

Bar/Restaurant Restroom Posters & Mirror Clings

Spanish

Spanish Radio

Print newspapers:

- El Tiempo Hispano
- Hoy en Delaware
- Pueblo de Dios en March
- Delaware Hispano

Digital Media

Youtube, Facebook, Texting Campaign - #saferide

Carvertise

20 branded cars with our logo and messaging – Use Your Melon. Drive Sober. driven throughout the state

Watermelons

750,000 watermelons stickered with our logo and messaging – Use Your Melon. Drive Sober.

Earned Media

Press event

Press release

Social media posts and chats

Email signatures on staff emails

Additional media efforts:

Pre and Post-enforcement press release

Social media posts

Ads on social media

Media Plan:

May 15-May 29

Cable TV spots

Radio spots

Digital ads and banners

Facebook newsfeed and promoted posts

Billboards

Gas pump toppers and squawkers

Hispanic print ad

FY 18 Participation

Delaware will be participating in the National Driver Sober or Get Pulled Over Crackdown Holiday Season through our Safe Family Holiday Campaign. This campaign will run from 11/23/17 – 1/1/18. During this time, OHS will fund a project with an impaired driving enforcement emphasis. OHS will partner with 37 law enforcement agencies during this 5 week period.

OHS will also continue to have a strong media presence during this campaign. OHS will utilize a variety of forms of paid media including; billboards, radio, print, and cable television. OHS will also have an expanded social media presence during this period with advertisements directed to Delaware’s citizens through various websites like Facebook, Twitter, Youtube, etc.

Delaware will be participating in National Drive Sober or Get Pulled Over Campaign from 8/16 – 9/4/2018. OHS will partner with 37 police agencies throughout Delaware for saturation patrols during this two week period. Checkpoint Strikeforce activities will take place during this time. OHS will host 5 Statewide checkpoints simultaneously on one night, 9/1/2018.

OHS will also continue to have a strong media presence during this campaign. OHS will utilize a variety of forms of paid media including; billboards, radio, print, and cable television. OHS will also have an expanded social media presence during this period with advertisements directed to Delaware’s citizens through various websites like Facebook, Twitter, Youtube, etc.

PROJECT NAME: NASCAR Impaired Driving Enforcement 10/1/2017

SUB-RECIPIENT(S): Dover Police Department, Delaware State Police

PROJECT DESCRIPTION: To combat impaired driving after the fall NASCAR race at the Dover International Speedway, OHS is funding impaired driving team patrols in identified target locations where impaired driving crashes are likely to occur after the NASCAR race.

AMOUNT:

\$1,300

FUNDING SOURCE:

154, FY16

PROJECT NUMBER:

AANH-1

MATCH AMOUNT: \$325

INDIRECT COST: n/a

MAINTENANCE OF EFFORT: 0

LOCAL BENEFIT: \$1,300

IS THE PROJECT A PART OF TSEP? yes

PROJECT NAME: October Checkpoint		
SUB-RECIPIENT(S): various law enforcement agencies		
PROJECT DESCRIPTION: 5 checkpoints will be held Statewide on 10/28/17 in an effort to reduce the number of impaired driving crashes. Locations will be identified based on criteria to include the number of impaired driving crashes and citations issued in and around the identified locations.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$37,840	154,FY16	AANH-2
MATCH AMOUNT: \$9,460		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: 0		LOCAL BENEFIT: \$37,840
IS THE PROJECT A PART OF TSEP? yes		

PROJECT NAME: November Impaired Driving Enforcement		
SUB-RECIPIENT(S): various law enforcement agencies		
PROJECT DESCRIPTION: The Wednesday evening before the Thanksgiving holiday has a high number of impaired driving crashes. OHS will fund 45 two person team patrols on 11/22/17 from 8 pm – 2 am.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$29,520	154, FY16	AANH-3
MATCH AMOUNT: \$7,380		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: 0		LOCAL BENEFIT: \$29,590
IS THE PROJECT A PART OF TSEP? yes		

PROJECT NAME: Safe Family Holiday Impaired Driving Enforcement 11/23/17 – 1/1/18		
SUB-RECIPIENT(S): Various law enforcement agencies		
PROJECT DESCRIPTION: Delaware participates annually in the National Impaired Driving enforcement campaign during the Thanksgiving/Christmas holiday period. Beginning Thanksgiving and ending on New Year's Eve, OHS will fund 621 roving patrols. Patrols will be scheduled between 8pm and 3am and will be four hours in duration. 40 agencies will participate.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$135,560	154, FY16	AANH-4
MATCH AMOUNT: \$33,890		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: 0		LOCAL BENEFIT: \$135,560
IS THE PROJECT A PART OF TSEP? yes		

PROJECT NAME: February Impaired Driving Enforcement		2/23/2018
SUB-RECIPIENT(S): various law enforcement agencies		
PROJECT DESCRIPTION: OHS will provide funds to 27 law enforcement agencies to conduct two person team patrols in areas that have a high number of DUI crashes/DUI arrests. 45 team patrols will occur in a 6 hour block between the hours of 8 pm – 2 am.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$29,520	164, FY15	AAME-1
MATCH AMOUNT: \$7,380		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: 0		LOCAL BENEFIT: \$29,520
IS THE PROJECT A PART OF TSEP? yes		

PROJECT NAME: St. Patrick's Checkpoint		3/17/18
SUB-RECIPIENT(S): various law enforcement agencies		
PROJECT DESCRIPTION: The City of Wilmington hosts an annual pub crawl to celebrate St. Patrick's Day. OHS will fund a checkpoint that night to coincide with the pub crawl. Additional checkpoints will be held statewide in effort to reduce the number of impaired driving crashes.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$37,840	164, FY15	AAME-2
MATCH AMOUNT: \$9,460		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: 0		LOCAL BENEFIT: \$37,840
IS THE PROJECT A PART OF TSEP? yes		

PROJECT NAME: May Impaired Driving Enforcement		5/4/18 – 5/6/18
SUB-RECIPIENT(S): various law enforcement agencies		
PROJECT DESCRIPTION: In an effort to combat a high number of impaired driving crashes and to coincide with the Cinco De Mayo celebration, OHS will fund saturation patrols statewide. These patrols will be highly concentrated in a high crash location as identified by crash data. Enforcement will occur in a 4 hour block between 8 pm and 4 am.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$32,400	164, FY15	AAME-3
MATCH AMOUNT: \$8,100		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: 0		LOCAL BENEFIT: \$32,400
IS THE PROJECT A PART OF TSEP? yes		

PROJECT NAME: June Impaired Driving Enforcement 6/21 – 7/2/18		
SUB-RECIPIENT(S): various law enforcement agencies		
PROJECT DESCRIPTION: In an effort to combat a high number of impaired driving crashes, OHS will fund saturation patrols statewide. These patrols will be highly concentrated in a high crash location as identified by crash data. Enforcement will occur in a 4 hour block between 8 pm and 4 am.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$62,990	154, FY17	ABAL-1
MATCH AMOUNT: \$15,748		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: 0		LOCAL BENEFIT: \$62,990
IS THE PROJECT A PART OF TSEP? yes		

PROJECT NAME: July Checkpoint 7/7/18		
SUB-RECIPIENT(S): various law enforcement agencies		
PROJECT DESCRIPTION: Checkpoints will be held statewide in effort to reduce the number of impaired driving crashes that occur during the fourth of July holiday weekend. 5 checkpoints will be held statewide on 7/7/18.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$ 37,840	405d, FY16	AANB-1
MATCH AMOUNT: \$9,460		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: 0		LOCAL BENEFIT: \$37,840
IS THE PROJECT A PART OF TSEP? yes		

PROJECT NAME: Delaware State Fair Impaired Driving Enforcement		
SUB-RECIPIENT(S): Harrington Police Department		
PROJECT DESCRIPTION: The Town of Harrington faces a significant population increase during the week of the Delaware State Fair. Approximately 300,000 people visit the fair, in addition to vendors, carnival staff, fair staff, and additional law enforcement. There is typically an increase in impaired driving arrests within this jurisdiction during this period each year as well. The agency is funded to provide an additional 25 impaired driving patrols during this period. The Harrington Police Department will advertise their increased patrols with signage throughout the municipality.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$5,000	154, FY16	AANH-5
MATCH AMOUNT: \$1,250		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: 0		LOCAL BENEFIT: \$5,000
IS THE PROJECT A PART OF TSEP? yes		

PROJECT NAME: July Impaired Driving Enforcement 7/28/18		
SUB-RECIPIENT(S): various law enforcement agencies		
PROJECT DESCRIPTION: OHS will provide funds to 27 law enforcement agencies to conduct two person team patrols in areas that have a high number of DUI crashes/DUI arrests. 45 team patrols will occur in a 6 hour block between the hours of 8 pm – 2 am.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$29,520	154, FY17	ABAL-1
MATCH AMOUNT: \$7,380		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: 0		LOCAL BENEFIT: \$29,520
IS THE PROJECT A PART OF TSEP? yes		

PROJECT NAME: Drive Sober or Get Pulled Over 8/16 – 9/4/18		
SUB-RECIPIENT(S): various law enforcement agencies		
PROJECT DESCRIPTION: Delaware participates in the National Impaired Driving enforcement campaign each year. In FY 2018, 38 agencies will participate, conducting approximately 650 patrols during the campaign. Patrols will be four hours in duration and will be conducted between 8pm and 3am. Checkpoint Strikeforce activities will run concurrently.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$127,700	154, FY17	ABAL-2
MATCH AMOUNT: \$31,925		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: 0		LOCAL BENEFIT: \$127,700
IS THE PROJECT A PART OF TSEP? yes		

PROJECT NAME: September Checkpoint 9/1/18		
SUB-RECIPIENT(S): various law enforcement agencies		
PROJECT DESCRIPTION: to Coincide with the National Impaired Driving enforcement campaign, 5 checkpoints will be funded Statewide on 9/1/18.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$37,840	154, FY18	ACAA-1
MATCH AMOUNT: \$9,460		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: 0		LOCAL BENEFIT: \$37,840
IS THE PROJECT A PART OF TSEP? yes		

PROJECT NAME: DUI Specialist 10/1/17 – 9/30/18		
SUB-RECIPIENT(S): n/a		
PROJECT DESCRIPTION: OHS has hired a part-time assistance position to handle the volume of DUI client calls that require mediation between the offender and the treatment program agencies. This position will work approximately 15 hours per week, as needed. This will allow the Impaired Driving Coordinator to focus more on budgeting and programming for impaired driving initiatives.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$22,000	154, FY16	AANO-1
\$20,000	405d, FY16	AANY-1
MATCH AMOUNT: \$10,500		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: 0		LOCAL BENEFIT: 0
IS THE PROJECT A PART OF TSEP? no		

PROJECT NAME: DUI Tracking System 10/1/17 – 9/30/18		
SUB-RECIPIENT(S): Delaware Department of Technology and Information		
PROJECT DESCRIPTION: Delaware’s DUI Tracking System provides tracking of impaired driving offenders from the point of conviction (Court or DMV), through their completion of a legally mandated drug/alcohol education or therapeutic treatment program. This system has been in place since 2007 and requires a maintenance contract to ensure functionality and to oversee any system difficulties. Maintenance costs may change as a result.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$10,000	154, FY16	AANI-1
\$10,000	154, FY18	ADAF-1
\$20,000	405d, FY17	ABBG-1
MATCH AMOUNT: \$10,000		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: 0		LOCAL BENEFIT: 0
IS THE PROJECT A PART OF TSEP? no		

PROJECT NAME: Impaired Driving Enforcement Recognition Ceremony 10/1/17-9/30/18		
SUB-RECIPIENT(S): various vendors		
PROJECT DESCRIPTION: To recognize and honor law enforcement for their participation in Checkpoint Strikeforce and other impaired driving initiatives during 2017, OHS will host a recognition ceremony. Funds will be used for awards, certificates, pins to recognize those who worked the checkpoint strikeforce campaign, and other supplies needed for the ceremony as well as the cost of the facility and food.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$10,000	154, FY16	ADRC-1

MATCH AMOUNT: \$2,500	INDIRECT COST: n/a
MAINTENANCE OF EFFORT: 0	LOCAL BENEFIT: 0
IS THE PROJECT A PART OF TSEP? no	

PROJECT NAME: DUI Court Transdermal Alcohol Monitoring Device 10/1/17-9/30/18		
SUB-RECIPIENT(S): various vendors		
PROJECT DESCRIPTION: To support the needs of the newly established DUI Court program, OHS will fund transdermal alcohol devices (TAD), to allow Probation and Parole to closely monitor these offenders while in the program. P&P did not have sufficient devices for this new population of offenders. Close monitoring with immediate consequences is a key component of a successful DUI Court. For this reason, OHS will support this alcohol monitoring device. Initially, 20 additional devices will be rented. This project may be amended if additional devices prove to be necessary.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$75,000	154, FY16	AANM-1
MATCH AMOUNT: \$18,750		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: 0		LOCAL BENEFIT: 0
IS THE PROJECT A PART OF TSEP? no		

PROJECT NAME: Delaware State Police Omega Blood Draw Program		
SUB-RECIPIENT(S): Delaware State Police, Omega		
PROJECT DESCRIPTION: Delaware State Police contracts for blood draw services with Omega Medical Center, a company that provides on-site blood draws for DUI investigations.. The reports are available in a timely manner and aid in securing convictions for impaired driving related offenses.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$75,000	154, FY16	AMGA-1
MATCH AMOUNT: \$18,750		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: 0		LOCAL BENEFIT: 0
IS THE PROJECT A PART OF TSEP? no		

PROJECT NAME: Traffic Safety Resource Prosecutor Program		
SUB-RECIPIENT(S): Delaware Department of Justice		
PROJECT DESCRIPTION: Delawares TSRP Program now includes a lead TSRP within Delaware's Department of Justice, two additional attorneys (one part-time assistance position, one full-time assistance position – with no benefits) to help with issues in Kent and Sussex Counties, as well as assist in New Castle County. Further, there are two paralegal positions to assist with all the TSRP responsibilities and initiatives. The TSRP Program is responsible for oversight of the prosecution of vehicular crimes, review of potential		

new legislation, review of trial and appellate decisions, training for law enforcement and prosecutors, and to act as a liaison between OHS and other partners, such as the Division of Forensic Sciences, the State Police Crime Lab, the Judiciary, etc.

AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$250,000	154, FY17	ABAK-1
\$254,000	154, FY18	ACAE-1
\$80,000	164, FY15	AAMF-1
\$80,000	405d, FY15	AAKF-1
\$100,000	405d, FY16	AANA-1
\$300,000	405d, FY17	ABBC-1
MATCH AMOUNT: \$216,000		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: 0		LOCAL BENEFIT: 0
IS THE PROJECT A PART OF TSEP? no		

PROJECT NAME: 24/7 Continuous Monitoring Program		
SUB-RECIPIENT(S): various vendors		
PROJECT DESCRIPTION: Delaware has created a legislative subcommittee to the Statewide Impaired Driving Taskforce. The subcommittee is exploring the possibility of bringing a 24/7 Sobriety Program to Delaware. Funds will be used to support efforts to implement a 24/7 sobriety program.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$50,000	154, FY17	ABAF-1
MATCH AMOUNT: \$12,500		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: 0		LOCAL BENEFIT: 0
IS THE PROJECT A PART OF TSEP? no		

PROJECT NAME: DUI Court		
SUB-RECIPIENT(S): Delaware Administrative Office of the Courts, Probation and Parole, other vendors		
PROJECT DESCRIPTION: Funds will be used to cover the costs of expanding the pilot DUI court. The pilot DUI court is located only in New Castle County. DUI court staff recently travelled to the NADCP training in California to obtain additional training. Funds will be used to support efforts to implement DUI courts in other counties.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$50,000	154, FY17	ABAE-1
MATCH AMOUNT: \$12,500		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: 0		LOCAL BENEFIT: 0
IS THE PROJECT A PART OF TSEP? no		

PROJECT NAME: Judicial Outreach Liaison		
SUB-RECIPIENT(S): selected JOL		
PROJECT DESCRIPTION: In an effort to strengthen our partnership with the Judicial division of the State of Delaware Courts, OHS will work through the JOL to establish a more thorough public understanding of traffic safety issues and the adjudication of motor vehicle cases. The JOL will focus efforts on impaired driving program areas and other highway safety program areas as needed to mobilize support OHS' traffic safety activities. Funds will be used to cover the costs associated with JOL program.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$50,000	154, FY18	ACAB-1-1
MATCH AMOUNT: \$12,500	INDIRECT COST: n/a	
MAINTENANCE OF EFFORT: 0	LOCAL BENEFIT: 0	
IS THE PROJECT A PART OF TSEP? no		

PROJECT NAME: Alcohol Impaired Driving Travel/Training		
SUB-RECIPIENT(S): various vendors		
PROJECT DESCRIPTION: Funds are set aside to allow OHS to support alcohol impaired driving training programs, such as breath and blood alcohol testing courses for the State Crime Lab and SFST and ARIDE training programs for law enforcement, the judiciary, and prosecutors. Funds are also used for training materials used for alcohol impaired training courses.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$ 50,000	154, FY17	ABTR-1
\$100,000	154, FY18	AANM-1
MATCH AMOUNT: \$37,500	INDIRECT COST: n/a	
MAINTENANCE OF EFFORT: 0	LOCAL BENEFIT: 0	
IS THE PROJECT A PART OF TSEP? no		

PROJECT NAME: Impaired Driving Travel/Training		
SUB-RECIPIENT(S): Delaware Courts, Delaware Dept. of Justice, Delaware law enforcement statewide, other vendors		
PROJECT DESCRIPTION: Funds are set aside to allow OHS to support impaired driving training programs for law enforcement, the judiciary, and prosecutors.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$50,000	405d, FY16	AANG-1
\$60,000	405d, FY17	ABBE-1
\$100,000	405d, FY18	ADAD-1

MATCH AMOUNT: \$52,500	INDIRECT COST: n/a
MAINTENANCE OF EFFORT: 0	LOCAL BENEFIT: 0
IS THE PROJECT A PART OF TSEP? no	

PROJECT NAME: Drug Recognition Expert Program		
SUB-RECIPIENT(S): , law enforcement, various vendors		
PROJECT DESCRIPTION: Funds will be used to support all aspects of the DRE program. Delaware currently has 23 trained and certified DREs. Delaware is planning to host an in-state DRE class in FY18. Funds will be used to conduct training of new DRE officers and provide current DRE officers training to maintain and grow their skills and remain certified. OHS supports their overtime for DRE call-outs, to conduct evaluations, travel and training costs, equipment to assist the DRE program with their enforcement evaluations and training. and other administrative costs.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$70,000	405d, FY15	AAKB-1
\$50,000	405d, FY16	AAND-1
\$100,000	405d, FY17	ABBB-1
\$80,000	405d, FY18	ADAB-1
MATCH AMOUNT: \$75,000		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: 0		LOCAL BENEFIT: 0
IS THE PROJECT A PART OF TSEP? No		

PROJECT NAME: Impaired Driving Enforcement Equipment		
SUB-RECIPIENT(S): various vendors		
PROJECT DESCRIPTION: OHS routinely funds requests for impaired driving enforcement equipment. OHS believes it is imperative to ensure officers are properly equipped with accurate equipment. In addition, for officer safety reasons, equipment for sobriety checkpoints is also provided regularly. This includes signs, cones, lights, vests, etc. Equipment for DSP crime lab impaired driving enforcement/conviction may also be purchased with these funds. These funds are used to support OHS enforcement initiatives.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$50,000	154, FY18	ACAD-1
\$75,000	405d, FY16	AANE-1
\$75,000	405d, FY17	ABBF-1
MATCH AMOUNT: \$50,000		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: 0		LOCAL BENEFIT: 0
IS THE PROJECT A PART OF TSEP? no		

PROJECT NAME: Anticipated Projects		
SUB-RECIPIENT(S): various vendors		
PROJECT DESCRIPTION: OHS uses a project proposal method to receive funding requests throughout the fiscal year. We do this with our Section 402 funds, but due to the number of impaired driving related requests we receive, some additional funding is appropriate to ensure critical impaired driving projects have the opportunity for implementation. These funds will be allocated to those proposals with a data-driven impaired driving need in Delaware.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$200,000	405d, FY16	AANX-1
\$265,000	405d, FY18	ADAG-1
MATCH AMOUNT: \$116,250		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: 0		LOCAL BENEFIT: 0
IS THE PROJECT A PART OF TSEP? no		

PROJECT NAME: Impaired Driving Paid Media and Outreach		
SUB-RECIPIENT(S): AB&C, Alliance Sports Marketing, Carvertise, JD Motorsports, Dover International Speedway, JHE Promotions and others		
PROJECT DESCRIPTION: OHS will fund paid media and outreach opportunities to coincide with the thirteen planned impaired driving enforcement mobilizations, to include the Drive Sober or Get Pulled Over enforcement mobilization in August 2018. These monies will be used to support paid media advertising, including television, radio, internet, indoor and outdoor advertising, and other paid media efforts. In addition, these funds will support our sports marketing efforts to encourage the public to not drive impaired. Paid media is a key component of OHS' outreach efforts. In addition, OHS will work to expand our social media reach regarding occupant protection as well. Finally, these funds will support the fall 2018 NASCAR effort at Dover International Speedway.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$177,900	405d, FY15	AAKC-1
\$550,000	405d, FY17	AABD-1
\$550,000	405d, FY18	ADAA-1
\$650,000	154, FY17	ABAJ-1
\$650,000	154, FY18	ACAF-1
MATCH AMOUNT: \$644,475		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: 0		LOCAL BENEFIT: \$2,577,900
IS THE PROJECT A PART OF TSEP? no		

SPEED MANAGEMENT

HIGHWAY SAFETY PROGRAM AREA PROBLEM IDENTIFICATION, COUNTERMEASURE STRATEGIES, PROJECTS AND FUNDING (§ 1300.11(D)):

HIGHWAY SAFETY PROGRAM AREAS

Program Area: Speed Management

Program Area Problem Identification:

OHS has conducted in depth crash data analysis on crashes where speed was considered a factor. In 2016, there were 37 speed related fatalities. This was an increase from 2015, when 34 speed related fatalities occurred. However, speed related injury crashes decreased from 2015 (226) to 2016 (195).

Over the last five years, 57% of drivers responsible for speed related injury crashes are aged 29 or younger. Additionally, another 24% are between the ages of 30-44. 63% of drivers responsible were male. 72% of speed related crashes occurred in New Castle County, 23% in Kent County, and 28% in Sussex County. January, November, and December have the most incidents, but weather is a large factor in those months. The highest time periods are between 6 AM- 10 AM, and 2 PM – 8 PM. Additionally, 78% of speed related crashes occur on roadways where the speed limit is 35 mph or higher.

Over the last five years of speed related fatality crashes, 43% of crashes occurred on a Saturday or Sunday. 56% of drivers responsible were aged 34 or younger, with 85% of drivers being male. The highest time periods for a speed related fatal crash is between 9 PM – 2 AM. Many of these drivers are under the influence of alcohol and/or drugs as well.

Performance Target(s): To reduce the five year (2012-2016) base year average of 40 speed related fatalities to a five year average (2014-2018) of 37.

COUNTERMEASURE STRATEGIES

- OHS will provide funding to law enforcement agencies for speed enforcement in FY18. Mobilizations will focus on occupant protection and combined with speed enforcement. OHS has found that combining mobilizations is successful in making sure overtime jobs are filled. A risk assessment will be completed for each agency receiving funds. Speed citations written during these mobilization efforts will be reviewed to determine if police agencies are productively enforcing the laws, and will be considered when selecting agencies to participate in future mobilizations. Additional details on the combined Occupant Protection and Speed mobilizations can be found in the Comprehensive Traffic Safety Program section. (Countermeasures That Work, 2015, 8th edition, Ch. 2, 2.1/2.2)
- All high-visibility enforcement programs include communications and outreach strategies that use a combination of earned media and paid advertising. Outreach is in the form of press releases; outreach to corporate partners; postings to the OHS website, Facebook page and twitter updates; and paid media including posters, flyers, table tents, billboards, sports marketing, radio, television and digital media. (Countermeasures That Work, 2015, 8th Edition, CH. 7, 7.2)
- OHS placed an increased emphasis on linkage between program area problem identification, performance targets, identified countermeasure strategies as listed above and the allocation of funds as described below in the listed projects.

Provide the **data and data analysis, or other documentation** consulted, that support the effectiveness of proposed countermeasure strategy and support the selection of and funding allocation for the proposed projects (§ 1300.11(d)(3)):

Countermeasures That Work, 2015, 8th Edition

Is the countermeasure selected above innovative, i.e., countermeasure strategies that are not evidence-based? (§ 1300.11(d)(4)) no

If yes, enter innovative countermeasure justification (if applicable): n/a

PROJECT NAME: Fall OP/Speed (10/4/17-10/23/17)		
SUB-RECIPIENT(S): Various law enforcement agencies		
PROJECT DESCRIPTION: see Police Traffic Services		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$33,380	402, FY18	OHOS-1
MATCH AMOUNT: \$8,345		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: 0		LOCAL BENEFIT: \$33,380
IS THE PROJECT A PART OF TSEP? yes		

PROJECT NAME: Safe Family Holiday Speed/OP (12/5/17-12/22/17)		
SUB-RECIPIENT(S): Various law enforcement agencies		
PROJECT DESCRIPTION: see police traffic services		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$33,360	402, FY18	OHOS-2
MATCH AMOUNT: \$8,340		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: 0		LOCAL BENEFIT: \$33,360
IS THE PROJECT A PART OF TSEP? yes		

PROJECT NAME: Winter Speed/OP (1/23/18-2/26/18)		
SUB-RECIPIENT(S): Various law enforcement agencies		
PROJECT DESCRIPTION: see Police Traffic Services		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$67,040	402, FY18	OHOS-3
MATCH AMOUNT: \$16,760		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: 0		LOCAL BENEFIT: \$67,040
IS THE PROJECT A PART OF TSEP? yes		

PROJECT NAME: August OP/Speed (8/8/18-8/27/18)		
SUB-RECIPIENT(S): Various law enforcement agencies		
PROJECT DESCRIPTION: see Police Traffic Services		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$37,720	402, FY18	OHOS-4
MATCH AMOUNT: \$9,430		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: 0		LOCAL BENEFIT: \$37,740
IS THE PROJECT A PART OF TSEP? yes		

PROJECT NAME: Occupant Protection/Speed Paid Media and Outreach		
SUB-RECIPIENT(S): AB&C		
PROJECT DESCRIPTION: See Police Traffic Services		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
See Police Traffic Services		
MATCH AMOUNT:		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: n/a		LOCAL BENEFIT:
IS THE PROJECT A PART OF TSEP?		

PROJECT NAME: Choices Matter – High School Speed Program		
SUB-RECIPIENT(S): Alliance Sports Marketing		
PROJECT DESCRIPTION: OHS and Alliance Sports Marketing will collaborate to coordinate a program in high schools aimed at encouraging teen drivers to reduce their speeds while driving. The program will include a guest speaker and events at high school sporting events designed to encourage teens to slow down while behind the wheel.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$43,389	402, FY18	OHTS-1
MATCH AMOUNT: \$0		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: n/a		LOCAL BENEFIT: 0
IS THE PROJECT A PART OF TSEP? no		

TRAFFIC RECORDS

HIGHWAY SAFETY PROGRAM AREA PROBLEM IDENTIFICATION, COUNTERMEASURE STRATEGIES, PROJECTS AND FUNDING (§ 1300.11(D)):

HIGHWAY SAFETY PROGRAM AREAS

Program Area: Traffic Records

Program Area Problem Identification:

Accurate, complete and timely traffic safety data is the cornerstone of the state's highway safety program. Efforts are currently underway to make improvements and upgrades to existing records systems to ensure that data that is captured and used in resource allocation decision making is as accurate as possible. The efforts currently underway include the enhancement of the E-Crash system, the utilization of CARS (Crash Analysis Reporting System) to map crashes and the Quality Assurance/Quality Control (QA/QC) project to ensure quality data in the E-crash system. Problem identification remains a key function of the Office of Highway Safety. In order to ensure that the federal funds received by Delaware are allocated in an efficient and effective manner, it is critical to review as much highway safety data as possible to determine the types of crashes that are occurring, where and when they are occurring and who is our target audience. Thus, complete traffic records systems are essential to the highway safety program.

Performance Target(s):

Traffic Records – Short-term performance target:

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

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

COUNTERMEASURE STRATEGIES

- OHS will fund a position dedicated to conducting problem identification and ongoing analysis of traffic records data, primarily for OHS. Continued analysis of this data provides long range trends and assists with project planning and resource allocation. (Highway Safety Program Guideline #10, Section 3) A risk assessment will be completed for every agency receiving funds.
- The Traffic Records Coordinating Committee (TRCC) will continue to review and update the strategic plan as needed. This ongoing process allows OHS to track progress and to support changing needs and emerging issues. (Highway Safety Program Guideline #10, Section 4)
- OHS will support projects that continue to monitor existing traffic records systems for data quality. This will ensure accurate and timely data to enable accurate project planning and effective resource allocation. (Highway Safety Program Guideline #10, Section 2)
- OHS will continue to support projects to enhance existing traffic records systems to ensure accurate collection of crash data, roadway data, driver data, vehicle data, and citation data. This support will include efforts to maintain and/or improve data linkages. (Highway Safety Program Guideline #10, Section 1)
- OHS placed an increased emphasis on linkage between program area problem identification, performance targets, identified countermeasure strategies as listed above and the allocation of funds as described below in the listed projects.

Provide the ***data and data analysis, or other documentation*** consulted, that support the effectiveness of proposed countermeasure strategy and support the selection of and funding allocation for the proposed projects (§ 1300.11(d)(3)):

Highway Safety Program Uniform Guideline #10

Is the countermeasure selected above innovative, i.e., countermeasure strategies that are not evidence-based? (§ 1300.11(d)(4)) No

If yes, enter innovative countermeasure justification (if applicable): n/a

Additional Information required for 405c application:

Executive Committee Membership

- Peggy Bell - Executive Director - Delaware Justice Information System
- Jennifer Cohan - Secretary – Department of Transportation
- Kara Walker - Secretary - Department of Health and Social Services
- Karyl Rattay - Director - Division of Public Health
- Robert Coupe - Secretary – Department of Safety and Homeland Security

Core Team Membership

- Peggy Bell - Executive Director – Delaware Justice Information System (Crash, Enforcement/Adjudication)
- Tracy Condon - Traffic Section – Delaware State Police (Crash, Enforcement/Adjudication)
- Rod Chu - Regional Program Manager – NHTSA (Crash)
- Joe Draper - DelDOT - Division of Motor Vehicles (Vehicle, Driver)

- Britany Huss – Paramedic Administrator - Department of Health and Social Services (Injury Surveillance)
- Stephanie Johnson – DelDOT Planning (Roadway)
- Pat Kennedy – Safety and Mobility Engineer – FHWA Delaware Division (Crash)
- Veron Kirkendoll – Division Administrator – FMCSA Delaware Division (Crash)
- Richard Klepner – Management Analyst III – Office of Highway Safety (Crash, Enforcement/Adjudication)
- Mark Luszcz - Assistant Director – DelDOT Traffic (Crash, Roadway)
- Fred Pusey – DelDOT - Division of Motor Vehicles (Vehicle, Driver)
- Jana Simpler - Director - Office of Highway Safety (Crash, Enforcement/Adjudication) - TRCC Coordinator
- Philip Strohm - State Programs Specialist - FMCSA Delaware Division (Crash)
- Teresa Vandershel - DelDOT - Division of Motor Vehicles (Vehicle, Driver)
- Adam Weiser - Safety Programs Manager - DelDOT Traffic (Crash, Roadway)

PROJECT NAME: E-Crash Quality Assessment/Control and Enhancements (10/1/17-9/30/18)		
SUB-RECIPIENT(S): DelJIS		
PROJECT DESCRIPTION: Funds are provided to the Delaware Justice Information Systems (DELJIS) to review records within E-Crash to determine accuracy and to correct inaccuracies. Recurrent inaccuracies are addressed in one of two ways: the programming team identifies needed enhancements to the E-Crash or E-Ticket system or training is provided in the necessary areas to enable officers to more accurately complete their records. Scheduled updates and improvements are directly identified through the quality monitoring provided.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$180,000	405C, FY17	AALE-1
\$150,000	405C, FY18	CABA-1
MATCH AMOUNT: \$82,500		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: 0		LOCAL BENEFIT: 0
IS THE PROJECT A PART OF TSEP? no		

PROJECT NAME: TRCC Strategic Plan Implementation		
SUB-RECIPIENT(S): Whitman, Requardt & Associates		
PROJECT DESCRIPTION: Funds are provided to Whitman, Requardt, and Associates (WRA) to provide assistance with the Traffic Records Coordinating Committee (TRCC), meetings, to coordinate the Traffic Records Assessment, to assist the TRCC Coordinator with the development of the grant application, analysis of project outcomes, and guidance with the selection of appropriate projects. This position will guide the TRCC in continuing to review and update the strategic plan as needed. This ongoing process allows OHS to track progress and to support changing needs and emerging issues.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$20,000	405C, FY15	AALC-1
\$30,000	405C, FY16	AALF-1

\$24,000	405C, FY17	AALL-1
MATCH AMOUNT: \$18,500		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: 0		LOCAL BENEFIT: \$74,000
IS THE PROJECT A PART OF TSEP? no		

PROJECT NAME: DelDOT Road Inventory Data Collection (10/1/17-9/30/18)		
SUB-RECIPIENT(S): Delaware Department of Transportation		
PROJECT DESCRIPTION: Funds will be provided to allow for the collection of roadway inventory data. This data will be used to determine the need for specific signs, signals, ADA ramps, lanes and shoulders, curbs, gutters, guardrails, bike lanes, and sidewalks. This phase of the project is just to collect the necessary data.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$54,165	405C, FY15	AALH-1
\$70,179	405C, FY16	AALG-1
MATCH AMOUNT: \$31,086		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: 0		LOCAL BENEFIT: 0
IS THE PROJECT A PART OF TSEP? no		

PROJECT NAME: Data Analyst Contract		
SUB-RECIPIENT(S): Whitman, Requardt, and Associates (WRA)		
PROJECT DESCRIPTION: Funds are provided to WRA for a contractual position to provide on-site data analysis. This position is currently vacant but expected to be filled by FY18. This person will be responsible for data analysis for all priority areas to direct programming and project development.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$15,000	405C, FY16	AALD-1
\$80,000	405C, FY17	AALK-1
\$50,000	405C, FY18	DATA-1
MATCH AMOUNT: \$36,250		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: n/a		LOCAL BENEFIT: 0
IS THE PROJECT A PART OF TSEP? no		

PROJECT NAME: Anticipated Projects		
SUB-RECIPIENT(S): Various		
PROJECT DESCRIPTION: Funds will be made available to projects related to improving Traffic Records. These funds will be distributed when those projects are finalized and submitted.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$79,000	405C, FY18	CBAA-1
MATCH AMOUNT: \$19,750		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: n/a		LOCAL BENEFIT: \$79,000
IS THE PROJECT A PART OF TSEP? no		

MOTORCYCLE SAFETY

HIGHWAY SAFETY PROGRAM AREA PROBLEM IDENTIFICATION, COUNTERMEASURE STRATEGIES, PROJECTS AND FUNDING (§ 1300.11(D)):

HIGHWAY SAFETY PROGRAM AREAS

Program Area: Motorcycle Safety

Program Area Problem Identification:

There were 15 motorcycle fatalities in 2016, which accounted for 8% of all fatalities throughout Delaware. This is a 7% decrease from the year before, when 20 motorcyclists were killed. Of the 15 fatalities, 10 motorcyclists were wearing their helmets (67%). Impairment was a factor in 8% of the fatalities. 86% of all motorcycle fatalities were males. Between 2012-2016, 87 motorcyclists have been killed. Over the last four years, Delaware averaged 250 motorcycle crashes a year. Of those crashes, 56% involve a motorcycle and another motor vehicle. The remaining crashes are the result of rider error. 19% involve riders operating the motorcycle in an erratic, reckless, careless, negligent or aggressive manner. And in 40% of these crashes, there was no contributing factor. The highest month for motorcycle crashes is June, followed by September and August. There is a sharp rise in crashes between 11 am to 5 pm.

Percentage of Motorcycle Fatalities

	2011	2012	2013	2014	2015	2016
Total Traffic Fatalities	103	116	101	118	133	120
Motorcycle Fatalities	18	17	20	15	20	15
% Motorcycle Fatalities	17%	15%	20%	13%	15%	8%

Percentage of Motorcycle Fatalities Wearing Helmets

	2011	2012	2013	2014	2015	2016
Total Motorcycle Fatalities	18	17	20	15	20	15
Total Wearing Helmets	8	12	12	6	14	10
% Wearing Helmets	44%	71%	65%	40%	70%	67%

Performance Target(s): To decrease calendar year overall motorcycle crashes so that the total fatalities have a five year (2014-2018) average of 15.

To decrease calendar year unhelmeted motorcycle crashes so that the total unhelmeted fatalities have a five year (2014-2018) average of 5.

COUNTERMEASURE STRATEGIES

- OHS will continue to schedule motorcycle safety enforcement efforts. The activities in FY 2018 will be scheduled throughout the year, based on the month, days and hours that motorcycle crashes are most likely to occur. The agencies selected to participate in these enforcements are locations identified as high crash areas. (Highway Safety Program Guidelines #3, Section 1) Enforcement strategies will include roving patrols focused on both impaired driving and aggressive driving violations. (Highway Safety Program Guidelines #3, Section 5, and Countermeasures that Work, 8th Edition, 2015, Ch. 5, Section 2.1) In addition, riders and motorists violating motorcycle safety laws will be cited (Highway Safety Program Guidelines #3, Section 7) A risk assessment will be conducted for every agency provided funding.
- OHS will continue to coordinate both paid and earned media with all scheduled enforcement, as identified by NHTSA as the model for high visibility enforcement projects. Paid media will be placed in high crash locations identified through data analysis. Furthermore, target demographics will be determined and media will be developed aimed at those populations. Due to the very public and political nature of motorcycling issues in Delaware, the media focus is split between riders and motorists. (Countermeasures That Work, 8th Edition, 2015, Ch. 5, Sections 4.1, 4.2)
- OHS will continue to participate in Delaware’s Motorcycle Rider Education Advisory Committee, comprised of members from the Division of Motor Vehicles, the Dover Air Force Base, private motorcycle groups, motorcycle retail store owners, and is co-chaired by State Senator Bruce Ennis and State Representative Daniel Short. OHS has no funding allocated to this initiative. (Countermeasures That Work, 2015, 8th Edition, Ch. 5, Section 3.2)
- In conjunction with the Division of Motor Vehicles, OHS will continue to promote available motorcycle training classes – offered both for novice and advanced riders. This training uses the *Basic Rider Course* curricula. OHS has no funding allocated to this initiative. (Countermeasures That Work, 2015, 8th Edition, Ch. 5, Section 3.2)
- Throughout the spring and summer months, OHS will provide educational materials to the motorcycle riding community, urging the use of helmets and all available safety equipment. These materials will be available at motorcycle retail stores, as well as motorcycle safety events statewide. (Countermeasures That Work, 2015, 8th Edition, Ch. 5, Section 4.1)
- OHS placed an increased emphasis on linkage between program area problem identification, performance targets, identified countermeasure strategies as listed above and the allocation of funds as described below in the listed projects.

Provide the ***data and data analysis, or other documentation*** consulted, that support the effectiveness of proposed countermeasure strategy and support the selection of and funding allocation for the proposed projects (§ 1300.11(d)(3)):

Highway Safety Program Uniform Guideline #3 and Countermeasures that Work, 8th Edition, 2015

Is the countermeasure selected above innovative, i.e., countermeasure strategies that are not evidence-based? (§ 1300.11(d)(4)) No

If yes, enter innovative countermeasure justification (if applicable): n/a

Additional required information for 405f application:

Motorcycle Riding Training Course

A list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records is provided below:

Motorcycle cycle rider training courses will be conducted in all three of Delaware's counties: New Castle County, Kent County and Sussex County.

2016 Motorcycle Registration by County

County	Registrations
New Castle	10,813
Kent	5,497
Sussex	6,259
Total	22,569

PROJECT NAME: May Motorcycle Enforcement – 5/4/18 – 5/20/18		
SUB-RECIPIENT(S): various law enforcement agencies		
PROJECT DESCRIPTION: Data analysis has shown that May is traditionally the beginning of the motorcycle rider season. Nationally, May is National Motorcycle Awareness Month. The change in the weather increases the number of motorcycles on the road. A four year average of data shows 13.7% of motorcycle crashes in Delaware occur in the month of May. Agencies with a higher incidence of motorcycle crashes were selected to participate in this effort. Included are some of the smaller municipalities in Sussex County, as they are likely to see an increase in motorcycle traffic in the month of May in their locations. Officers will focus on motorist violations that impact motorcyclists, as well as motorcycle safety law violations. A total of 75 patrols are scheduled, including participation from the 7 troops of the Delaware State Police. The officers will work 4 hour patrols between the hours of 12 pm – 8 pm.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$15,820	402, FY 2018	OHMA-1
MATCH AMOUNT: \$3,955	INDIRECT COST: n/a	
MAINTENANCE OF EFFORT: n/a	LOCAL BENEFIT: \$15,820	
IS THE PROJECT A PART OF TSEP? yes		

PROJECT NAME: June Motorcycle Enforcement – 6/8/18 – 6/24/18		
SUB-RECIPIENT(S): various law enforcement agencies		
PROJECT DESCRIPTION: June is the highest month for motorcycle crashes in Delaware, based on a four year average of 19.9%. As a result, efforts will be focused in the month of June, on the days of the week and at times of the day when crashes are more likely to occur. Agencies with high crash rates were selected to participate. A total of 114 patrols are scheduled, including participation from the 7 troops of the Delaware State Police. Officers will focus on motorist violations that impact motorcyclists, as well as motorcycle safety law violations. The officers will work 4 hour patrols between the hours of 12 pm – 8 pm.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$14,720	Section 402, FY 2018	OHMA-2
MATCH AMOUNT: \$3,680	INDIRECT COST: n/a	
MAINTENANCE OF EFFORT: n/a	LOCAL BENEFIT: \$14,720	
IS THE PROJECT A PART OF TSEP? yes		

PROJECT NAME: July Motorcycle Enforcement – 7/6/18 – 7/8/18		
SUB-RECIPIENT(S): Delaware State Police		
PROJECT DESCRIPTION: Data analysis shows over the past four years an average of 16.1% of all motorcycle crashes occurring in the month of July. In recent years, Delaware motorcycle enforcements have been conducted similarly every month, with involvement from both municipality police and Delaware State Police. As a change to our enforcement strategy, we will only be funding enforcements for July with the Delaware State Police. Officers will focus on motorist violations that impact motorcyclists, as well as motorcycle safety law violations. A total of 26 patrols are scheduled with participation from the 7 troops of the Delaware State Police. The officers will work 4 hour patrols between the hours of 12 pm – 8 pm.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$5,720	Section 402, FY 2018	OHMA-3
MATCH AMOUNT: \$1,430	INDIRECT COST: n/a	
MAINTENANCE OF EFFORT: n/a	LOCAL BENEFIT: \$5,720	
IS THE PROJECT A PART OF TSEP? yes		

PROJECT NAME: August Motorcycle Enforcement – 8/10/18 – 8/12/18		
SUB-RECIPIENT(S): Delaware State Police		
PROJECT DESCRIPTION: Data analysis shows over the past four years an average of 17.5% of all motorcycle crashes occurring in the month of August. In recent years, Delaware motorcycle enforcements have been conducted similarly every month, with involvement from both municipality police and Delaware State Police. As a change to our enforcement strategy, we will only be funding enforcements for August with the Delaware State Police. Officers will focus on motorist violations that impact motorcyclists, as well as motorcycle safety law violations. A total of 26 patrols are scheduled with participation from the 7 troops of the Delaware State Police. Officers will work 4 hour patrols between 12 pm – 8 pm.		

AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$5,720	Section 402, FY 2018	OHMA-4
MATCH AMOUNT: \$1,430		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: n/a		LOCAL BENEFIT: \$5,720
IS THE PROJECT A PART OF TSEP? yes		

PROJECT NAME: September Motorcycle Enforcement – 9/13/18 – 9/16/18		
SUB-RECIPIENT(S): various law enforcement agencies		
PROJECT DESCRIPTION: September marks a return to cooler temperatures and fewer motorcycles on the road. This enforcement will coincide with the dates of the Ocean City Bike Weekend, September 13-16. Locations chosen are primarily in Kent and Sussex County, where increased numbers of motorcyclists are expected. Officers will focus on motorist violations that impact motorcyclists, as well as motorcycle safety law violations. A total of 63 patrols are scheduled, including participation from the 7 troops of the Delaware State Police. The officers will work 4 hour patrols between the hours of 12 pm – 8 pm.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$13,170	Section 402, FY 2018	OHMA-5
MATCH AMOUNT: \$3,293		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: n/a		LOCAL BENEFIT: \$13,170
IS THE PROJECT A PART OF TSEP? yes		

PROJECT NAME: Motorcycle Paid Media and Outreach		
SUB-RECIPIENT(S): ab&c		
PROJECT DESCRIPTION: Paid media focused on motorcycle rider awareness and safety will be funded to coincide with enforcement efforts throughout this time period. Delaware’s message is “Respect Your Ride,” and aims to educate riders about the need to wear all appropriate safety gear. In addition, paid media focused on motorist awareness of motorcycle riders will be funded to coincide with enforcement during this period. Delaware will promote the “Share the Road” message in an effort to remind motorists to look for motorcycles and be aware of their vulnerability. Media will include radio, billboards, print materials, and online advertising. Media placement will be targeted at identified high crash locations and the identified demographics of both motorists and riders identified through crash data.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$35,000	Section 402, FY 2018	OHMM-1
\$35,000	Section 405f, FY 2018	MCPA-1
\$30,000	Section 405f, FY 2017	AAGX-1
MATCH AMOUNT: \$25,000		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: n/a		LOCAL BENEFIT: Y
IS THE PROJECT A PART OF TSEP? yes		

DISTRACTED DRIVING/CELL PHONE USE

HIGHWAY SAFETY PROGRAM AREA PROBLEM IDENTIFICATION, COUNTERMEASURE STRATEGIES, PROJECTS AND FUNDING (§ 1300.11(D)):

HIGHWAY SAFETY PROGRAM AREAS

Program Area: Distracted Driving

Program Area Problem Identification:

Distracted Driving is a complex issue to identify in terms of crash data because it can be difficult to define, measure and even observe. If an officer arrives at a crash, it may be up to the driver to self-report an incident involving distraction. In many cases, the driver will not admit to fault in relation to distraction. There may also be crashes that are strictly property damage, in which case a report is not filed. It is estimated that cell phone-related crashes are severely under-reported. Delaware has been collecting cell phone-related crash information since 2011. In 2011, 147 of all reportable crashes involved hand-held cell phone use. In 2016, that number was 212. Delaware has a “hands-free” and “no-texting” cell phone law. OHS funds enforcement and paid media efforts to promote the hands-free message and enforce the cell phone law. In 2016, law enforcement made 15,167 cell phone arrests.

Distract Driving crashes increase around 11 am, then has a sharp rise during the evening rush hour, beginning at 5 pm. Thursday is the highest day of the week for cell phone-related crashes, accounting for 17% over a four year average. And 55% of all cell phone-related crashes are caused by a person under the age of 30.

Number of Cell Phone-Involved Traffic Crashes

	2012	2013	2014	2015	2016
Total Reportable Crashes	21,197	22,453	22,904	24,904	26,453
Total Cell Phone involved*	140	147	166	150	212
Percentage of Total	1%	1%	1%	1%	.8%

*self-reported

Performance Target(s): To decrease calendar year Distracted Driving crashes so that Distracted Driving crashes have a five year (2014-2018) average of 184.

COUNTERMEASURE STRATEGIES

- Using available data analysis, OHS will schedule enforcements for distracted driving based on the months, days and hours when crashes are most likely to occur. Police agencies with identified traffic safety problems will be selected to conduct five mobilizations focused on distracted driving violations. A risk assessment will be completed for each agency receiving funds. Distracted driving citations written during these mobilization efforts will be reviewed to determine if police agencies are productively enforcing the laws, and will be considered when selecting agencies to participate in future mobilizations. Officers participating are directed to focus on the enforcement of Delaware’s hands-free cell phone law, as well as the ban on sending or reading text messages. (Countermeasures That Work 8th Edition, 2015, Chapter 4, Section 1.2)
- OHS will coordinate paid and earned media activities to coincide with all enforcement activities following the accepted NHTSA model for high visibility enforcement. (Countermeasures That Work 8th Edition, 2015, Chapter 4, Section 1.3)

<ul style="list-style-type: none"> • OHS will continue to work with the <u>statewide Corporate Partners Program</u> – distributing fliers, posters and newsletter information to private and public companies in Delaware. This program enables businesses to share monthly messages with their employees directly – including Distracted Driving. (Countermeasures That Work 8th Edition, 2015, Chapter 4, Section 2.2) • OHS placed an <u>increased emphasis on linkage</u> between program area problem identification, performance targets, identified countermeasure strategies as listed above and the allocation of funds as described below in the listed projects.
Provide the <i>data and data analysis, or other documentation</i> consulted, that support the effectiveness of proposed countermeasure strategy and support the selection of and funding allocation for the proposed projects (§ 1300.11(d)(3)): Countermeasures That Work 8 th Edition, 2015
Is the countermeasure selected above innovative, i.e., countermeasure strategies that are not evidence-based? (§ 1300.11(d)(4)) No
If yes, enter innovative countermeasure justification (if applicable): n/a

PROJECT NAME: Safe Family Holiday Distracted Driving Enforcement 11/15/17 – 12/9/17		
SUB-RECIPIENT(S): various law enforcement agencies		
PROJECT DESCRIPTION: With heightened emphasis on highway safety during the holiday season of late November through December, OHS conducts various priority enforcements during this time period, called Safe Family Holiday. Distracted Driving enforcement will start mid-November and continue through the first week in December. There are 15 agencies scheduled to participate and conduct 80 patrols between the hours of 7am to 8pm.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$17,100	Section 402, FY 2018	OHDA-1
MATCH AMOUNT: \$4,275		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: n/a		LOCAL BENEFIT: \$17,100
IS THE PROJECT A PART OF TSEP? yes		

PROJECT NAME: January Distracted Driving Enforcement 1/6/18-1/20/18		
SUB-RECIPIENT(S): various law enforcement agencies		
PROJECT DESCRIPTION: Due to unreliable crash data, it's important to continue to use a variety of tactics to deter motorists from using cell phones while driving. This includes the use of law enforcement mobilizations to specifically target drivers who violate Delaware's hands-free cell phone law. There are 15 agencies scheduled to participate and conduct 71 patrols between the hours of 7am to 8pm.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$15,350	Section 402, FY 2018	OHDA-2
MATCH AMOUNT: \$3,838		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: n/a		LOCAL BENEFIT: \$15,350
IS THE PROJECT A PART OF TSEP? yes		

PROJECT NAME: February – March Distracted Driving Enforcement – 2/27/18-3/16/18		
SUB-RECIPIENT(S): various law enforcement agencies		
PROJECT DESCRIPTION: With the statistical data available, March is found on average to be the highest month in terms of Distracted Driving crashes in Delaware over a four year reporting period. OHS will support this enforcement, to specifically target drivers who violate Delaware’s hands-free cell phone law. There are 17 agencies scheduled to participate and conduct 83 patrols between the hours of 7am to 8pm.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$17,500	Section 402, FY 2018	OHDA-3
MATCH AMOUNT: \$4,375		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: n/a		LOCAL BENEFIT: \$17,500
IS THE PROJECT A PART OF TSEP? yes		

PROJECT NAME: April Distracted Driving Enforcement – 4/12/18 – 4/29/18		
SUB-RECIPIENT(S): various law enforcement agencies		
PROJECT DESCRIPTION: April is National Distracted Driving Awareness month. This is an opportunity to increase visibility of the Distracted Driving issue with additional enforcements. This is the largest mobilization planned by OHS in FY 18. There are 26 agencies scheduled to participate and conduct 105 patrols between the hours of 7am to 8pm.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$22,500	Section 402, FY 2018	OHDA-4
MATCH AMOUNT: \$5,625		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: n/a		LOCAL BENEFIT: \$22,500
IS THE PROJECT A PART OF TSEP? yes		

PROJECT NAME: July Distracted Driving Enforcement 7/12/18-7/31/18		
SUB-RECIPIENT(S): various law enforcement agencies		
PROJECT DESCRIPTION: With an increase of vehicles on the road during the summer, July has the second highest number of Distracted Driving crashes over a four year average. For the last enforcement of the year for Distracted Driving, there are 16 agencies scheduled to participate and conduct 75 patrols between the hours of 7am to 8pm.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$15,950	Section 402, FY 2018	OHDA-5
MATCH AMOUNT: \$3,988		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: n/a		LOCAL BENEFIT: \$15,950
IS THE PROJECT A PART OF TSEP? yes		

PROJECT NAME: Distracted Driving Paid Media and Outreach		
SUB-RECIPIENT(S): ab&c		
PROJECT DESCRIPTION: OHS will fund paid media to coincide with the five distracted driving enforcement mobilizations. These monies will be used to fund television, radio, internet, indoor, and billboard advertising, as well as other paid media and outreach opportunities. Paid media is a key component to maintaining the high visibility enforcement model. Additionally, social media will play a larger role in promoting and supporting our messages as well as engaging our community.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$151,300	Section 402, FY 2018	OHDM-1
MATCH AMOUNT: \$37,825	INDIRECT COST: n/a	
MAINTENANCE OF EFFORT: n/a	LOCAL BENEFIT: \$151,300	
IS THE PROJECT A PART OF TSEP? yes		

PEDESTRIAN SAFETY

HIGHWAY SAFETY PROGRAM AREA PROBLEM IDENTIFICATION, COUNTERMEASURE STRATEGIES, PROJECTS AND FUNDING (§ 1300.11(D)):

HIGHWAY SAFETY PROGRAM AREAS

Program Area: Pedestrian Safety

Program Area Problem Identification:

In 2016, there were 27 pedestrian fatalities in Delaware. This was a 25% decrease from 2015, when 36 pedestrians were killed. These fatal crashes share characteristics of occurring on high speed, multi lane roadways, at night with a pedestrian under the influence.

However, the overall amount of pedestrian crashes increased 6.8% in 2016. These crashes tend to occur more often on residential roadways, involving individuals under the age of 19. 75% of pedestrian crashes occur in New Castle County, 13% in Kent County, and 13% in Sussex County.

Since 2012, 51% of pedestrians killed were under the influence of alcohol, including multiple pedestrians who have lost consciousness on roadways. Removing heavily intoxicated pedestrians from Delaware roadways will be seen as a priority.

Performance Target(s): To decrease the five year average pedestrian fatalities 3.5% from the 2012-2016 five year average of 28 to a five year average of 27 for the years 2014-2018.

COUNTERMEASURE STRATEGIES

- OHS will continue to schedule pedestrian enforcement mobilizations with police agencies throughout Delaware. Mobilization strategies are based on five years of pedestrian crash data to determine the month, hours, and locations where pedestrian crashes most often occur. (Countermeasures That Work 8th Edition, 2015, Chapter 8, Section 4.4)
- OHS will coordinate paid and earned media activities to coincide with all enforcement activities following the accepted NHTSA model for high visibility enforcement. (Countermeasures That Work 8th Edition, 2015, Chapter 8, Section 4.4)
- OHS placed an increased emphasis on linkage between program area problem identification, performance targets, identified countermeasure strategies as listed above and the allocation of funds as described below in the listed projects.

Provide the ***data and data analysis, or other documentation*** consulted, that support the effectiveness of proposed countermeasure strategy and support the selection of and funding allocation for the proposed projects (§ 1300.11(d)(3)):

Countermeasures That Work 8th Edition, 2015

Is the countermeasure selected above innovative, i.e., countermeasure strategies that are not evidence-based? (§ 1300.11(d)(4)) No

If yes, enter innovative countermeasure justification (if applicable): n/a

PROJECT NAME: Fall Pedestrian Mobilization (10/15/17 – 11/5/17)		
SUB-RECIPIENT(S): Various law enforcement agencies		
PROJECT DESCRIPTION: Pedestrian fatalities have historically trended higher in Delaware between September-December. OHS will be providing overtime during October to get the message out to Walk Smart. OHS will provide funding to agencies that will target high crash locations for personal injury and fatality pedestrian crashes. 84 patrols are scheduled to work between the hours of 3 PM – 10 PM.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$38,820	402, FY18	OHPA-1
MATCH AMOUNT: \$9,705		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: n/a		LOCAL BENEFIT: \$38,820
IS THE PROJECT A PART OF TSEP? yes		

PROJECT NAME: Safe Family Holiday (12/4/17 – 12/23/17)		
SUB-RECIPIENT(S): Various law enforcement agencies		
PROJECT DESCRIPTION: Over the last five years, December has had the highest frequency of pedestrian fatalities. Since 2012, Delaware has averaged 4 pedestrian fatalities during December. OHS will be providing overtime enforcement, in association with Safe Family Holiday, and messaging will focus on visibility and walking under the influence. 81 patrols are scheduled between the hours of 3 PM – 10 PM.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$36,420	402, FY18	OHPA-2
MATCH AMOUNT: \$9,105		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: n/a		LOCAL BENEFIT: \$36,420
IS THE PROJECT A PART OF TSEP? yes		

PROJECT NAME: Spring Pedestrian Mobilization (4/2/18 – 4/22/18)		
SUB-RECIPIENT(S): Various law enforcement agencies		
PROJECT DESCRIPTION: Pedestrian crashes tend to increase in occurrence once the weather begins to get warmer. 87 patrols are scheduled between the hours of 3 PM – 10 PM.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$20,000	405H, FY17	OHPE-1
\$21,220	405H, FY18	OHPF-1
MATCH AMOUNT: \$10,305		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: n/a		LOCAL BENEFIT: \$41,220
IS THE PROJECT A PART OF TSEP? yes		

PROJECT NAME: June Pedestrian Mobilization (6/5/18 – 6/19/18)		
SUB-RECIPIENT(S): Various law enforcement agencies		
PROJECT DESCRIPTION: June begins the Delaware beach season, where thousands of tourists vacation in Sussex County. For the last three years, OHS has partnered with the Ocean City Pedestrian Task Force to spread the message of walking safety. During this partnership, Delaware’s beaches have seen a dramatic reduction in pedestrian crashes and fatalities. 92 patrols are scheduled between the hours of 3 PM – 10 PM.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$41,940	405H, FY18	OHPF-2
MATCH AMOUNT: \$10,485		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: n/a		LOCAL BENEFIT: \$41,940
IS THE PROJECT A PART OF TSEP? yes		

PROJECT NAME: July Pedestrian Mobilization (7/5/18-7/19/18)		
SUB-RECIPIENT(S): Various law enforcement agencies		
PROJECT DESCRIPTION: For the last three years, OHS has partnered with the Ocean City Pedestrian Task Force to spread the message of walking safety. During this partnership, Delaware’s beaches have seen a dramatic reduction in pedestrian crashes and fatalities. This July mobilization will focus specifically at Delaware’s Beaches. 36 patrols are scheduled between the hours of 3 PM – 10 PM.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$15,200	405H, FY18	OHPF-3
MATCH AMOUNT: \$3,800		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: n/a		LOCAL BENEFIT: \$15,200
IS THE PROJECT A PART OF TSEP? yes		

PROJECT NAME: September Pedestrian Mobilization (8/27/18-9/17/18)		
SUB-RECIPIENT(S): Various law enforcement agencies		
PROJECT DESCRIPTION: Since 2012, September – December have the highest pedestrian fatality rates. OHS will be providing overtime during September to get the message out to Walk Smart. OHS will provide funding to agencies that will target high crash locations for personal injury and fatality pedestrian crashes. 85 patrols are scheduled between the hours of 3 PM – 10 PM.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$41,620	405H, FY18	OHPF-4
MATCH AMOUNT: \$10,405		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: n/a		LOCAL BENEFIT: \$41,620
IS THE PROJECT A PART OF TSEP? yes		

PROJECT NAME: Pedestrian Safety Paid Media and Outreach		
SUB-RECIPIENT(S): AB&C and Alliance Sports Marketing		
PROJECT DESCRIPTION: OHS plans to utilize paid media and outreach opportunities to share pedestrian safety messages with the public. In addition to traditional paid media opportunities, to include TV, radio, billboards, digital media, and other outdoor advertising, OHS plans to launch a pedestrian safety month, collaborate with 5K and endurance race planners, and partner with other traffic safety experts to identify ways to better reach the pedestrian population.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$75,061	402, FY18	OHPM-1
\$100,000	405H, FY18	PEDA-1
MATCH AMOUNT: \$43,7650		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: n/a		LOCAL BENEFIT: \$175,061
IS THE PROJECT A PART OF TSEP? yes		

ADDITIONAL INITIATIVES

COMPREHENSIVE TRAFFIC SAFETY PROGRAMS

HIGHWAY SAFETY PROGRAM AREA PROBLEM IDENTIFICATION, COUNTERMEASURE STRATEGIES, PROJECTS AND FUNDING (§ 1300.11(D)):

HIGHWAY SAFETY PROGRAM AREAS

Program Area: Comprehensive Traffic Safety Programs

Program Area Problem Identification:

This section of the HSP will focus on projects that impact more than one area of traffic safety. Problem ID has been established previously in the HSP through each Program Area Section's Problem ID.

Performance Target(s): To decrease calendar year crashes by Drivers age 20 or younger so that the fatality rate for these drivers have a five year (2014-2018) average of 14.

COUNTERMEASURE STRATEGIES

- OHS will fund a program manager for the impaired driving, motorcycle safety, traffic records, and pedestrian safety program areas (Highway Safety Program Guideline Number 3, Section 1; Number 8, Section 1; Number 10, Section 1; & Number 14, Section 1).
- OHS will fund a program manager for the occupant protection, speeding, distracted driving, and teen driver program areas (Highway Safety Program Guideline Number 4, Section 1; Number 19, Section 1; & Number 20, Section 1).
- OHS will fund a marketing specialist to manage all community outreach, public information and education campaigns, and paid media campaigns for all program areas (Highway Safety Program Guideline Number 3, Section 10; Number 8, Section 4; Number 14, Section 6; Number 19, Section 4; & Number 20, Section 4).
- OHS will reserve funds in order to provide flexibility for project proposals throughout the fiscal year. It is beneficial to states to have a variety of enforcement and non-enforcement projects throughout the local and community level (NHTSA Highway Safety Grant Funding Policy, Section A (23 U.S.C. 402)). This allows OHS to provide funding when appropriate and data-driven proposals are received.
- OHS has formed a Teen Driver Task Force to address recommendations from a NHTSA analysis of Delaware's Driver's Education Program. OHS will continue to work through the Task Force to implement improvements to the Driver's education program and will continue to educate parents about the GDL requirements and teen driver issues through the GDL Parent-Oriented Program and other educational efforts (Countermeasures That Work, 8th Edition, 2015, Ch. 6, Sections 1 & 3).
- OHS has a Corporate Outreach Program that is managed by the marketing specialist. The program works to reach the thousands of people who are employed in Delaware with traffic safety messaging. Corporate partners work closely with OHS to evaluate the effectiveness of outreach efforts, offer suggestions, and deliver program outreach to their respective audience (Countermeasures That Work, 8th Edition, 2015, Ch. 7, Section 3.1). The corporate messages are designed to coincide with OHS enforcement mobilizations.
- OHS placed an increased emphasis on linkage between program area problem identification,

performance targets, identified countermeasure strategies as listed above and the allocation of funds as described below in the listed projects.
Provide the data and data analysis, or other documentation consulted, that support the effectiveness of proposed countermeasure strategy and support the selection of and funding allocation for the proposed projects (§ 1300.11(d)(3)):
Note: If you use a countermeasure from the Countermeasures that work document than nothing else is needed.
Documentation consulted is cited above after the countermeasure.
Is the countermeasure selected above innovative, i.e., countermeasure strategies that are not evidence-based? (§ 1300.11(d)(4))No
If yes, enter innovative countermeasure justification (if applicable): n/a

PROJECT NAME: SALARY/BENEFITS FOR OHS STAFF – 10/1/2017 - 9/30/2018		
SUB-RECIPIENT(S): OHS		
PROJECT DESCRIPTION: Salaries and benefits will be provided for staff members who work in multiple program areas. This includes the Deputy Director/Impaired Driving Coordinator. A Management Analyst III position which acts as a Program Manager for Motorcycle, Distracted Driving, and Teen Driver. A Management Analyst III position which acts as a Program Manager for Occupant Protection (incl. Child Passenger Safety), Speed Management, Pedestrian and Traffic Records; and a Marketing Specialist, who is also responsible for the corporate partner program, older driver issues, management of media relations contracts, and all paid or earned media. Note: The Occupant Protection program manager position is funded 50% Federally and 50% by the State of Delaware.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
80,000	402, FY18	OHC-4
40,000	402, FY18	OHC-3
76,000	402, FY 18	OHC-1
MATCH AMOUNT: \$49,000		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: \$40,000		LOCAL BENEFIT: 0
IS THE PROJECT A PART OF TSEP? no		

PROJECT NAME: GDL/Teen Driver Issues
SUB-RECIPIENT(S): OHS and various vendors
PROJECT DESCRIPTION: OHS has formed a Teen Driver Task Force to address recommendations from a NHTSA analysis of Delaware’s Driver’s Education Program. OHS will continue to work through the Task Force to implement improvements to the Driver’s education program and will continue to educate parents about the GDL requirements and teen driver issues through the GDL Parent-Orientation Program and other educational efforts. Funds will support contractual costs, supplies and materials needed to

promote teen driver education and awareness. Funds will also be used to update the OHS on-line Graduated Driver's License Program. This program was first created in 2012. Updates are needed to reflect changes in fees, and to allow for more current information.

AMOUNT:			FUNDING SOURCE:			PROJECT NUMBER:		
\$15,000			FY18, 402			OHGD-1		
MATCH AMOUNT: \$3,750						INDIRECT COST: n/a		
MAINTENANCE OF EFFORT: n/a						LOCAL BENEFIT: \$15,000		
IS THE PROJECT A PART OF TSEP? no								

PROJECT NAME: Anticipated Project Proposals

SUB-RECIPIENT(S): various vendors

PROJECT DESCRIPTION: OHS uses a project proposal method to solicit and receive funding requests throughout the year. The process is open-ended, and proposals can be submitted at any time throughout the fiscal year. These requests are typically non-enforcement, though special enforcement requests are considered as well. It is paramount that funds be set aside and available for those proposals that are data-driven and assist in reaching identified traffic safety targets.

AMOUNT:			FUNDING SOURCE:			PROJECT NUMBER:		
\$151,000			402, FY18			OHPP-1		
MATCH AMOUNT: \$37,750						INDIRECT COST: n/a		
MAINTENANCE OF EFFORT: n/a						LOCAL BENEFIT: \$0		
IS THE PROJECT A PART OF TSEP? no								

POLICE TRAFFIC SERVICES

HIGHWAY SAFETY PROGRAM AREA PROBLEM IDENTIFICATION, COUNTERMEASURE STRATEGIES, PROJECTS AND FUNDING (§ 1300.11(D)):

HIGHWAY SAFETY PROGRAM AREAS

Program Area: Police Traffic Services

Program Area Problem Identification:

This section of the HSP will focus on projects that impact more than one area of traffic safety and are geared largely toward law enforcement. Problem ID has been established previously in the HSP through each Program Area Section's Problem ID.

Performance Target(s): n/a

COUNTERMEASURE STRATEGIES

- OHS will continue to fund a Law Enforcement Liaison, who is vital to accomplishing the high visibility enforcement initiatives statewide (National Law Enforcement Liaison Program <http://www.nlelp.org/about-lel/history-of-lels/>) This role coordinates mobilization efforts, makes contact with police agencies regarding their participation, and follows up to collect statistical information afterward.
- To alleviate the overlap of highway safety-funded jobs for local law enforcement, OHS has combined the efforts related to seat belt enforcement and speed enforcement. OHS will provide overtime funding to law enforcement agencies in FY 2018, to run a combined occupant protection, speed management speed enforcement based on months, days, and hours that crashes are most likely to occur. Agencies with an identified speed and/or occupant protection problem will be selected to conduct enforcement mobilizations focused on speed and occupant protection violations. OHS law enforcement partners expressed frustration at not being able to fill multiple OHS enforcement shifts due to lack of manpower, competing schedules, and an abundance of over time jobs. In an effort to work with our partners, OHS combined OP and speed to avoid multiple campaigns running at the same time. We extended the enforcement period an extra week to allow for more opportunities to work shifts. Data showed similar trends for OP and Speed violations. The combined occupant protection and speed enforcement will be short-term and high visibility (Countermeasures That Work, 7th Edition, 2015, Ch. 3, Section 2.2). A risk assessment will be completed for each agency receiving funds. Seat belt citations written during these mobilization efforts will be reviewed to determine if police agencies are productively enforcing the laws, and will be considered when selecting agencies to participate in future mobilizations.
- OHS placed an increased emphasis on linkage between program area problem identification, performance targets, identified countermeasure strategies as listed above and the allocation of funds as described below in the listed projects.

Provide the ***data and data analysis, or other documentation*** consulted, that support the effectiveness of proposed countermeasure strategy and support the selection of and funding allocation for the proposed projects (§ 1300.11(d)(3)):

National Law Enforcement Liaison Program and Countermeasures that Work, 8th Edition, 2015

Is the countermeasure selected above innovative, i.e., countermeasure strategies that are not evidence-based? (§ 1300.11(d)(4)) no

If yes, enter innovative countermeasure justification (if applicable): n/a

PROJECT NAME: Law Enforcement Liaison – 10/1/2017- 09/30/2018		
SUB-RECIPIENT(S): OHS		
PROJECT DESCRIPTION: OHS will fund the services of a part-time law enforcement liaison within OHS to assist with implementation of enforcement mobilizations, answer questions from participating agencies, and provide training as needed.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$40,000	402, FY18	OHB-5
MATCH AMOUNT: \$0		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: n/a		LOCAL BENEFIT: 0
IS THE PROJECT A PART OF TSEP? no		

PROJECT NAME: Fall OP/Speed (10/4/17-10/23/17)		
SUB-RECIPIENT(S): Various law enforcement agencies		
PROJECT DESCRIPTION: October has ranked as one of the highest months for unrestrained and seat belt related crashes. OHS will be providing overtime enforcement during this high crash rate period. Enforcements will be scheduled between 7 AM – 1 AM.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$33,380	402, FY18	OHOS-1
MATCH AMOUNT: \$8,345		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: 0		LOCAL BENEFIT: \$33,380
IS THE PROJECT A PART OF TSEP? yes		

PROJECT NAME: Safe Family Holiday Speed/OP (12/5/17-12/22/17)		
SUB-RECIPIENT(S): Various law enforcement agencies		
PROJECT DESCRIPTION: OHS will once again provide overtime enforcement during Safe Family Holiday. During the holiday season, there is an increased number of fatalities and we will partner with various agencies for high visibility enforcements during December. Enforcements will be scheduled between 7 AM – 1 AM.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$33,360	402, FY18	OHOS-2
MATCH AMOUNT: \$8,340		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: 0		LOCAL BENEFIT: \$33,360
IS THE PROJECT A PART OF TSEP? yes		
PROJECT NAME: Winter Speed/OP (1/23/18-2/26/18)		
SUB-RECIPIENT(S): Various law enforcement agencies		

PROJECT DESCRIPTION: Over the last five years, January and February have had the highest frequency of speed related crashes. As the weather gets colder, and Delaware has its higher snowfall totals, drivers will be reminded to slow down and buckle up. OHS will be combining two blitz mobilizations from FY17 into a month long campaign in FY18. Enforcements will be scheduled between 7 AM – 1 AM.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$67,040	402, FY18	OHOS-3
MATCH AMOUNT: \$16,760		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: 0		LOCAL BENEFIT: \$67,040
IS THE PROJECT A PART OF TSEP? yes		

PROJECT NAME: August OP/Speed (8/8/18-8/27/18)		
SUB-RECIPIENT(S): Various law enforcement agencies		
PROJECT DESCRIPTION: To combat a high number of unrestrained and speed related crashes that occur in summer, OHS will schedule a mobilization for August. Over the last five years, August has had the fourth highest rate of unrestrained crashes.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$37,720	402, FY18	OHOS-4
MATCH AMOUNT: \$9,430		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: 0		LOCAL BENEFIT: \$37,720
IS THE PROJECT A PART OF TSEP? yes		

PROJECT NAME: OP/Speed Paid Media and Outreach		
SUB-RECIPIENT(S): AB&C		
PROJECT DESCRIPTION: OHS will fund paid media to coincide with the four combined occupant protection/speed enforcement mobilizations. These monies will be used to fund television, radio, internet, indoor, and billboard advertising, as well as other paid media and outreach opportunities. Paid media is a key component to maintaining the high visibility enforcement model. Additionally, social media will play a larger role in promoting and supporting our messages as well as engaging our community.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$220,000	402, FY18	OHSO-1
MATCH AMOUNT: \$55,000		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: 0		LOCAL BENEFIT: \$220,000
IS THE PROJECT A PART OF TSEP? yes		

PLANNING & ADMINISTRATION

HIGHWAY SAFETY PROGRAM AREA PROBLEM IDENTIFICATION, COUNTERMEASURE STRATEGIES, PROJECTS AND FUNDING (§ 1300.11(D)):

HIGHWAY SAFETY PROGRAM AREAS

Program Area: Planning and Administration

Program Area Problem Identification:

These use of P&A funds are for the direct costs that are attributable to the management of OHS.

Performance Target(s): n/a

COUNTERMEASURE STRATEGIES

- OHS will continue to utilize up to 13% of the total Section 402 allotment for planning and administration purposes. The following expenses fall within the acceptable range of P&A costs (23 CFR Part 1300, Appendix D)

Provide the *data and data analysis, or other documentation* consulted, that support the effectiveness of proposed countermeasure strategy and support the selection of and funding allocation for the proposed projects (§ 1300.11(d)(3)):

Documentation consulted is cited above with the countermeasure.

Is the countermeasure selected above innovative, i.e., countermeasure strategies that are not evidence-based? (§ 1300.11(d)(4)) No

If yes, enter innovative countermeasure justification (if applicable): n/a

PROJECT NAME: Travel and Training 10/1/2017 – 9/30/2018

SUB-RECIPIENT(S): OHS

PROJECT DESCRIPTION: OHS funds travel and training opportunities for OHS staff, to include Lifesavers, GHSA meetings, NHTSA Regional training activities and meetings, and other opportunities as they arise.

AMOUNT:

\$ 30,000

FUNDING SOURCE:

402, FY18

PROJECT NUMBER:

OHHD-1

MATCH AMOUNT: \$30,000

INDIRECT COST: n/a

MAINTENANCE OF EFFORT: n/a

LOCAL BENEFIT: 0

IS THE PROJECT A PART OF TSEP? no

PROJECT NAME: General Operating Expenses		
SUB-RECIPIENT(S): various vendors		
PROJECT DESCRIPTION: OHS sets aside the necessary funds to cover the costs associated with managing an office. These costs include copier rental, telephone charges, storage rental, GHSA dues, newspaper subscriptions, mailing services, business cards, etc.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$ 30,000	402, FY18	OHHG-1
MATCH AMOUNT: \$30,000		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: n/a		LOCAL BENEFIT: 0
IS THE PROJECT A PART OF TSEP? no		

PROJECT NAME: Office Supplies 10/1/2017 – 9/30/2018		
SUB-RECIPIENT(S): Staples and other various vendors		
PROJECT DESCRIPTION: OHS sets aside a small portion of funds to cover the necessary supplies to effectively run an office. These include copy paper, pens/pencils, paper clips, ink/toner, file folders, staples, etc.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$ 10,000	402, FY18	OHHE-1
MATCH AMOUNT: \$10,000		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: n/a		LOCAL BENEFIT: 0
IS THE PROJECT A PART OF TSEP? no		

PROJECT NAME: Audit Fees 10/1/2017 – 9/30/2018		
SUB-RECIPIENT(S): OHS		
PROJECT DESCRIPTION: In the event OHS is audited by either the State or Federal auditors, funds are allocated to cover the costs associated with those audits.		
AMOUNT:	FUNDING SOURCE:	PROJECT NUMBER:
\$ 20,000	402, FY18	OHHA-1
MATCH AMOUNT: \$20,000		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: n/a		LOCAL BENEFIT: 0
IS THE PROJECT A PART OF TSEP? no		

PROJECT NAME: Technology Enhancements 10/1/2017 – 9/30/2018		
SUB-RECIPIENT(S): Dell, various technology vendors		
PROJECT DESCRIPTION: OHS sets aside minimal funds to cover the costs of any technology needs that may arise throughout the year. This could include the need for a new computer/laptop, payment of		

license fees, repair of existing machines, etc.		
AMOUNT:		
\$ 10,000	FUNDING SOURCE:	PROJECT NUMBER:
	402, FY18	OHHH-1
MATCH AMOUNT: \$10,000		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: n/a		LOCAL BENEFIT: 0
IS THE PROJECT A PART OF TSEP? no		

PROJECT NAME: Administrative Staff Salaries and Benefits 10/1/2017 – 9/30/2018		
SUB-RECIPIENT(S): OHS		
PROJECT DESCRIPTION: OHS uses planning and administration funds to cover the costs of salaries and benefits for administrative staff in the office. This includes the Operations Support Specialist, who acts as the office receptionist, sorts and distributes mail, formats and types various documents, and other duties as needed; and the Accountant, whose responsibilities include processing all accounts payable and receivable, tracking and paying utility bills, editing and preparing staff timesheets, and working with the fiscal office to ensure all financial matters are handled appropriately. The Accountant position is funded 50% Federally and 50% by the State of Delaware.		
AMOUNT:		
\$ 40,000	FUNDING SOURCE:	PROJECT NUMBER:
\$30,000	402, FY18	OHO2-1
	402, FY18	OHA3-1
MATCH AMOUNT: \$70,000		INDIRECT COST: n/a
MAINTENANCE OF EFFORT: n/a		LOCAL BENEFIT: 0
IS THE PROJECT A PART OF TSEP? no		

STATE CERTIFICATIONS AND ASSURANCES

**APPENDIX A TO PART 1300 –
CERTIFICATIONS AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS
(23 U.S.C. CHAPTER 4; SEC. 1906, PUB. L. 109-59,
AS AMENDED BY SEC. 4011, PUB. L. 114-94)**

[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]

State: Delaware

Fiscal Year: 2018

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

GENERAL REQUIREMENTS

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

- 23 U.S.C. Chapter 4 – Highway Safety Act of 1966, as amended
- Sec. 1906, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 23 CFR part 1300 – Uniform Procedures for State Highway Safety Grant Programs
- 2 CFR part 200 – Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards
- 2 CFR part 1201 – Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

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

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

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards;
 - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
 - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“Federal Nondiscrimination Authorities”). These include but are not limited to:

- **Title VI of the Civil Rights Act of 1964** (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin) and 49 CFR part 21;
- **The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970**, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- **Federal-Aid Highway Act of 1973**, (23 U.S.C. 324 *et seq.*), **and Title IX of the Education Amendments of 1972**, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- **Section 504 of the Rehabilitation Act of 1973**, (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- **The Age Discrimination Act of 1975**, as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- **The Civil Rights Restoration Act of 1987**, (Pub. L. 100-209), (broadens scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal aid recipients, sub-recipients and contractors, whether such programs or activities are Federally-funded or not);
- **Titles II and III of the Americans with Disabilities Act** (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities,

public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;

- **Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations** (prevents discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR at 74087 to 74100)).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted.
- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;
- Agrees to comply (and require any of its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;
- Insert in all contracts and funding agreements with other State or private entities the following clause:

“During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

- a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;

-
- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in Appendix B of 49 CFR part 21 and herein;
 - c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
 - d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and
 - e. To insert this clause, including paragraphs a through e, in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)

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:
 - o The dangers of drug abuse in the workplace.
 - o The grantee's policy of maintaining a drug-free workplace.
 - o Any available drug counseling, rehabilitation, and employee assistance programs.
 - o The penalties that may be imposed upon employees for drug violations occurring in the workplace.
 - o 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).
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
 - o Abide by the terms of the statement.
 - o Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction.
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted –

-
- Taking appropriate personnel action against such an employee, up to and including termination.
 - Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)
(applies to subrecipients as well as States)

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

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

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

(applies to subrecipients as well as States)

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

(applies to subrecipients as well as States)

Instructions for Primary Certification (States)

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
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 or may pursue suspension or debarment.
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*, *debarment*, *suspension*, *ineligible*, *lower tier*, *participant*, *person*, *primary tier*, *principal*, and *voluntarily excluded*, as used in this clause, have the

meaning set out in the Definitions and coverage sections of 2 CFR Part 180. 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 NHTSA.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "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 and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

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, the department or agency may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

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 and agrees to comply with the requirements of 2 CFR Parts 180 and 1300.
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, debarment, suspension, ineligible, lower tier, participant, person, primary tier, principal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 2 CFR Part 180. 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 NHTSA.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Certification" including the "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 and will require lower tier participants to comply with 2 CFR Parts 180 and 1300.

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, the department or agency with which this transaction originated may disallow costs, annul or terminate the transaction, issue a stop work order, debar or suspend you, or take other remedies as appropriate.

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.

BUY AMERICA ACT

(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase only steel, iron and manufactured products produced in the United States with Federal funds, unless the Secretary of Transportation determines that such domestically produced items 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. In order to use Federal funds to purchase

foreign produced items, the State must submit a waiver request that provides an adequate basis and justification to and approved by the Secretary of Transportation.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE
(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

POLICY ON SEAT BELT USE

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

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably

equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

3. The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))
4. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and for the benefit of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
5. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))
6. The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))
7. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:
 - Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to –
 - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - Increase use of seatbelts by occupants of motor vehicles;
 - Submission of information regarding mobilization participation in accordance with 23 CFR part 1300.11(d)(6)(ii);
 - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
 - An annual Statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
 - Development of Statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
 - Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).(23 U.S.C. 402(b)(1)(F))

8. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
9. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

The State: [**CHECK ONLY ONE**]

Certifies that automated traffic enforcement systems are not used on any public road in the State;

OR

Is unable to certify that automated traffic enforcement systems are not used on any public road in the State, and therefore will conduct a survey meeting the requirements of 23 CFR 1300.13(d)(3) AND will submit the survey results to the NHTSA Regional office no later than March 1 of the fiscal year of the grant.

I understand that my statements in support of the State’s application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.



Signature Governor’s Representative for Highway Safety

06/12/17

Date

SECRETARY ROBERT M. COUPE DSHS

Printed name of Governor’s Representative for Highway Safety

SUMMARY OF COUNTERMEASURE PROGRAMS AND TOTAL OBLIGATIONS

**PERCENTAGE OF FY 2017 and 2018 FUNDS BY PROJECT AREA
(includes all funding sources & anticipated carry over funds)**

	2017 (actual)	2018 (planned)
PLANNING & ADMINISTRATION	1%	2%
OCCUPANT PROTECTION	11%	10%
IMPAIRED DRIVING	67%	64%
SPEED	1%	1%
TRAFFIC RECORDS	6%	8%
PEDESTRIAN SAFETY	3%	4%
MOTORCYCLE SAFETY	1%	2%
COMPREHENSIVE TRAFFIC SAFETY	3%	2%
POLICE TRAFFIC SERVICES	4%	4%
OTHER (Distracted Driving/Older Drivers)	3%	3%

**Percentages are rounded.