

**Jack Markell**  
Governor  
State of Delaware

**James N. Mosley**  
Secretary  
Department of  
Safety & Homeland Security

**Jana Simpler**  
Director  
Office of Highway  
Safety



**FY 2015**

**Annual Report**

**Delaware Office of Highway Safety**

P.O. Box 1321 Dover, Delaware 19903

P: 302.744.2740

F: 302.739.5995

[www.ohs.delaware.gov](http://www.ohs.delaware.gov)

[twitter.com/dehighwaysafe](https://twitter.com/dehighwaysafe)

[www.facebook.com/arrivealivede](https://www.facebook.com/arrivealivede)

This page intentionally left blank



## TABLE OF CONTENTS

### Page

1-2	Message from the Director
3-5	Delaware Office of Highway Safety Overview
6-8	Performance Targets and Activity Measures
9-17	Occupant Protection
18-29	Impaired Driving
30-31	Speed Management
32-33	Traffic Records
34-36	Pedestrian Safety
37-38	Motorcycle Safety
39-40	Planning and Administration
41-42	Comprehensive Traffic Safety Program
43	Police Traffic Services
44-47	Corporate Outreach Program
48-50	Young Driver Program
51-52	Distracted Driving
53-?	Financial Summary

# MESSAGE FROM THE DIRECTOR

## Executive Summary



Ms. Jana Simpler, Director

The Delaware Office of Highway Safety is pleased to present the Fiscal Year 2015 Annual Report. This Report serves as the State's assessment of the 2015 Highway Safety Plan (HSP) and is our opportunity to celebrate performance target attainment in the last year and to identify opportunities for additional improvements in the coming year.

The Office of Highway Safety works closely with our partners to conduct appropriate problem identification, identify priority areas, select realistic performance measures, identify proven countermeasures, and conduct quality evaluation of implemented efforts. The Annual Report reviews the yearly progress on implementing Delaware's HSP and documents the use of grant funding administered by NHTSA for Federal funds available under the Section 402 State and Community Highway Safety grant program and the Section 405 National Priority Safety Program of the Federal transportation bill.

The Office of Highway Safety's mission statement is as follows:

*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.*

In keeping with the mission of the Office, OHS continued the implementation of numerous successful programming initiatives in the last year, including the following:

- High-visibility enforcement and education mobilizations to address the following priority areas:
  - Occupant Protection
  - Impaired Driving
  - Speeding
  - Pedestrian Safety
  - Motorcycle Safety
  - Distracted Driving

- Training for law enforcement partners, including Standard Field Sobriety Testing (SFST) training, ARIDE training, Child Passenger Safety Technician training, as well as courtroom testifying training and updates at enforcement academies. OHS also created a DUI training video for law enforcement that covered DUI arrests from top to bottom, including roadside testing, implied consent, prosecution and Administrative License Revocation Hearings.
- Significant traffic records enhancements to improve the timeliness, completeness and accuracy of traffic data records, including crash, roadway, emergency services, and citation data. The state's DUI Tracking System underwent a major overhaul in the last year in an effort to upgrade the technology utilized and to enhance the functionality for all users. These improvements are vital to ensuring that appropriate resource allocation decisions are made in a constant effort to improve traffic safety.

In accordance with the current reauthorization legislation, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21), the Office of Highway Safety has included the following components in the FY 2015 Annual Report:

- Assessment of the state's progress in meeting targets identified in our FY 2015 Highway Safety Plan;
- Description of the projects and activities funded;
- Federal funds expended on identified funded projects and activities; and
- Extent to which the identified projects contributed to meeting the highway safety targets.

We will continue to strive *Toward Zero Deaths* in 2016 in an effort to make Delaware roadways the safest in the country. To that end, we will focus on legislative enhancements, thoughtful traffic safety data analysis, and use of identified best practice countermeasures to continue to tackle the challenges that lie ahead.

# DELAWARE OFFICE OF HIGHWAY SAFETY

## Overview



### Staff Photo

(left to right): Bonnie Dixon, Lindsay Andersen, Richard Klepner, Roger Minner, Lisa Shaw, Jana Simpler, Robert Neylan, Larry Kelley, Kaila Dukes, Kim Chesser

The Office currently consists of seven full-time employees and four part-time employees, who serve as a resource to many different partners. It is through the dedication to the mission of the Office that these staff members have been able to make great strides in the improvement of highway safety across the state of Delaware.

As a division of the Department of Safety and Homeland Security, the Office of Highway Safety (OHS) fulfills its mission through the implementation of public information/education and enforcement initiatives. OHS staff members are committed to maintaining and expanding our partnerships with agencies statewide. We believe it is through these vital statewide alliances that effective outreach and implementation of safe driving practices by the motoring public will be accomplished.

By focusing on the state's identified highway safety priority areas, developing statewide partnerships, and increasing public awareness of the importance of safe driving behaviors, the Office of Highway Safety, under the leadership and direction of Ms. Jana Simpler, is striving to make Delaware roadways the safest in the country.

Office staff includes:

**Jana Simpler, Director** – Responsible for planning, organizing, and directing the operations and programs of the Office of Highway Safety in accordance with Federal and State rules, regulations, and guidelines. Monitors State and Federal legislation that impacts highway safety and the State of Delaware. Serves as the State’s Coordinator on behalf of the Governor’s Representative.

**Lisa Shaw, Management Analyst III** – Serves as the Deputy Director. Responsible for monitoring and evaluation of approved highway safety projects, administration and distribution of federal funds to state, local, and private agencies and preparation of the State Highway Safety Plan; responsible for coordinating and organizing impaired driving countermeasures across the state, managing the statewide DUI Provider Program, and coordination of the State traffic records initiatives; manages the Section also 410 and 154 programs under SAFETEA-LU and 402, 405, 154 and 164 programs under MAP-21. Performs duties as necessary as the agency DUI Program Coordinator, the Traffic Records Coordinator and the Motorcycle Safety Coordinator.

**Kimberly Chesser, Management Analyst III** – Responsible for coordinating and organizing occupant protection, speed management and distracted driving initiatives across the state, administration of the Section 2011 and 405 grants, and preparation of the Annual Report. Performs duties as necessary as the agency Occupant Protection Coordinator, Speed Management Coordinator, Distracted Driving Coordinator and Young Driver Programs Coordinator.

**Vacant, Community Relations Officer** – Serves as the official agency spokesperson and media liaison, responsible for dissemination of information regarding agency programs and events, coordination of public awareness campaigns and media events, presentation of safety education programs for schools and other State and local agencies and managing our social media presence. Performs duties necessary as the agency Bicycle Safety Coordinator, Pedestrian Safety Coordinator and Older Driver Issues Coordinator. Alison Kirk left the Office of Highway Safety in August 2015. It is expected that a new replacement will be in place by mid-January 2016.

**Bonnie Dixon, Accounting Specialist** – Responsible for processing fiscal documents as required for the daily operations of the office. Manages the agency timesheets and serves as the agency liaison with the Department’s Human Resources Section. Serves as the agency captain for the State Employee Charitable Campaign (SECC) and the Department Chair for the SECC. In July of 2015 this position was upgraded to Accountant.

**Kaila Dukes, Operations Support Specialist** – Responsible for ordering public information materials, coordinates distribution of materials to increase public awareness, and assists the Community Relations Officer with public information and education initiatives. Serves as the agency receptionist.

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

**Lindsay Andersen and Larry Kelley, Statewide Fitting Station Coordinators** – Responsible for the coordination of the Office of Highway Safety’s three statewide Child Passenger Safety Fitting Stations, in cooperation with the Division of Motor Vehicles and Delaware State Police Troop 7 (part-time positions).

**Vacant, Corporate Outreach Coordinator** – Responsible for the development and implementation of traffic safety-related programming initiatives for and with our corporate partners (part-time position). Trish Bachman left her position in September 2015. These responsibilities will be added to the role of the Community Relations Officer.

**Richard Klepner, Data Analyst** – Responsible for conducting ongoing problem identification, assisting in the development of the Annual Highway Safety Plan, assisting in the development and implementation of enforcement mobilizations and providing data analysis summaries to the Program Managers. Will serve as the Pedestrian Safety Coordinator in 2016.

**Robert Neylan, DUI Case Specialist** – Responsible for acting as a liaison between DUI offenders; the Evaluation/Referral, Education, and Treatment agencies; Division of Motor Vehicles, Courts, Delaware Department of Justice, Legislators, and the Division of Substance Abuse and Mental Health. Primary responsibility is resolving conflicts and directing offenders to the appropriate resources.



# FY 2015 HIGHWAY SAFETY TARGETS

## Core Outcome Measures

- 1) **Traffic Fatalities** – To decrease traffic fatalities 10% from the 2010-2012 calendar year average of 105 to 95 by December 31, 2015.
  - *Progress towards target - 123 as of Nov. 30, 2015, DSP FARS and DeIDOT CARS data*
- 2) **Serious Traffic Injuries** – To Decrease serious traffic injuries 11% from the 2010-2012 calendar year average of 633 to 565 by December 31, 2015.
  - *Progress towards target – 514 as of Nov. 30, 2015, Delaware State Police data*
- 3) **Mileage Death Rate** – To decrease the mileage death rate 9% from 2010 -2012 calendar year average to 1.17 per 100 million vehicle miles traveled to 1.06 by December 31, 2015.
  - *Progress towards target for calendar year 2014 – 1.2, DeIDOT, FARS, DSP data*
- 4) **Rural Mileage Death Rate** – To decrease the rural mileage death from the 2010 – 2012 calendar year average of 2.09 per 100 million miles traveled to 1.96 by December 31, 2015.
  - *Progress towards target for calendar year 2014 – 2.64, DeIDOT, FARS, DSP data*
- 5) **Urban Mileage Death Rate** – To decrease the urban mileage death rate from the 2010 – 2012 calendar base year average of .72 per 100 million vehicle miles traveled to .60 by December 31, 2015.
  - *Progress towards target for calendar year 2014 – .73, DeIDOT, FARS, DSP data*
- 6) **Unrestrained Passenger Vehicle Occupant Fatalities** – To decrease unrestrained passenger vehicle occupant fatalities 16% from the 2010 – 2012 calendar year average of 26 to 22 by December 31, 2015.
  - *Progress towards target - 33 as of Nov. 30, 2015, DE CARS data*
- 7) **Alcohol Impaired Fatalities** – To decrease alcohol impaired fatalities 16% from the 2010 – 2012 calendar year average of 37 to 31 by December 31, 2015.
  - *Progress towards target - 54 as of Nov. 30, 2015 (21 still pending), DE CARS data*
- 8) **Speed Related Fatalities** – To decrease speeding related fatalities 7% from the 2010 – 2012 calendar year average of 41 to 38 by December 31, 2015.
  - *Progress towards target - 43 as of Nov 30, 2015, DE CARS data*

- 9) **Motorcyclist Fatalities** – To decrease motorcyclist fatalities 13% from the 2010 – 2012 calendar year average of 15 to 13 by December 31, 2015.
- *Progress towards target - 21 as of Nov. 30, 2015, DE CARS data*
- 10) **Non-helmeted Motorcyclist Fatalities** – To decrease non-helmeted motorcyclist fatalities 25% from the 2010 – 2012 calendar year average of 8 to 6 by December 31, 2015.
- *Progress towards target - 5 as of Nov. 30, 2015, DE CARS data*
- 11) **Drivers Age 20 or Younger Involved in Fatal Crashes** – To decrease drivers aged 20 or younger involved in fatal crashes 33% from the 2010 – 2012 calendar year average of 15 to 10 by December 31, 2015.
- *Progress towards target - 17 as of Nov. 30, 2015, DE CARS data*
- 12) **Pedestrian Fatalities** – To reduce pedestrian fatalities 18% from the 2010 – 2012 calendar year average of 22 to 18 by December 31, 2015.
- *Progress towards target - 33 as of Nov. 30, 2015, DE CARS data*

## Core Behavior Measure

- 13) **Seat Belt Use** – To increase statewide seat belt compliance 1 percentage point from the 2013 calendar year use rate of 92% to 93% by December 31, 2015.
- *Progress towards target – 90% state wide seat belt use rate, 2015 Observational Survey Data*

## Additional State Measure

### 14) Traffic Records –

#### Short-term performance goal:

Coordinate the planning and development of the Section 405(c) application;

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

**Long-range performance 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.

- *Progress towards target* – The Office of Highway Safety has continued to:
  - coordinate the planning and development of the 405c application
  - maintain the TRCC and conduct regular meetings
  - coordinate traffic records projects with the TRCC
  - require performance targets that show quantitative improvements
  - support TRCC partners' efforts to update existing systems

15) **Distracted Driving** – To decrease the total number of cell phone involved traffic crashes by 16%, from 2010-2012 calendar year average of 173 to 145 by December 31, 2015.

- *Progress towards goal - 134 as of Nov. 30, 2015, DE CARS data*

16) **Bicyclist Fatalities** – To maintain bicyclist fatalities at the 2010-2012 calendar year average of 2 or fewer through December 31, 2015.

- *Progress towards goal - 3 as of Nov. 30, 2015, DE CARS data*

**Activity measures** (includes 402 subgrants and arrests made as part of mobilizations funded by 402, 405, 410 and 154)

- Number of seat belt citations issued during grant-funded enforcement activities (grant activity reporting) 1,859
- Number of impaired driving arrests made during grant-funded enforcement activities (grant activity reporting) 302
- Number of speeding citations issued during grant-funded enforcement activities (grant activity reporting) 6,656

## **FY 2015 INITIATIVES**

### **OCCUPANT PROTECTION**

The Office of Highway Safety coordinated the following program initiatives in an effort to reach our occupant protection goals for FY 2015:

#### ❑ **Click It or Ticket (CIOT) Enforcement Campaign**

**Project identifier: OHOA-1, BBAC-1**

The Office of Highway Safety and our partners coordinated another successful Click It or Ticket campaign in May 2015. The high visibility enforcement and education effort reached Delaware motorists in an effort to increase seat belt use across the state. Law enforcement officers from 35 police departments participated in the statewide effort, conducting both traffic safety checkpoints and seat belt use patrols to encourage motorists to buckle up. During the initiative, officers issued 829 seat belt tickets and 31 child restraint citations during 385 seat belt patrols and 2 checkpoints. In addition, Delaware participated in the NHTSA Border to Border activities with surrounding State law enforcement partners. Officers from Delaware attended the Border to Border press event held at the Walt Whitman Bridge in Pennsylvania. Officers then headed out for night time enforcement and patrolled the state borders for seat belt violations to kick off the CIOT campaign.



#### ❑ **Statewide Observational Seat Belt Use Survey**

**Project identifier: OHDC-1**

OHS used the same survey design as the previous year to comply with NHTSA survey guidelines. The 2015 survey looked at 48 randomly selected locations in all 3 counties. These were the same locations as the previous year with the exception of a few alternate site locations due to construction and road closures. All of the sites used were previously submitted to NHTSA for approval. The University of Delaware assisted OHS with the data analysis and OHS utilized retired law enforcement officers to conduct the observational surveys at the 48 identified locations. OHS

again partnered with In3, a company affiliated with Perdue University, to update an iPad app for surveyors to use in the field while conducting observation seat belt use rate. This provided efficiency and accuracy with reporting data. Based on the analysis from the Statewide Observational Seat Belt Use Survey conducted in June 2015, Delaware's seat belt use rate is currently 90%. This will be submitted to NHTSA prior to the March 1, 2016 deadline. According to the National Occupant Protection Use Survey (NOPUS), the national seat belt use rate is 87%. Thus for the twelfth year in a row, Delaware's seat belt use rate has exceeded the national use rate.

## □ **Child Restraint Fitting Stations**

**Project identifier: BBBM-1, BBBQ-1, BBBN-1, BBBR-1, BBAG-1, BBAI-1**

Since 2002, OHS has operated 2-3 child restraint fitting stations across the state where parents, guardians, grandparents, and care givers can go for free to have their car seats checked for correct installation. OHS currently operates three fitting stations for various hours every week. These fitting stations are located at Wilmington DMV, at Dover DMV, and at Delaware State Police Troop 7 in Lewes, Delaware. In FY2015, OHS Fitting Station Coordinators checked 1,541 seats at these locations.

In addition, OHS technicians participated in 9 car seat check events and provided education and outreach about child passenger safety and our fitting stations to parents and caretakers at a number of community events including New Castle County Head Start locations, school health fairs, Delaware Adolescent Program, Inc, Delaware Early Childhood Center, Safe Summer Day, Safe Kids activities, Parents as Teachers, Bundles for Babies, Dover Air Force Base, Children's Choice, Division of Public Health Office of Women's Health, La Red Health Center, Bethany Beach EMS day, Monthly infant care classes at Kent General Hospital, several day cares throughout Delaware and OHS Corporate Partners meetings. OHS fitting station instructors Larry Kelley and Lindsay Andersen also taught 2 Safe Kids Child Passenger Safety Technician (CPST) 4 day classes. These classes were held in Kent County and Sussex County in which 41 new technicians were certified. Occupant Protection Program Manager Kim Chesser earned her instructor certification. In FY 2015, Delaware had approximately 89 certified technicians and 4 certified instructors. This is a 16% increase in the number of certified techs from FY 2014.

OHS sent Lindsay Andersen to the Kidz in Motion Child Passenger Safety Conference and provided travel assistance to the conference to one of Delaware's lead CPST course instructors.

As a result of a grant that Delaware Health and Social Services (DHSS) received and their subsequent partnership with Delaware Safe Kids, OHS provides free installation of car seats to low-income families. The seats are provided by DHSS through their grant funds. Needy families are sent to OHS with a voucher for a free seat and OHS car seat technicians install the seats for these families. In FY2015, OHS distributed and installed 71 of these seats to families in need.



OHS fitting station signage



OHS and partners conducting a child passenger safety car seat check

□ **Child Passenger Safety Awareness Week Initiative**

**Project identifier: BBBJ-1, BBBN-1, AAHY-1, BBBS-1**

During the September 2015 Child Passenger Safety Awareness Week, OHS funded several paid media initiatives to promote Child Passenger Safety awareness and OHS fitting stations.

In addition, OHS participated in a Child Passenger Safety Technician Course during CPS week and hosted a public seat check event on the last day of the class.

<h1>Is your child riding at risk?</h1> <p>(4 out of 5 kids are buckled improperly.)</p>	<h1>4 out of 5 kids are not buckled properly.</h1>
	
 <p>Your little one's safety is simply too important. So come to our special event and learn about proper installation—plus have your child safety seat installed for FREE by an expert from the Delaware Office of Highway Safety.</p> <p><b>September 18 from 2:00 pm–5:00 pm</b>  <b>Beach Babies   31169 Learning Lane, Lewes, DE 19958</b></p> <p>No appointment necessary. For questions about this event, please email <a href="mailto:mcrosley@christianacare.org">mcrosley@christianacare.org</a>.</p> <p><a href="http://ArriveAliveDE.com/CarSeat">ArriveAliveDE.com/CarSeat</a></p>	 <h3>Is your child riding at risk?</h3> <p>Parents, grandparents and other caregivers who drive with children in your vehicle—have your child safety seat inspected for FREE by an expert from the Delaware Office of Highway Safety to be sure it's properly installed. Contact your nearest car seat fitting station.</p> <p>Wilmington DMV: 302-434-3234  Dover DMV &amp; DSP Troop 7: 302-744-2749</p> <p><a href="http://ArriveAliveDE.com/CarSeat">ArriveAliveDE.com/CarSeat</a></p>

OHS advertisements for car seat check and fitting stations during CPS week

❑ **Dental Clinic Booster Seat Program**

**Project identifier: BAZZ-1**

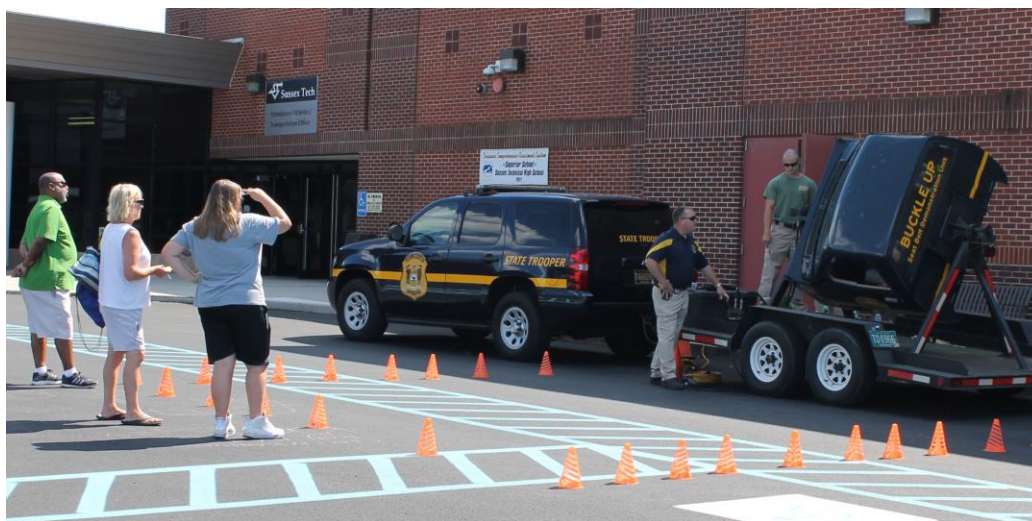
The Division of Public Health, Bureau of Oral Health and Dental Services transports elementary age children from schools to the State Service Centers for dental treatment. Without booster seats, they would not be able to transport the children safely. A total of 20 booster seats were requested. An OHS fitting station coordinator provided the booster seats and trained the drivers of the vehicles how to properly install and use the seats.

❑ **Delaware State Police Seat Belt Roll-Over Convincer**

**Project identifier: BBAJ-1**

The Delaware State Police Collision Reconstruction Unit provides seat belt usage information to the general public through the use of their seatbelt roll-over convincer. During one of the

demonstrations the mannequin was ejected and damaged beyond repair. The mannequin was replaced with OHS funds. DSP participated in many of OHS's events with the roll-over convincer.



Delaware State Police Roll-Over Seat Belt Convincer

□ **Delaware State Police CPS Project**

**Project identifier: BBAF-1, BBAI-1**

As part of the OHS plan to recruit more child passenger safety technicians, OHS funded the fee for 15 State Troopers to attend the child passenger safety technicians course. These troopers expressed an interest in child passenger safety. In addition, troopers from the Community Services Unit in all 3 counties are now offering car seat checks to the public by appointment.



Delaware State Police Cpl. Juanita-Huey Smith participating in an Hispanic Community Car Seat Check Event



□ **Paid Media**

**Project identifier: OHCM-1, BBT-1, OHAM-1, OHGM-1, OHBM-1**

The Office of Highway Safety coordinated several outreach campaigns to support the Click it or Ticket programming initiatives, as follows:

Click It or Ticket efforts

In an effort to create a comprehensive campaign for the Click it or Tick seat belt enforcement program, focus group testing was conducted as part of the campaign development process. The feedback received was that the threat of receiving a ticket would not influence the decision to buckle up. However, knowing that they may be risking their safety and that they are in the small minority who do not buckle up may possible sway them. Click It or Ticket paid and earned media efforts included TV, radio, billboards, gas pump toppers, online ads and additional paid media efforts as summarized below:

- Cable TV– Statewide coverage on networks targeting males 18-34 Rural, African-American focus BET, CMDY, ESPN, FX, MTV, SPK, TOON, TRU, USA
- Pandora– M18-34, DE Statewide :30 Audio and Banner Ads
- Conversant– Internet ad network, M18-34, DE Statewide
- YouTube– Pre-roll and companion banner
- Outdoor
- Gas Pump Toppers and Squawkers



Click it or Ticket Billboard



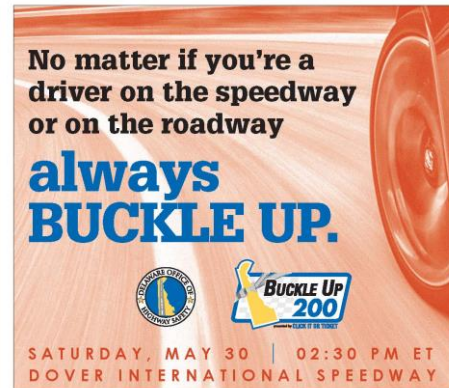
Click it or Ticket Signage

NASCAR, Speedway Contract

OHS was the title sponsor of the Saturday NASCAR race held at Dover Downs on Saturday May 30, 2015. OHS also had a large display in the Fan Zone where fans could meet drivers and get autographs, play a seat belt game, sign a pledge to always buckle up, participate in a seat belt usage survey, and learn facts about seat belt usage and crash data. Paid media efforts are summarized below:

NASCAR Buckle Up 200 Ads

- Souvenir program ad
- Digital banner ad
- Sprint Vision 30 second ad
- PSA announcements
- Buckle up 200 stage & victory circle
- Track wall signage and billboards
- Static signage around outside of track



NASCAR Buckle Up 200 advertisement



NASCAR Buckle Up 200 track signage



NASCAR Buckle Up 200 Victory Lane



Buckle Up 200 winner trophy wearing a Seat Belt



OHS Fanzone Display



Seat belt pledge display and NASCAR fans playing the buckle up challenge game

### Blue Rocks

OHS promoted a buckle up message at a Blue Rocks minor league baseball game. During the game buckle up announcements were shared with the audience. OHS also had a static display sharing seat belt information and encourage everyone to buckle up. Every trip. Every time.



Blue Rocks Buckle up display

## Child Passenger Safety Awareness Week (CPSAW) efforts:

During CPSAW week, OHS focused efforts on educating parents and care givers that 4 out of 5 car seats are installed incorrectly and encouraged people to contact the fitting station or attend a seat check event. In addition, OHS encouraged registration of car seats. Child Passenger Safety Awareness Week efforts included:

- Print – Cape Gazette (circulation 13,170)
- Print – Metro Kids (statewide)
- Radio – WSTW, WAFL, WWFG
- Facebook and Twitter



CPS week Facebook posting

### □ **Assessment of State Progress**

Performance targets are measured based on the calendar year. The target for this year was to increase statewide seat belt compliance 1 percentage point from the 2013 calendar year use rate of 92% to 93% by December 31, 2015. The observational survey for FY 2015 determined a 90% statewide seat belt use rate. An additional target was to decrease unrestrained passenger vehicle occupant fatalities 16% from the 2010-2012 calendar year average of 26 to 22 by December 31, 2015. As of November 30, 2015 there were 33 unrestrained fatalities. Delaware's seat belt use rate dropped slightly during 2015. However, we continued to exceed the national seat belt use rate. While belt use is high, the number of unrestrained passenger vehicle occupant fatalities continues to remain above the target. OHS will continue high-visibility enforcement and paid media efforts focused on increased belt use among the high risk population.

### □ **Section 2011 – Child Restraint Grants**

As required under 23 USC 405 Section 2011, please see a comprehensive list of programs funded under Section 2011 in FY 2015:

#### FY 2012 Section 2011 –

- Fitting station salary
- Child passenger safety supplies
- Child passenger safety training
- Dental clinic booster seat program

## IMPAIRED DRIVING

The Office of Highway Safety coordinated the following programming initiatives in an effort to achieve our impaired driving prevention goals for FY 2015:

### □ **Checkpoint Strikeforce (CPSF)**

#### **Project Identifier: AACA-1, AAFS-1, AAHQ-1, AAHG-1**

During FY 2015 Delaware participated in the 14<sup>th</sup> annual Checkpoint Strikeforce campaign (CPSF). CPSF is a regional impaired driving prevention program initiated by the NHTSA Region 3 office. The program consists of weekly checkpoints between July and December annually, and less frequent checkpoints between January and June. Cooperative agreements with Delaware's Attorney General extend statewide arrest authority to officers from several New Castle County law enforcement agencies. These agencies work cooperatively to form the New Castle County Taskforce and conduct multi-jurisdictional checkpoints within their county. In FY 2015, the Delaware State Police also conducted traditional sobriety checkpoints.

Checkpoint activities continued to be a success in Delaware in FY 2015. The 33 checkpoints resulted in more than 7100 vehicle contacts, 167 arrests for impaired driving, 45 seat belt citations, 12 child restraint citations, 12 tickets for illegal cell phone use, 45 apprehended fugitives, 100 drug offenses, 1 stolen vehicle recovered, and nearly 900 other various traffic and criminal arrests. In addition, OHS continues to partner with the Division of Alcohol and Tobacco Enforcement at these checkpoints. Officers are on-site to handle the specific rules and regulations associated with underage possession and consumption.



Attorney General Matt Denn swears in participating officers for the 2015 Checkpoint Strikeforce campaign.

□ **Traffic Safety Resource Prosecutor (TSRP) Program**

**Project Identifier: AAFT-2, AAHL-2, AAKF-1, AAMC-1, AAMF-1**

In early FY 2008, Deputy Attorney General Sean Lugg assumed the responsibilities of the Traffic Safety Resource Prosecutor in Delaware. For seven years, Sean brought agencies together to establish good working partnerships, create efficiencies, and thus created long-term solutions to various prosecution and enforcement issues. In September 2015, Danielle Brennan replaced Sean as Delaware’s TSRP. Danielle keeps the Office of Highway Safety staff, law enforcement, and other partners current on relevant case law. She provides research and information for potential highway safety legislation, such as changes to Delaware’s ignition interlock law and proposed open container legislation. She will also provide training on a variety of traffic safety related topics to law enforcement and prosecutors. In FY 2015, both Sean and Danielle were instrumental in the execution of the pilot DUI Court. Sean and Danielle represented Delaware to media outlets when required, and both helped shape the DUI training video created for law enforcement. In addition, the TSRP launched a blog to keep law enforcement, prosecutors, and other interested parties apprised of new case law and to give helpful tips/tools for their use as they investigate and prosecute impaired driving cases



Danielle Brennan, Deputy Attorney General, becomes Delaware’s new TSRP – here providing training.



Sean Lugg, Deputy Attorney General, steps down as Delaware’s TSRP, but remains active with traffic safety issues, and continues to train.

The TSRP team consists of the TSRP and two additional attorneys across the state to assist with vehicular assault and murder cases, DUI investigations and prosecutions, and with training initiatives. In addition, two paralegals are assigned to the team to assist with coordinating case materials and training materials.

In FY 2015, the TSRP team conducted or participated in the following:

- Participated in several committees and taskforces
  - Undocumented Driver Taskforce
  - DUI Court Steering Committee
  - Statewide Impaired Driving Prevention Taskforce
    - Prescription Drug Use/Driving Subcommittee
    - Ignition Interlock Subcommittee
  - Strategic Highway Safety Plan committee
  - OHS Conference planning committee
- Attended DUI Court Training (conducted by NCDC)
- Attended MADD No Refusal workshop (conducted by NHTSA/MADD)
- Attended the 24/7 sobriety conference (conducted by MT Attorney General's Office)
- Participated in SFST training
- Participated in ARIDE training
- Conducted three Cops in Court training programs (curricula from NTLC)
- Coordinated a Lethal Weapon course in conjunction with TSRP in Pennsylvania and hosted in Philadelphia (curricula from NTLC)
- Attended conference about youth and drug use, "You Can't Stop What You Don't See"
- Participated in preparation for Traffic Records Assessment
- Provided in-house training to prosecutors about recurring issues in impaired driving cases
- Provided DUI Legal Issues training to Wilmington Police Department
- Provided training at the annual Delaware Department of Justice Retreat regarding DUI Issues and DUI Court
- Provided presentations on Trial Technology and Expert Witnesses – Crash Reconstruction

In addition to the above, the TSRP also sits second chair on many vehicular assault and vehicular homicide cases. The TSRP also reviews every DUI plea bargain made by line prosecutors to determine pleas are correct and appropriate. Also, the TSRP frequently responds to the site of fatal vehicle crashes to get first-hand knowledge from the Crash Reconstruction Unit.

#### □ **Drug Recognition Expert (DRE) Program**

**Project Identifier: AAGA-2, AAHM-1, ABGB-1, AAKB-1, AAKE-1**

Following Delaware's successful 2014 DRE School, the newly trained DREs hit the streets with enthusiasm. During FY 2015 DREs statewide conducted 77 evaluations. This compares to 349 total evaluations completed since 2007. Although a second DUI School was originally planned for FY 2015, it was decided to focus on getting those interested officers trained in ARIDE and trained as SFST Instructors prior to offering the DRE School. One SFST Instructor school was held and one ARIDE course was also held. Plans to conduct two additional ARIDE programs were unsuccessful due to lack of enrollment.

In late June, OHS organized a DRE Weekend Blitz enforcement campaign. All certified DREs were offered mini-grants to work two shifts each over the 48-hour period, overlapping, to give the impression of a full-pressure drug impaired driving prevention blitz. The campaign was not largely

successful, as a number of the DREs were unable to work due to family commitments and/or other work commitments. However, this concept did gain substantial interest from the news media, and OHS will consider another blitz in the years to come.



Newark Police Sergeant Andrew Rubin,  
Delaware DRE/DRE Instructor



#### ❑ **DUI Enforcement Mobilizations**

**Project Identifier: OHIA-1, OHIA-2, OHIA-3, AACA-1, AACA-2, AAFS-1, AAFS-2, AAFS-5, AAFS-6, AAHQ-3, AAHQ-4, AAHQ-5, AAHQ-6, AAHQ-7, AAHQ-8, AAHG-5, AAHG-6, AAHG-7, AAKH-1, AAMA-1, AAME-1**

OHS coordinated nine impaired driving enforcement mobilizations during the FY 2015 fiscal year. The impaired driving mobilizations were held October 25<sup>th</sup> and October 31<sup>st</sup> – November 1<sup>st</sup> (Halloween); November 26<sup>th</sup> – December 31<sup>st</sup> (Safe Family Holiday); March 14<sup>th</sup> (St. Patrick’s Day); May 22<sup>nd</sup> – June 6<sup>th</sup> (DUI-MC blitz); July 24<sup>th</sup> – August 1<sup>st</sup> (Delaware State Fair); and August 14<sup>th</sup> – September 7<sup>th</sup> (National Impaired Driving Crackdown). A total of 33 agencies participated, working nearly 5,800 hours, yielding 168 impaired driving arrests, 334 seat belt citations, 66 child restraint violations, 1,875 speed citations, 281 cell phone violations, 114 drug arrests, 98 fugitives apprehended, and more than 4,300 other traffic and criminal violations.



□ **Statewide Impaired Driving Prevention Taskforce**

**Project Identifier: no federal funds expended**

In FY 2013 the Statewide Impaired Driving Prevention Taskforce was convened, with the following membership:

<b>AGENCY</b>	<b>DISCIPLINE</b>
Div. of Motor Vehicles	Driver Licensing
Latin American Community Center	Multi-cultural Outreach
Alcoholic Beverage Control Commission	Retail Liquor Licensing
Traffic Safety Resource Prosecutor Program	Prosecution
Department of Transportation	Traffic/Engineering
Div. of Substance Abuse & Mental Health	Treatment and Licensing Review
Div. of Alcohol & Tobacco Enforcement	Underage Drinking/Liquor License Enforcement
DE State Police Crime Lab	Blood and Breath Testing Program
New Castle County Police	Law Enforcement (county-wide)
Lewes Police	Law Enforcement (small municipal)
Dover Police	Law Enforcement (large municipal)
Delaware State Police	Law Enforcement (statewide)
Univ. of DE Police	Law Enforcement (college campus population)
Dover Air Force Base	Military/Safety Prevention
Open Door, Inc.	Substance Abuse Treatment
Pace, Inc.	Substance Abuse Education
Dept. of Correction, Probation & Parole	Offender Monitoring
Justice of the Peace Courts	Adjudication
Court of Common Pleas	Adjudication
Office of Highway Safety	Impaired Driving Prevention, Corporate Outreach, and Community Relations

The taskforce helped OHS develop its strategic plan for combatting impaired driving. After development of the strategic plan, the taskforce reviewed the projects and determined which items could be addressed during FY 2015. Please note, the strategic plan will be updated for FY 2016. The following projects were addressed:

<b>PROJECT</b>	<b>STATUS</b>
DUI Court	Pilot project implemented. Court has been in action for one full calendar year and has graduated 12 participants.
Prescription Drug Use and Driving	A subcommittee has convened and has met 4 times in FY 2015. Projects to be identified in FY 2016.

Revise DUI Tracking System	In progress, testing is complete; training is scheduled for December 16, 2015. Go-Live is planned for December 21 <sup>st</sup> .
Fund the TSRP Program through FY 2016	Completed, funds are available through FY 2016 and beyond.
Purchase PBTs for Law Enforcement	Completed, 70 additional units were provided in FY 2015.
Probation & Parole office's need for monitoring devices	Completed. Probation & Parole received a grant from OHS to fund monitoring devices for DUI Court participants.
Support the Delaware State Police Crime Lab's transition to the Intoxilyzer 9000	In progress, units have been received and two Troops in New Castle County are piloting their use.
Additional Law Enforcement Training	Completed. OHS supported training efforts for the following: SFST courses, SFST Instructor course, ARIDE course, SFST Refresher courses, and Cops in Court courses.

□ **Underage Drinking Prevention**

**Project identifier: AACA-21**

OHS partnered with the Division of Alcohol and Tobacco Enforcement to conduct a specialized enforcement campaign during the first two weeks of June 2015. This event, Operation Party Crashers, was a multi-jurisdictional effort by DATE agents, Delaware State Police Troopers, as well as officers from the University of Delaware Police, Rehoboth Beach Police, and Dewey Beach. Officers utilized undercover agents to identify illegal sales, intended party locations and other illegal underage consumption. In addition, marked patrol vehicles and officers in uniform conducted roving vehicle and foot patrols between Rehoboth Beach and the Indian River Inlet Bridge. During this event, 25 underage drinking arrests were made, 1 large house party was disbanded, 56 pedestrian contacts were made and more than 40 other violations were cited. OHS included this effort as part of our DUI-MC combination mobilization.

□ **DUI Evaluation, Education, and Treatment Programs**

**Project identifier: no federal dollars expended**

OHS coordinates and monitors contracts for evaluation, education, and treatment programs for those individuals arrested and/or convicted of driving under the influence. These programs are governed by a Standard Operating Procedures manual, managed and updated by OHS. DUI offenders are required to submit for a 90-minute evaluation, administered by the Delaware Evaluation and Referral Program. Following the evaluation, a referral is made to an appropriate level of clinical care. This is typically an Education program or an outpatient treatment program. Individuals with a prior alcohol or drug charge are required to attend outpatient treatment, for potential substance abuse or dependence. Further, offenders with a BAC of 0.15 or higher are ineligible for the Education program, as higher BACs are indicative of a higher

tolerance to substances. Offenders who do not satisfactorily complete the program to which they were referred will not be eligible for driver license reinstatement. All Evaluation/Referral, Education, and Treatment providers are required to be licensed by the Delaware Division of Substance Abuse and Mental Health.

□ **DUI Tracking System Management & Redesign**

**Project identifier: AAJJ-1, ABTS-1, AAHI-1, AAJU-1, AAFV-1, AAMB-1**

Delaware's current system that tracks impaired driving offenders from the point of interaction with the court or the DMV, and follows them through the completion of their mandated education or treatment program has been redesigned. Testing will be completed in early FY 2016 and implementation is scheduled for December 21, 2015.

This system requires a regular maintenance contract as well as monthly fees for hosting the virtual server. The state's Department of Technology and Information will manage the system.

□ **DUI Court**

**Project identifier: AACD-1, AADC-1**

The DUI Court steering committee traveled to Athens, GA for training to implement a DUI Court. The committee includes the Chief Judge, a court administrator, probation and parole, prosecutors, public defenders, substance abuse and mental health staff, OHS representation, and law enforcement. The team developed criteria for inclusion in the DUI Court, as well as expected milestones. The court accepted its first entry in December 2014. It quickly became clear that more offenders were interested in participating than there was infrastructure to support.

OHS supported the implementation of the court by funding the assessment tool used to determine if offenders meet the appropriate level of addiction/risk (see below). In addition, OHS funded a portable breath tester for the Probation & Parole officer tasked with monitoring these offenders. In addition, OHS funded the rental of transdermal monitoring devices these offenders are required to wear (see below).

As of September 30, 2015, 47 impaired driving offenders were admitted into the DUI Court program. Two of those offenders were terminated from the program for non-compliance and listed as unimproved. Ten offenders are expected to graduate in early FY 2016, after completed at least ten months of treatment services and high level monitoring.

□ **Department of Correction Transdermal Alcohol Monitoring**

**Project identifier: AADC-1, ABDC-1**

In support of the DUI Court pilot project, OHS agreed to fund the Transdermal Alcohol monitoring devices (TAD) needed for the DUI Court participants. These units are attached at the ankle of the offender and monitored for any alcohol use. The units are rented and tracked to a specific offender. While the DOC uses these units for a variety of offenders, OHS only supports the devices needed for the court participants.



- ❑ **Law Enforcement Equipment Purchases**

**Project identifier: AACD-1, AAJI-1, AAHJ-1m AAJV-1, AAKG-1**

In FY 2015, OHS was fortunate to be able to supply law enforcement agencies statewide with necessary pieces of impaired driving enforcement equipment. Portable breath testers were supplied to every agency that indicated a need. In addition, portable speed bumps were purchased for use at checkpoints, to ensure officer safety. Additional traffic cones were supplied to the New Castle County Taskforce to clearly mark vehicle pathways through a checkpoint. Further, OHS purchased portable lights to be used at checkpoints. These lights provide 360 degrees of visibility, and make the work zone safer for officers conducting checkpoints.

- ❑ **Delaware State Police Omega Blood Draw Program**

**Project identifier: AAHW-1**

In FY 2015, OHS provided funds to the Delaware State Police to continue a contract with Omega Medical Systems. This contract provides for phlebotomy services for impaired driving cases. The technicians will come directly to roadside (if necessary), or directly to the police station, saving the officer the time of taking the defendant to the hospital for the blood draw. Delaware allows forced blood draws; this service makes it much easier for the officers to secure the blood and ultimately get the blood alcohol concentration (BAC). The BAC is a valuable piece of evidence that wins trials and holds impaired driving offenders accountable for their criminal behavior.

- ❑ **Impaired Driving Training Initiatives**

**Project identifier: AACC-2, AAHR-1, AAKA-1**

In FY 2015, OHS provided manuals and training supplies, made facilities available, and when appropriate, provided meals and/or snacks during the training periods. OHS was fortunate to be able to support 13 distinct training initiatives. Three SFST courses were held during the fiscal year, with a total of 103 students; five SFST refresher courses were held, with a total of 51 students; 1 ARIDE course was held, with 17 students; 1 SFST Instructor course was held with 13 new instructors graduating; and three Cops in Court sessions were held, with a total of 40 students.

□ **Newark Nightlife Partnership Conference**

**Project identifier: AAHR-12**

In FY 2015, OHS supported the Newark Police Department by providing funding for training for the local businesses regarding over service and service to underage patrons. Newark is the home to the University of Delaware, with more than 30,000 students flooding the town each year. Newark Police hosted a conference, utilizing public speaker Sarah Panzau. Sarah is an amputee as the result of a single vehicle collision. In addition, server training was provided, false ID training was provided, and restaurant and bar security training was made available. Beyond that, training in the local laws and ordinances was provided.

The image is a promotional graphic for a "FREE TRAINING OPPORTUNITY". At the top, a blue-bordered box contains the text "FREE TRAINING OPPORTUNITY" in white, bold, sans-serif font. Below this, the central text reads "NEWARK Nightlife PARTNERSHIP" in a mix of blue, yellow, and black fonts. To the left of the central text are three logos: the Newark Police Department badge, the Delaware State Police badge, and the Dogfish Head Craft Brewed Ales logo. To the right are the Newark Delaware Police badge, the Delaware Office of Highway Safety logo, and the N.K.S. Distributors, Inc. logo. At the bottom, the slogan "AN OUNCE OF PREVENTION IS WORTH A SHOT" is written in a stylized, italicized font. Below the slogan, the date "August 18, 2015" and the time "9:00am – 1:00pm (Registration opens at 8:00am)" are listed, followed by the location "Purnell Hall Rm 115, 42 Amstel Ave, U of DE, Newark DE 19711".

□ **Delaware State Police Intoxilyzer Upgrade Project**

**Project identifier: AAJH-1**

In FY 2015, OHS provided funds for the Delaware State Police to start the upgrade needed for Delaware's breath testing program. Currently, the Intox 5000EN is being used across the state. The vendor indicated that no more of these units will be available, and service to same is becoming more limited. As a result, it was necessary for Delaware to upgrade to the Intox 9000. To date, the ten new units have been received. Two have been set up with the appropriate software (unique to Delaware) and have been placed in the two pilot locations. Once accuracy is confirmed, the remaining units will be configured and placed across the state. Phase two of this project will include upgrading units managed by municipalities and maintained by the Delaware State Police.

□ **Impaired Driving Arrest & Conviction Data Analysis**

**Project identifier: ADJS-1, ABDA-1**

In FY 2014 and 2015, the Delaware Justice Information System manually collected impaired driving arrest data, tracking each arrest through the adjudication process and conviction/acquittal. They provided data from 2009-2013. This data will be turned over to a hired analysis firm for complete and thorough data analysis. This data should provide very useful information about the prevalence of pleas, dismissals, etc. It should also allow Delaware to clearly identify its current recidivism rate.

□ **Impaired Driving Training Video**

**Project identifier: ABCA-1**

During OHS's FY 2014 on-site monitoring visits, it became clear that law enforcement officers were hesitant to sign up for and work overtime impaired driving jobs. It was discovered the primary reason for this was the officer's lack of confidence in his/her ability to testify in court, in the quality of their training for courtroom preparation, and their uncertainty of performing field tests accurately. As a result, OHS contracted with a private firm to develop a training video available for law enforcement statewide. This video was first shown at the FY 2016 Highway Safety Conference. Copies will be printed in FY 2016 and it will be disseminated statewide. A follow-up training video is currently being considered.

□ **DUI Case Specialist Position**

**Project identifier: ADDS-1, AANJ-1**

In FY 2015, OHS utilized the services of a part-time, casual/seasonal position to act as the liaison between DUI offender calls and the DUI treatment program providers. This position is currently filled by Robert Neylan, who investigates complaints made by offenders and determines the appropriate path forward. Robert's primary responsibilities include conflict resolution and direction to appropriate resources.

□ **Delaware Department of Transportation Section 154 Projects**

**Project identifier: AACF-1**

In FY 2014, the Delaware Department of Transportation (DelDOT) utilized Section 154 funds for projects identified in their Highway Safety Improvements Plan, the Strategic Highway Safety Plan, and other projects identified as eligible under the Hazard Elimination guidelines. These projects included intersection improvements, placement of pedestrian signals, wire-rope guardrail enhancements, updates to the Crash Analysis Reporting System (CARS), activities to improve work zone safety, and improved signage where appropriate.

❑ **Paid Media**

**Project identifier: AAFZ-1, AACE-1, AAHN-1, AAHH-1**

Impaired Driving efforts

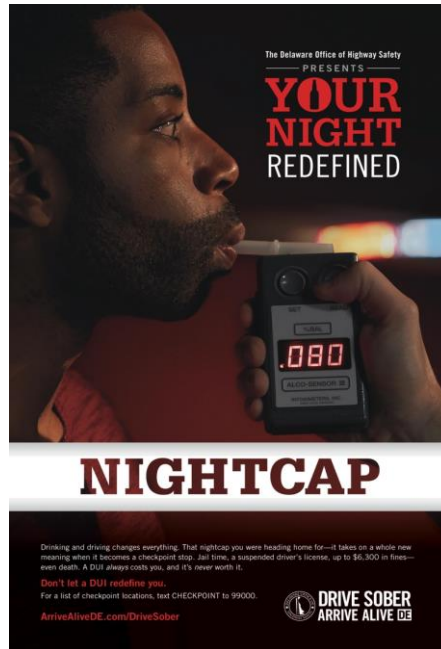
- Cable TV– 18-49 prime programming on top-rated networks. 18-34 NFL Football Statewide Coverage, :30 spots
- Network TV– EBOC-TV (fox) and WRDE-TV (NBC)
- Outdoor
- Bar coasters and signage
- Ice chest covers
- Spanish Radio
- Spanish Print– El Tiempo Hispano, Hoy en Delaware, Pueblo de Dios en March, Delaware Hispano
- YouTube– Video and companion banners
- NCM - America's Movie Network- Video :15's, mobile, banners
- Millennial Media– Banners and rich media ads
- iHeart Radio– :30 audio, mobile and banners
- Facebook– Promoted posts (5)



DUI Paid Media Poster



DUI bill board display



DUI flyer

#### □ **Assessment of State Progress**

Performance targets are measured based on the calendar year. In 2014, 70 of 124 fatalities were impaired driving related. The target this year, using a 3-year moving average, is 35. As of December 1, 2015 that number is 53. While it is clear we will not meet our target for 2015, we will continue to strive to improve the impaired driving picture in Delaware. We will continue to maintain a well-balanced, comprehensive approach to reducing impaired driving.



## **SPEED MANAGEMENT**

In FY 2015, the Office of Highway Safety combined its efforts regarding enforcement of speed and occupant protection related 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 overtime jobs. In an effort to work with our partners, OHS combined OP and speed enforcement campaigns to avoid multiple campaigns running at the same time and extended the enforcement period to allow for more opportunities to work shifts during the mobilization. OHS reviewed crash data and found that those that exhibit high risk behavior by speeding often are not buckled up when they crash. Fatal crash analysis has shown that speed is a contributing factor in over 1/3 of fatal crashes. Additional crash analysis shows that there is a significant number of speed related fatalities on rural roads with a 50 mph speed limit and that 67% of the time, the driver responsible for a speed related crash is 18-34 years of age and over 60% are male. Unrestrained crashes have decreased by 12% since last year. Unrestrained crashes spike in the 20-24 age group and then slowly decrease until very few unrestrained crashes occur after age 65.

The Office of Highway Safety coordinated the following programming initiatives in an effort to reach our speed and other aggressive driving prevention goals for FY 2015:

### ❑ **Occupant and Speed Enforcement Campaign**

**Project identifier: OHOS-1, OHOS-2, OHOS-3, OHOS-4, OHOS-5, OHOS-6, OHOS-7, OHOS-8**

The project will be discussed in detail under the Comprehensive Traffic Safety Program.

### ❑ **High School Speed Campaign**

**Project Identifier: OHTS-1**

To combat speed violations among teens, the Office of Highway Safety promoted a safety message about speed at Delaware High School basketball sporting events using event signage, display, pledge cards and teen ambassadors. The message “Run Fast. Drive Slow” was promoted. Twenty-nine high schools participated in the campaign. In addition, OHS promoted the message at 6 Title Tournament basketball games.



Basketball event promoting “Run fast. Drive slow.” message

❑ **Speed Equipment for Law Enforcement**

**Project identifier: BAAA-1**

As an incentive for law enforcement that do not receive overtime funding during a particular mobilization, OHS will enter police agencies that participate in the mobilization on their own and submit their stats to us at the end of the mobilization a chance to win a free piece of radar equipment. This year we had two non-OT enforcement mobilization and the winners of the radar equipment were Greenwood Police Department and Cheswold Police Department.



Cheswold Police Department receiving their Radar equipment

❑ **Paid Media**

**Project identifier:**

Paid media efforts for speed were combined with occupant protection paid media and will be discussed in detail in the Comprehensive Traffic Safety Program section of the report.

❑ **Assessment of State Progress**

Performance targets are measured by calendar year. Our 2015 target was to decrease speeding-related fatalities 7% from the 2010-2012 calendar year average of 41 to 38 by December 31, 2015. As of November 30, 2015 there were 43 speed-related fatalities. Delaware did not meet this performance target. Calendar year 2015 saw an increased number of fatalities on Delaware roadways and OHS has shifted its focus to a speed focus and combined OP and Speed enforcement mobilizations in an effort to allow more of OHS paid enforcement jobs to be worked by law enforcement. The high cost of paid media has also contributed to paid media not being as expansive as it has in the past. By combining Speed and OP dollars for paid media, OHS is able to have a broader paid media campaign. OHS continues to fund high-visibility enforcement and assisted law enforcement with additional radar purchases to combat speed violations.

## TRAFFIC RECORDS/SAFETY MANAGEMENT SYSTEMS

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 the data that is captured and used in resource allocation decision making is as accurate as possible. Problem identification remains a key function of the Office of Highway Safety. In order to ensure that the federal funds received by the state of Delaware are allocated in an efficient and effective manner, it is critical to review as much highway safety data as possible to determine the types of crashes that are occurring, where and when they are occurring and who is our target audience.

The Office of Highway Safety coordinated the following initiatives in an effort to reach our traffic records goals for FY 2015:

### ❑ **TRCC Strategic Plan Implementation**

#### **Project identifier: AAFN-1, AALC-1**

In FY 2015 OHS continued to implement the updated Traffic Safety Information System Strategic Plan and goals of the TRCC. The plan outlines each of the six information systems' (crash, roadway, vehicle, driver, enforcement/adjudication, and injury surveillance) status, goals/objectives (if appropriate), and performance measures (if appropriate). The plan outlines specific traffic records improvement projects in place as well as plans for future initiatives to improve the consistency, accuracy, and timeliness of all data related to crashes.

### ❑ **E-Crash Report Quality Control/Quality Assurance Project**

#### **Project identifier: AAGS-1, AALB-1**

The State of Delaware implemented an Electronic Crash Reporting System (E-Crash) in December 2009 and in 2010, the TRCC approved a project proposed by DelJIS and DSP to implement a QC/QA process to ensure that the reports submitted by state, county and local law enforcement are indeed as accurate as possible. During the last meeting, the TRCC membership encouraged continued support of this project. Although the project continues, it has been scaled back. As system errors decrease, the need for intensive oversight also decreases. Currently, DelJIS utilizes Section 405c funds to support the continuation of this project.

### ❑ **Contract for Data Analyst Position**

#### **Project identifier: AAGC-1, AALA-1**

OHS was fortunate to secure a part-time assistance position in FY 2012, allowing us to hire a data analyst. Richard Klepner joined the staff, with a Bachelor's degree in Political Science and Master's degree in Public Administration. He is a tremendous asset to the office, single-handedly managing the data analysis needs of the program managers, thus allowing them more time to focus on grant writing and administration and program development and implementation. In FY 2013 Richard was hired by Whitman, Requardt, and Associates and OHS entered into a contractual agreement with

them to keep Richard on-site at OHS, in a full-time capacity. As a result, OHS has been able to conduct analysis of citation data as well as crash data, enhancing our decision-making abilities.

□ **DeIDOT Roadway Inventory Data Collection**

**Project identifier: AALH-1**

OHS will support DeIDOT's project 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 only intended to collect the data. The vendor believes data collection can be completed by the end of the first quarter of FY 2016.

□ **Assessment of State Progress**

The State of Delaware currently has a very good traffic records system, with appropriate linkages and near real-time reporting of citation and crash data. However, in FY 2015, we continued to look for ways to further improve the systems. As a result, OHS is pleased to note that all of the FY 2015 short-range traffic records goals were achieved or are underway. The TRCC continues to guide the efforts intended to improve the collection of data, including the enhancement of the automated crash report. Statewide use of the electronic reporting system, E-Crash, has improved access to the data and reduced officer time spent on data collection and reporting, creating more timely, accurate, and complete crash data. We will continue to strive for improvement and further linkages in an effort to have the very best tools available for highway safety countermeasures selection and resource allocation decision making. Further, the required Traffic Records Assessment was completed in early FY 2015. The TRCC is working through the recommendations and will report further in the Highway Safety Plan for FY 2016.

## PEDESTRIAN SAFETY

In calendar year 2014, there were 27 pedestrian fatalities. This represents just over 1/5 of all of Delaware's traffic fatalities – a record number for a state the size of Delaware. So far, in 2015 the number of pedestrian fatalities is on the rise and is expected to be over 30 fatalities. In response, OHS chose to educate pedestrians with targeted outreach.

### □ **Pedestrian Law Enforcement Outreach**

#### **Project identifier: OHPA-1**

OHS continued its approach with pedestrian traffic, using education and information, rather than enforcement. Officers were asked to work in teams of two, for four hours, on foot. They were directed to approach pedestrians and provide them with a free reflective item, to improve their safety in low-light or dark conditions. Most of these fatalities occur the early evening hours into night. In addition, the officers were directed to speak with the pedestrians, offering safe walking tips, and provide them with an OHS brochure for future reference. The initiative included 2 mobilizations: one in May and June, and one in July and August. OHS partnered with Ocean City, Maryland, using their “happy crab” logo to provide consistent messaging across the border. From Rehoboth Beach to Ocean City, the message was unified.



The “Happy Crab” mascot escorts a family through a marked crosswalk.

The outreach efforts are unanimously well received by the pedestrians. In over 570 hours of patrols, officers contacted nearly 4,000 individuals. To take the outreach and education to a new

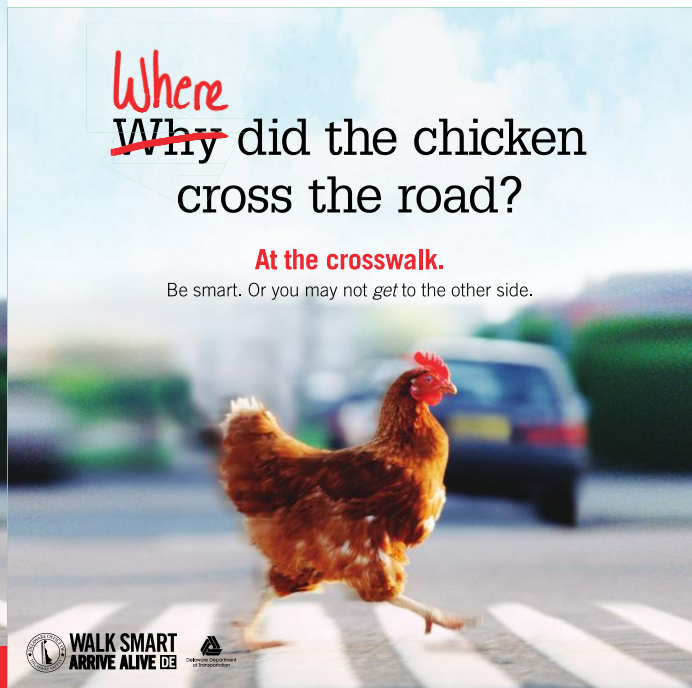
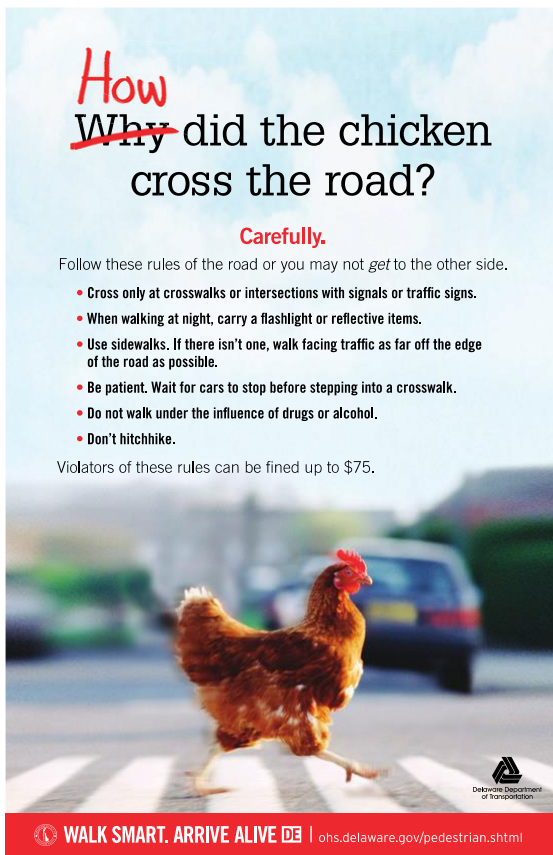
level, in FY 2016 OHS will offer campaigns with two weeks of outreach, followed by one week of enforcement, citing only those pedestrian violations that are most egregious.

□ **Paid Media**

**Project identifier: OHPB-1**

The Office of Highway Safety coordinated paid media efforts to support paid media programming efforts to include the following:

- Transit– Bus sides, shelters and interiors
- Door Hangers– Placed in problem areas
- Facebook– Promoted posts
- Lifeguard stands– Fenwick Island and DE State Parks
- Tanger Outlets– Signage
- Jolly Trolley– Transit



OHS pedestrian safety messaging used in New Castle and Kent Counties

**SURFING ROUTE ONE?**

**USE CROSSWALKS!**

**VIOLATORS CAN BE FINED UP TO \$75**

Avoid becoming a statistic:

- Do not walk under the influence of drugs or alcohol.
- Cross only at crosswalks or intersections with signals or traffic signs.
- Do not step into a crosswalk if it will create a hazard to motorists, even though you have the right of way.
- Use sidewalks. If there isn't a sidewalk, walk facing traffic and as far off the edge of the road as possible.
- Carry a flashlight or other reflective items when walking at night.
- Do not hitchhike.

To learn more about pedestrian safety, visit [ohs.delaware.gov/pedestrian.shtml](http://ohs.delaware.gov/pedestrian.shtml)

WALK SMART. ARRIVE ALIVE DE

Delaware Department of Transportation

OHS pedestrian safety messaging used in Sussex County

❑ **Assessment of State Progress**

Performance targets are measured based on the calendar year. The target for this year was to reduce pedestrian fatalities using a 3-year moving average from 27 in 2014 to 18 by the end of calendar year 2015. As of December 1, 2015 number is 33. While we did not meet our target, we will continue to re-assess our outreach and enforcement efforts directed at pedestrian safety. We will collaborate with our partners in the Strategic Highway Safety Plan committee and seek comprehensive approaches to improve pedestrian safety. This remains a high priority for OHS in FY 2016.

## MOTORCYCLE SAFETY

We will continue to seek out new and innovative ways to address the issue of motorcycle safety, while relying upon research-based countermeasures identified in Countermeasures That Work and Highway Safety Guideline #3.

The Office of Highway Safety coordinated the following programming initiatives in an effort to reach our motorcycle safety targets for FY 2015:

### □ **Motorcycle Enforcement Mobilizations**

#### **Project identifier: OHMA-1, OHMA-4**

OHS coordinated two motorcycle enforcement mobilizations during FY 2015. These included a Spring Blitz, April 3-5 and April 10-12, and a Summer Blitz, August 7-9. Officers from 10 agencies worked more than 430 hours, yielding 7 citations for failure to possess a motorcycle helmet, 304 speeding citations, 15 other aggressive driving related arrests, 5 impaired driving arrests, and over 300 additional criminal and traffic citations.

### □ **Motorcycle Enforcement Mobilizations**

#### **Project identifier: OHMA-2, OHMA-3 (see also Impaired Driving Mobilizations)**

OHS coordinated one mobilization combining the efforts of motorcycle enforcement and impaired driving enforcement. The results were promising. Sixteen agencies participated, with officers working more than 1,300 hours. There were 10 citations for failure to possess a motorcycle helmet, 581 speeding citations, 108 other aggressive driving related arrests, 18 impaired driving arrests, and nearly 1,200 additional criminal and traffic citations. This project allowed officers to work during peak motorcycle crash hours as well as during peak impaired driving crash hours.

### □ **Paid Media**

#### **Project identifier: OHMB-1, AAGW-1, AAGX-1**

##### *Motorists*

- Outdoor

##### *Riders*

- Dealerships– Posters and pull up banners
- Steel Media– Banner ads
- Facebook– Newsfeed ads
- Google/Bing/Yahoo– Text and display ads





OHS ad encouraging riders to participate in training course and OHS ad targeting motorists

□ **Assessment of State Progress**

Performance targets are measured based on the calendar year. Using a 3-year moving average, the targets for this year included the following:

- Reducing motorcycle fatalities to 15 in 2015
- Reducing unhelmeted motorcyclists to 6 in 2015

As of November 30, 2015 motorcycle fatalities are at 20 and unhelmeted motorcyclists are at 4. While we have not achieved this year’s target in reducing fatalities, we have met the target for unhelmeted riders. OHS will continue to reassess the data regarding motorcycle crash locations, times of the day, days of the week, and participation in motorcycle training programs as we strive to decrease the number of these fatalities.

**FY 2015**  
**ADDITIONAL INITIATIVES**  
**PLANNING AND ADMINISTRATION**

Planning and administrative costs support the Office of Highway Safety operations. The Office of Highway Safety coordinated the following planning and administrative initiatives in FY 2014:

❑ **Travel/Training**

**Project identifier: OHHD-1**

In FY 15, the Office of Highway Safety used travel and training funds to support OHS staff who attended training and conferences throughout the year or served on boards or committees requiring attendance.

❑ **General Office Supplies**

**Project identifier: OHHE-1**

Throughout the year, the Office of Highway Safety purchases general office supplies to assist with the operations of the office.

❑ **General Operating Expenses**

**Project identifier: OHHG-1**

General operating expenses fund items and fees required for the operation of the office to include items like our storage unit, phone bills, copier, newspapers, personnel charges from the Office of Management and Budget, Messenger Services, FedEx, and memberships to organizations.

❑ **Technology Enhancements**

**Project identifier: OHHH-1, no federal funds expended**

The Office of Highway Safety utilizes technology enhancement funds to replace aging technology that no longer works and to upgrade technologies as necessary to maintain efficient operations.

❑ **Audit Fees**

**Project identifier: OHHA-1**

Audit fees are used when the Office of Highway Safety is required to participate in a state-mandated audit.

❑ **Operations Support Specialist**

**Project identifier: OHA3**

Responsible for ordering public information materials, coordinates distribution of materials to increase public awareness, and assists the Community Relations Officer with public information and education initiatives. Serves as the agency receptionist.

❑ **Accounting Specialist**

**Project identifier: OHO2**

Responsible for processing fiscal documents as required for the daily operations of the office. Manages the agency timesheets and serves as the agency liaison with the Department's Human Resources Section. Serves as the agency captain for the State Employee Charitable Campaign (SECC) and the Department Chair for SECC. Position was upgraded to accountant in the fall of 2015.

❑ **Assessment of State Progress**

Planning and Administration projects contributed to efforts to meet state targets by providing administrative support, accounting support and funds necessary to support staff needs for task completion.

## COMPREHENSIVE TRAFFIC SAFETY PROGRAM

### ❑ **Occupant Protection Coordinator**

#### **Project identifier: OHC3**

Responsible for coordinating and organizing occupant protection and aggressive driving initiatives across the state, administration of the Section 2011 and 405 grants, and preparation of the Annual Evaluation Report. Performs duties as necessary as the agency Occupant Protection Coordinator, Aggressive Driving Coordinator, and Young Driver Programs Coordinator.

### ❑ **DUI Coordinator**

#### **Project identifier: OHC1**

Serves as the Deputy Director. Responsible for monitoring and evaluation of approved highway safety projects, administration and distribution of federal funds to state, local, and private agencies and preparation of the State Highway Safety Plan; responsible for coordinating and organizing impaired driving countermeasures across the state, managing the statewide DUI Provider Program, and coordinates the State traffic records initiatives; manages the Section 2010, 410, and 408 programs under SAFETEA-LU and 402, 405 and 154 programs under MAP-21. Performs duties as necessary as the agency DUI Program Coordinator, the Traffic Records Coordinator, the Distracted Driving Coordinator, and the Motorcycle Safety Coordinator.

### ❑ **Community Relations Officer**

#### **Project identifier: OHC2**

Serves as the official agency spokesperson and media liaison, responsible for dissemination of information regarding agency programs and events, coordination of public awareness campaigns and media events, presentation of safety education programs for schools and other State and local agencies and managing our social media presence. Performs duties necessary as the agency Bicycle Safety Coordinator, Older Driver Issues Coordinator, and Pedestrian Safety Coordinator.

### ❑ **Anticipated Project Proposals**

#### **Project identifier: OHPP, no federal funds expended**

The Office of Highway Safety allows sub-grantees to submit a project proposal funding request any time during the fiscal year. Funds are held in the anticipated project proposal project line until a new project is approved for funding. Once it is approved for funding, a new project line is created and funds are moved from the anticipated project proposal line into the new project line.

### ❑ **GHSA Performance Plan Project**

#### **Project identifier: OHPR-1**

During FY15, OHS contracted through GHSA with Pam Fisher to update the performance plans of all OHS employees. Casual Seasonal employees did not have performance plans and many of the

performance plans needed updating to reflect the changes that have occurred within the office and the highway safety arena.

□ **Occupant Protection/Speed Combined Enforcement Project**

**Project identifier: OHOS-1, OHOS-2, OHOS-3, OHOS-4, OHOS-5, OHOS-6, OHOS-7, OHOS-8**

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 overtime jobs. In an effort to work with our partners, OHS combined OP and Speed enforcement campaigns to avoid multiple campaigns running at the same time and extended the enforcement period an extra week to allow for more opportunities to work shifts. OHS conducted 7 mobilizations during FY15. OP/Speed enforcement was conducted October 3<sup>rd</sup> – 26<sup>th</sup>, 2014; November 26<sup>th</sup> – December 31<sup>st</sup>, 2014; January 16<sup>th</sup> – February 1, 2015; February 27<sup>th</sup> – March 15<sup>th</sup>, 2015; April 11<sup>th</sup> – 25<sup>th</sup>, 2015; June 2<sup>nd</sup> – June 20<sup>th</sup>, 2015; September 11<sup>th</sup> – September 28<sup>th</sup>, 2015. As a result of these mobilizations, 3,521 hours were worked resulting in 609 seat belt arrests, 66 child restraint arrests, 3,479 speed arrests, 456 cell phone arrests and 17 impaired driving arrests.

□ **Assessment of State Progress**

Comprehensive Traffic Safety Program projects contributed to efforts to meet state targets by providing salary costs for the Occupant Protection Coordinator, DUI Coordinator, Community Relations Officer, and combined high visibility enforcement.

## POLICE TRAFFIC SERVICES

### ❑ **Law Enforcement Liaison**

**Project identifier: OHB5**

Responsible for the coordination of law enforcement mobilizations throughout the grant year and for organizing law enforcement training opportunities (part-time position).

### ❑ **FY 2016 Highway Safety Conference**

**Project identifier: OHBB**

The Office of Highway Safety continued planning the FY 2016 Highway Safety Conference during FY 2015. This is necessary in order to secure a location for the conference, enter into a contract with the facility and procure speakers and services for the conference.

### ❑ **Contingency Funds**

**Project identifier: OHBD, no federal funds expended**

No funds were spent in the contingency fund project line for FY 2015.

### ❑ **Officer Safety Video**

**Project identifier: BBBU-1**

OHS funded the production of a video "Patrol Safe.Arrive Alive" to educate officers about the dangers of not wearing a seat belt, distracted driving and speed. The video featured the family of a state trooper who was killed in the line of duty in a traffic crash, Colonel McQueen from the Delaware State Police, a trauma doctor, and local law enforcement officers. The video is a five minute video that can be viewed during roll call or training and all police departments and training academies were given a copy of the video. This video was created in FY14 but additional copies were ordered and distributed during FY15.

### ❑ **Assessment of State Progress**

Police Traffic Services projects contributed to efforts to meet state targets by providing salary costs for the Law Enforcement Liaison, funding the OHS Highway Safety Conference allowing us to bring in expert speakers from across the county to assist law enforcement in traffic safety, and allowing OHS to host another successful conference in FY 2016.

## **CORPORATE OUTREACH PROGRAM**

### ❑ **Corporate Outreach Coordinator**

**Project identifier: OHO3-1**

The Corporate Outreach Coordinator manages the Corporate Outreach Program. The Corporate Outreach Program works to reach the thousands of people who are employed in Delaware with consistent traffic safety messaging. In 2015, over 100 public and private corporations, as well as state-run and non-profit agencies participated in the program. Representatives from these companies gather several times a year to form a committee called the Corporate Partners.

Corporate Partners are the key to our success. Business leaders, safety managers, military personnel, fleet managers, human resource management, and safety advocates work closely with OHS staff to evaluate the effectiveness of outreach efforts, offer suggestions, and deliver program outreach to their respective audiences.

### ❑ **Corporate Outreach Materials**

**Project identifier: OHOF-1, AAZZ-1**

Materials purchased support the Corporate Outreach Program. Funds are used to purchase mailing supplies, mocktail supplies, printing and publishing and other items needed to support the Corporate Outreach Program.

Corporate Outreach is always looking for effective ways to reach both small and large groups of employees with timely and consistent information about traffic safety trends and initiatives. Here are the top ways the program works with the corporate community:

### ❑ **Monthly Traffic Safety News and Newsletter Articles**

Traffic Safety News (TSN) is a monthly e-newsletter that is designed to be shared with audiences of all sizes with a minimum of effort. The topic reflects the major campaign for the month and is distributed to all partners to coincide with the launch of media. The TSN is filled with statistics, facts, and helpful tips. Current distribution exceeds 21,000 people. The average email distribution for an active partner is 350 employees.

A monthly drop-in newsletter article is created for partners who produce an internal newsletter. The article is distributed monthly and often reflects the same topic as the Traffic Safety News. In 2015, corporate partners requested that OHS move to a monthly bundle package where the TSN, drop-in newsletter article and other materials such as PowerPoint presentations for safety materials, fact sheets and additional information are sent to the partners in a single e-mail the month before the materials are to be shared with the employees. Feedback about this change has been very positive as it allows safety managers time to more easily incorporate traffic safety messages into their programs.

## □ **Standing Order Distribution of Program Materials**

Each Corporate Partner can elect to receive promotional traffic safety materials. For most campaigns, OHS produces quantities of posters, flyers and table tents. The number and type of materials received is based on the needs of the company, the number of employees, and availability.



For 2015, the combined distribution for police agencies and corporate partners were over 1000 posters, 6000 flyers, and 800 table tents.

## □ **Corporate Partners Meetings and Awards**

Corporate Outreach hosts several meetings throughout the year to network with leaders from the corporate community. Corporate Partners meetings are held semi-annually in the months of March and September. A Fleet Managers meeting is held in June each year. The Hispanic Outreach Committee meets once a year in the spring.

Once a year, Corporate Outreach Awards are given to select Corporate Partners who excel in traffic safety outreach, program participation, and contribution to the overall success of OHS initiatives. Three corporate partners were awarded in 2015:

- Outstanding Outreach – Jennifer McCue, A.I. DuPont Children’s Hospital
- Outstanding Program- Kathy Boyer, Christiana Care Health Systems and ThinkFirst
- Outstanding Partner – Purdue Fleet Safety



Purdue Fleet Safety receiving their award for Outstanding Partner



❑ **Hispanic Outreach Committee**

Outreach to the Hispanic communities has been a priority for the Corporate Outreach Program, enabling community members to address the growing traffic safety needs of the Latino community. Through strategic partnerships, OHS was able to sponsor the following activities: Cinco de Mayo Family Night, Holiday Family Night, Art Addiction, and a Child Passenger Safety Seat Check.

❑ **Safety Events & Outreach Opportunities**

The Corporate Outreach Program is often invited to give a presentation or staff a safety awareness table for our business partners. New this year, targeted outreach opportunities were given to partners for specific traffic safety initiatives. Armed with a target date, talking points, and select incentive items, safety managers were encouraged to hold their own safety meeting and report back to the coordinator. This type of outreach is simple to implement, low in cost, and can be used for any campaign.

In 2015, corporate partners were offered an opportunity to host “One text or call could wreck it all” distracted driving outreach. 13 partners participated. Each received talking points for a safety briefing, a pledge banner, printed pledges, and a small quantity of giveaway items. The initiative was a huge success, reaching thousands of people across the state.



Staff from Worth and Company, Inc. display the pledge banner.

❑ **Mocktails**

Mocktail parties have been an incredibly successful venue for outreach to large audiences with lifesaving messages about Driving under the Influence (DUI) and other dangerous driving behaviors. Non-alcoholic punch and smart party snacks are served with information on impaired driving prevention. Local police are invited to educate partygoers about DUI by performing the Standardized Field Sobriety Test on participants wearing fatal vision goggles.

Mocktails can be held any time of year when there is a focus on DUI enforcement: SuperBowl, St. Patrick’s Day, Cinco de Mayo, 4<sup>th</sup> of July, Halloween, and the winter holidays.



Officers from New Castle County Police Department conduct a mock DUI investigation using DUI goggles at a mocktail at A.I. DuPont Children’s Hospital



Staff from A.I. DuPont Children’s Hospital offer non-alcoholic party drinks at their mocktail

## YOUNG DRIVER PROGRAMS

By many accounts, Delaware has one of the strongest Graduated Driver Licensing (GDL) laws in the nation, containing most of the recommended components including: starting age of 16, a one-year permit process, 50 hours of supervised driving required, night-time driving, passenger and cell phone use restrictions, and mandatory seat belt use requirements. The GDL law was designed to give 16 year olds who are applying for their driver's license for the first time additional behind the wheel supervision beyond Drivers Education classes, to improve their driving skills, instill a sense of responsibility, sharpen their judgment, and promote strict observance of the rules of the road.

The law, which was passed in 1998 and took effect in July of 1999, increased the age at which a teen could apply for a driving permit from age 15 years and 10 months to age 16. Since that time a formal evaluation has shown that crash rates for 16 year old drivers have decreased by 30%.

The Office of Highway Safety coordinated the following programming initiatives in FY 2015:

### □ **Smart Drive Promise Program**

#### **Project identifier: OHSD-1**

Delaware provided funding in FY 2015 to aid in the delivery of the Smart Drive Program. Smart Drive Promise Program is delivered to area high schools, with a focus on responsible personal driving habits throughout the school year. Students pledge to drive safely without distractions, wear their seat belts and obey traffic laws. A major aspect of the campaign is for schools to plan an in-service project and media activities to support the concepts of mature responsible behavior and a commitment to driver safety. The program is aimed at 16 and 17 year old students

### □ **Teen Driver Video**

#### **Project identifier: OHTD-1**

OHS has formed a Teen Driver Task Force to address recommendations from a NHTSA analysis of Delaware's Driver Education Program. OHS worked through the Task Force to implement improvements to the Driver Education curriculum. As part of the curriculum the task force produced a video. The video is twelve minutes and features a crash that occurred in Delaware in 2012. The crash involved a teen driver and a teen passenger who was killed in the crash. The video focuses on seat belt use, speeding, and distracted driving.

### □ **Teen Driver Education Curriculum**

#### **Project identifier: OHGD**

A subcommittee of the Teen Driver Task Force worked for over a year to update the driver education curriculum. The subcommittee consisted of three teachers who are members of the Delaware Driver's Education Safety Association (DDSEA), a representative from the Delaware Department of Education and the Highway Safety Teen Driver program manager. Driver education is offered as a class to all 10<sup>th</sup> graders in Delaware schools. A comparison of Delaware's curriculum to the national content standards was done and Delaware's curriculum was updated to meet or exceed the national content standards.

In addition, the recommendations of the NHTSA analysis were considered and implemented where feasible. OHS and DDSEA shared the cost of printing and distributed a copy of the updated curriculum to all driver education teachers in Delaware. In addition, the OHS GDL on-line Parent Orientation Program (POP) is part of the curriculum. Flyers for the GDL POP are given to driver education teachers to distribute to students and sticky notes are given to parents when they come to the DMV with their teen driver to obtain a GDL.



Flyer and Sticky Note for the GDL POP Program

## ❑ Novice Driver Magnets

### Project identifier: BIII-1

The Division of Motor Vehicles (DMV) provides Novice Driver Magnets to teen drivers who are issued a graduated driver license (GDL). The magnets are placed on a car to alert other drivers on the road that the person behind the wheel is a new driver and inexperienced. The Office of Highway Safety funded the purchase of 5,000 Novice Driver Magnets. This will allow the DMV to offer any new driver a magnet, including those over the age of 18.

❑ **Teen Driver Week Paid Media**

**Project identifier: OHTW**

OHS conducted a social media campaign targeting parents to encourage parental involvement in teen driving and to stress the important role parents play in teen driving. OHS promoted the NHTSA “5 to Drive” campaign as well as the “Crossing the Line” video. OHS created a landing page that had information for parents about the “5 to drive” campaign and teen driver safety.

- Social media



Social media post with a teen driver safety link

❑ **Assessment of State Progress**

Performance targets are measured based on the calendar year. The target for this year was to reduce the total number of drivers aged 20 or younger involved in fatal crashes 33% from the 2010-2012 calendar year average of 15 to 10 by December 31, 2015. As of November 30, 2015 that number is 17. OHS believes that we will meet our goal. OHS and the Teen Driver Task Force had many projects this fiscal year with an emphasis on young drivers and GDL requirements. Through the Teen Driver Task Force, all partners with a teen driver safety emphasis are collaborating to give young drivers and their parents all of the tools they need to become a safe and responsible teen driver.

## **DISTRACTED DRIVING – CELL PHONE USE**

The Office of Highway Safety coordinated the following programming initiatives in FY 2015:

### □ **Distracted Driving Enforcement Mobilizations**

#### **Project identifier: OHDA-2, OHDA-4**

OHS coordinated three distracted driving mobilizations, focusing on the illegal use of cell phones while driving. Due to limited funding, OHS had to cancel two mobilizations and the enforcement was conducted in two efforts. Patrols were scheduled April 23<sup>rd</sup> – April 27<sup>th</sup> and June 25<sup>th</sup> and June 26<sup>th</sup>. In total, officers worked 447 hours, yielding 276 cell phone arrests, 31DUI arrest, 40 seat belt citations, 199 speed arrests, and nearly 270 various other criminal and traffic offenses.

### □ **Nemours Distracted Driving Program**

#### **Project identifier: OHPP-11**

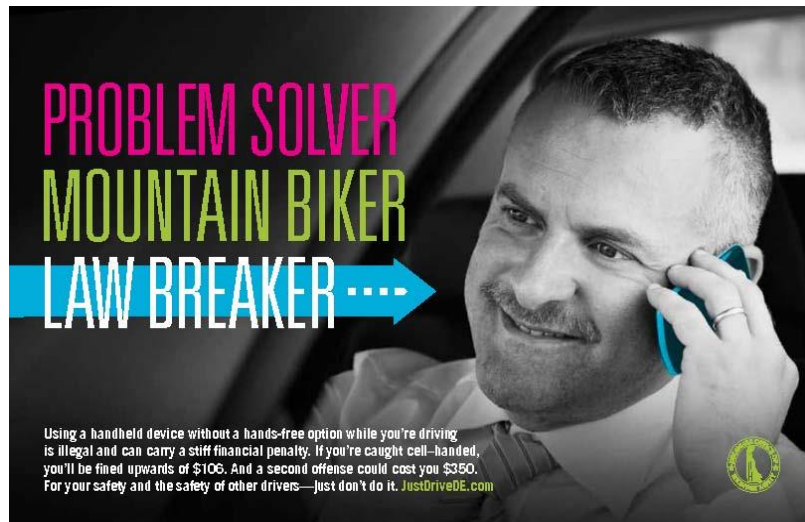
Nemours/Alfred I. DuPont Hospital for Children in partnership with Christiana Care Hospital conducted a distracted driving education event on April 1, 2015 in recognition of national Distracted Driving awareness month. An education table, distracted driving simulator and a parent who lost a daughter to distracted driving set up in the atrium of the hospital and promoted the NHTSA message “one text or call could wreck it all”. Participants were asked to sign a banner pledging not to drive distracted. The banner is displayed in the hospital atrium.

### □ **Paid Media**

#### **Project identifier: OHDM-1**

OHS paid media efforts emphasized using a handheld device while driving is illegal and can carry a stiff financial penalty. The message delivered was that you may be a person who plays many roles and doesn't think of yourself as doing anything wrong when you text or use your electronic device but if it's in your hand you are breaking the law. This message was spread throughout Delaware and was aired on local radio, print ads, and digitally. The message makes the point that using a cell phone to talk or text while driving creates a dangerous driving situation and law enforcement is taking action. The paid media was placed to coincide with the enforcement efforts conducted during the year.

- Radio– :60 spots on WXCY-FM, WJBR-FM, WSTW-FM, WAFL-FM, WWFG-FM, WOCQ-FM, WZBH-FM
- Gas Pump Toppers- 28 Gas Pump Toppers statewide
- Trion– Mobile rising star Internet ads
- Pandora– Mobile only banners and :30
- Facebook– Promoted posts



Distracted Paid Media advertisements

□ **Assessment of State Progress**

Performance targets are measured based on the calendar year. The target for this year was to reduce the total number of cell phone involved traffic crashes by 16%, from calendar year average of 173 to 145 by December 31, 2015. As of November 30, 2015 that number is 134. OHS believes that we will meet our goal. Distracted driving has become one of law enforcement's most high profile violations. The increase in overall enforcement of Delaware's cell phone law has made officers more vigilant in determining their use or involvement in motor vehicle crashes. OHS will continue to fund distracted driving enforcement when possible, and will target the locations, the months, days of the week, and times of the day when the crashes are more prevalent.

# FINANCIAL SUMMARY

## FINAL VOUCHER

U.S. Department of Transportation National Highway Traffic Safety Administration  
**Status of Obligations and Expenditures**  
 2015-FINAL  
 Posted: 12/17/2015

Page: 1  
 Report Date: 12/22/2015

Program Area	Project	Description	Obligation Limitation	Carry Fwd	Obligated Funds	Expended Funds	Carried Fwd into Next FY	Unobligated Balance	Unexpended Balance
<b>NHTSA</b>									
<b>NHTSA 402</b>									
<b>Planning and Administration</b>									
	PA-2015-OH-A3-10	Kaila Dukes Salary FY15			\$38,397.25	\$38,397.25	\$602.75		\$0.00
	PA-2015-OH-HA-10	Audit Fees FY15			\$25,039.00	\$25,039.00	\$0.00		\$0.00
	PA-2015-OH-HD-10	Training/Travel FY15			\$16,200.57	\$16,200.57	\$799.43		\$0.00
	PA-2015-OH-HE-10	Supplies FY15			\$4,501.85	\$4,501.85	\$498.15		\$0.00
	PA-2015-OH-HG-10	General Operating Funds FY15			\$28,198.82	\$28,198.82	\$3,801.18		\$0.00
	PA-2015-OH-HH-10	IT Equipment FY15			\$3,984.35	\$3,984.35	\$0.00		\$0.00
	PA-2015-OH-O2-10	Bonnie Dixon Salary FY15			\$20,668.44	\$20,668.44	\$6,600.00		\$0.00
	<b>Planning and Administration Total</b>				<b>\$136,990.28</b>	<b>\$136,990.28</b>	<b>\$12,301.51</b>		<b>\$0.00</b>
<b>Alcohol</b>									
	AL-2015-OH-GD-10	GDL Program FY15			\$858.75	\$858.75	\$0.00		\$0.00
	AL-2015-OH-IA-10	Halloween Loop FY15			\$2,490.36	\$2,490.36	\$0.00		\$0.00
	AL-2015-OH-IA-20	St. Patty's Loop FY15			\$4,539.06	\$4,539.06	\$0.00		\$0.00
	AL-2015-OH-IA-30	Delaware State Fair FY15			\$4,000.00	\$4,000.00	\$0.00		\$0.00
	<b>Alcohol Total</b>				<b>\$11,888.17</b>	<b>\$11,888.17</b>	<b>\$0.00</b>		<b>\$0.00</b>
<b>Motorcycle Safety</b>									
	MC-2015-OH-MA-10	Motorcycle Mobilizations			\$13,000.00	\$13,000.00	\$0.00		\$0.00
	MC-2015-OH-MA-20	Summer 1 MC FY15			\$8,497.13	\$8,497.13	\$0.00		\$0.00
	MC-2015-OH-MA-30	Summer 2 MC FY15			\$0.00	\$0.00	\$0.00		\$0.00
	<b>Motorcycle Safety Total</b>				<b>\$21,497.13</b>	<b>\$21,497.13</b>	<b>\$0.00</b>		<b>\$0.00</b>
<b>Occupant Protection</b>									
	OP-2015-OH-O3-10	Trish Bachman Salary FY15			\$17,138.58	\$17,138.58	\$0.00		\$0.00

U.S. Department of Transportation National Highway Traffic Safety Administration  
**Status of Obligations and Expenditures**  
 2015-FINAL  
 Posted: 12/17/2015

Page: 2  
 Report Date: 12/22/2015



**U.S. Department of Transportation National Highway Traffic Safety Administration  
Status of Obligations and Expenditures**

State: Delaware

Page: 2

2015-FINAL  
Posted: 12/17/2015

Report Date: 12/22/2015

Program Area	Project	Description	Obligation Limitation	Carry Fwd	Obligated Funds	Expended Funds	Carried Fwd into Next FY	Unobligated Balance	Unexpended Balance
	OP-2015-OH-OA-10	CIOT Enforcement			\$15,800.00	\$15,800.00	\$0.00		\$0.00
	OP-2015-OH-OA-20	Winter SB FY15			\$0.00	\$0.00	\$0.00		\$0.00
	OP-2015-OH-OA-30	March SB FY15			\$0.00	\$0.00	\$0.00		\$0.00
	OP-2015-OH-OA-50	CIOT 2015			\$0.00	\$0.00	\$0.00		\$0.00
	OP-2015-OH-OF-10	Corporate Outreach Supplies FY15			\$6,470.25	\$6,470.25	\$0.00		\$0.00
	OP-2015-OH-SS-10	Seat Belt Surveys FY15			\$350.00	\$350.00	\$0.00		\$0.00
	<b>Occupant Protection Total</b>				<b>\$39,758.83</b>	<b>\$39,758.83</b>	<b>\$0.00</b>		<b>\$0.00</b>
	<b>Pedestrian/Bicycle Safety</b>								
	PS-2015-OH-PA-10	Fall 2015 Pedestrian			\$18,020.00	\$18,020.00	\$0.00		\$0.00
	PS-2015-OH-PA-20	June/July Pedestrian FY15			\$27,480.00	\$27,480.00	\$0.00		\$0.00
	<b>Pedestrian/Bicycle Safety Total</b>				<b>\$45,500.00</b>	<b>\$45,500.00</b>	<b>\$0.00</b>		<b>\$0.00</b>
	<b>Traffic Records</b>								
	TR-2015-OH-B5-10	Roger Minner Salary FY15			\$36,450.55	\$36,450.55	\$0.00		\$0.00
	TR-2015-OH-BB-10	FY 2016 Conference FY15			\$529.56	\$529.56	\$0.00		\$0.00
	TR-2015-OH-IM-10	DUI-MC Combo Mobilization			\$31,193.58	\$31,193.58	\$0.00		\$0.00
	<b>Traffic Records Total</b>				<b>\$68,173.69</b>	<b>\$68,173.69</b>	<b>\$0.00</b>		<b>\$0.00</b>
	<b>Community Traffic Safety Project</b>								
	CP-2015-OH-C1-10	Lisa Shaw Salary FY15			\$85,782.07	\$85,782.07	\$0.00		\$0.00
	CP-2015-OH-C2-10	Alison Kirk Salary FY15			\$61,418.65	\$61,418.65	\$0.00		\$0.00
	CP-2015-OH-C3-10	Kim Chesser salary FY15			\$33,131.36	\$33,131.36	\$0.00		\$0.00
	CP-2015-OH-DQ-10	DSP Equipment FY15			\$2,585.40	\$2,585.40	\$0.00		\$0.00
	CP-2015-OH-GD-10	GDL Program FY15			\$5,650.27	\$5,650.27	\$0.00		\$0.00
	CP-2015-OH-OS-10	OP/Speed Combo Mobilization FY15			\$180,214.78	\$180,214.78	\$0.00		\$0.00
	CP-2015-OH-PP-10	Project Proposals FY15			\$0.00	\$0.00	\$0.00		\$0.00

2015-FINAL  
Posted: 12/17/2015

Report Date: 12/22/2015

Program Area	Project	Description	Obligation Limitation	Carry Fwd	Obligated Funds	Expended Funds	Carried Fwd into Next FY	Unobligated Balance	Unexpended Balance
	CP-2015-OH-PR-10	GHSA Performance Plan Project FY15			\$8,654.32	\$8,654.32	\$0.00		\$0.00
	CP-2015-OH-SD-10	Smart Drive FY15			\$12,674.48	\$12,674.48	\$0.00		\$0.00
	CP-2015-OH-TD-10	Teen Driver Week FY15			\$19,500.00	\$19,500.00	\$0.00		\$0.00
	<b>Community Traffic Safety Project Total</b>				<b>\$409,611.33</b>	<b>\$409,611.33</b>	<b>\$0.00</b>		<b>\$0.00</b>
	<b>Speed Enforcement</b>								
	SE-2015-OH-TS-10	Teen Speed Project FY5			\$60,000.00	\$60,000.00	\$0.00		\$0.00
	<b>Speed Enforcement Total</b>				<b>\$60,000.00</b>	<b>\$60,000.00</b>	<b>\$0.00</b>		<b>\$0.00</b>
	<b>Paid Advertising</b>								
	PM-2015-AA-ZZ-10	Community Events FY15			\$2,835.00	\$2,835.00	\$0.00		\$0.00
	PM-2015-HA-BC-10	AB&C Year End Report FY15			\$1,417.50	\$1,417.50	\$0.00		\$0.00
	PM-2015-OH-AM-10	CIOT Speedway Contract			\$50,000.00	\$50,000.00	\$0.00		\$0.00
	PM-2015-OH-BM-10	Nascar Creative			\$50,316.31	\$50,316.31	\$0.00		\$0.00
	PM-2015-OH-CM-10	CIOT Paid Media FY15			\$177,000.00	\$177,000.00	\$0.00		\$0.00
	PM-2015-OH-DM-10	Distracted Driving Paid Media FY15			\$90,483.08	\$90,483.08	\$0.00		\$0.00
	PM-2015-OH-FM-10	Racing Limos Paid Media FY15			\$3,250.00	\$3,250.00	\$0.00		\$0.00
	PM-2015-OH-GM-10	Sports Marketing CIOT/Blue Rocks Paid Me			\$60,000.00	\$60,000.00	\$0.00		\$0.00
	PM-2015-OH-MM-10	Motorcycle Paid Media FY15			\$79,917.30	\$79,917.30	\$0.00		\$0.00
	PM-2015-OH-OM-10	Seat Belt Paid Media			\$0.00	\$0.00	\$0.00		\$0.00
	PM-2015-OH-PM-10	Pedestrian Paid Media FY15			\$135,075.55	\$135,075.55	\$0.00		\$0.00
	PM-2015-OH-SO-10	OP/Speed Combo PM FY15			\$229,500.00	\$229,500.00	\$0.00		\$0.00
	PM-2015-OH-TW-10	Teen Driver Week PM FY15			\$237.50	\$237.50	\$0.00		\$0.00
	<b>Paid Advertising Total</b>				<b>\$880,032.24</b>	<b>\$880,032.24</b>	<b>\$0.00</b>		<b>\$0.00</b>
	<b>Distracted Driving</b>								
	DD-2015-OH-CO-10	Estimated Carry Over Funds FY15			\$824.58	\$824.58	\$383,289.76		\$0.00

**U.S. Department of Transportation National Highway Traffic Safety Administration  
Status of Obligations and Expenditures**

State: Delaware

Page: 4

2015-FINAL  
Posted: 12/17/2015

Report Date: 12/22/2015

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

State: Delaware

Status of Obligations and Expenditures

Page: 4

2015-FINAL

Report Date: 12/22/2015

Posted: 12/17/2015

Program Area	Project	Description	Obligation Limitation	Carry Fwd	Obligated Funds	Expended Funds	Carried Fwd into Next FY	Unobligated Balance	Unexpended Balance
	DD-2015-OH-DA-10	March Distracted Driving Enforcement FY1			\$0.00	\$0.00	\$0.00		\$0.00
	DD-2015-OH-DA-20	April Distracted Driving Enforcement FY1			\$4,311.36	\$4,311.36	\$0.00		\$0.00
	DD-2015-OH-DA-30	May Distracted Enforcement FY15			\$10,781.04	\$10,781.04	\$0.00		\$0.00
	DD-2015-OH-DA-40	June Enforcement FY15			\$10,507.60	\$10,507.60	\$0.00		\$0.00
	DD-2015-OH-PP-11	Nemours Distracted Driving Project			\$1,409.60	\$1,409.60	\$0.00		\$0.00
	<b>Distracted Driving Total</b>				<b>\$27,834.18</b>	<b>\$27,834.18</b>	<b>\$383,289.76</b>		<b>\$0.00</b>
	<b>NHTSA 402 Total</b>		<b>\$1,875,110.98</b>	<b>\$221,766.14</b>	<b>\$1,701,285.85</b>	<b>\$1,701,285.85</b>	<b>\$395,591.27</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>408 Data Program SAFETEA-LU</b>									
<b>408 Data Program Incentive</b>									
	K9-2015-AA-FN-10	WRA Contract FY12			\$4,400.00	\$4,400.00	\$0.00		\$0.00
	K9-2015-AA-GC-10	Data Analyst FY12			\$4,411.19	\$4,411.19	\$0.00		\$0.00
	<b>408 Data Program Incentive Total</b>				<b>\$8,811.19</b>	<b>\$8,811.19</b>	<b>\$0.00</b>		<b>\$0.00</b>
	<b>408 Data Program SAFETEA-LU Total</b>		<b>\$0.00</b>	<b>\$8,811.19</b>	<b>\$8,811.19</b>	<b>\$8,811.19</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>410 High Fatality Rate</b>									
<b>410 High Fatality Rate</b>									
	K8FR-2015-AA-FS-10	Fall DUI Enforcement FY12			\$8,516.40	\$8,516.40	\$0.00		\$0.00
	K8FR-2015-AA-FS-20	Safe Family Holiday Enforcement FY12			\$71,000.00	\$71,000.00	\$0.00		\$0.00
	K8FR-2015-AA-FS-30	Memorial Weekend Enforcement FY12			\$21,800.00	\$21,800.00	\$0.00		\$0.00
	K8FR-2015-AA-FT-20	TSRP Program FY12			\$240,193.16	\$240,193.16	\$0.00		\$0.00
	K8FR-2015-AA-HW-10	DSP Omega FY12			\$19,735.57	\$19,735.57	\$0.00		\$0.00
	K8FR-2015-AA-JJ-10	Tracking System Maintenance FY12			\$50,000.00	\$50,000.00	\$0.00		\$0.00
	<b>410 High Fatality Rate Total</b>		<b>\$0.00</b>	<b>\$411,245.13</b>	<b>\$411,245.13</b>	<b>\$411,245.13</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>410 High Visibility</b>									
<b>410 High Visibility</b>									
	K8HV-2015-AA-FS-40	Summer 2015 Enforcement FY12			\$48,200.00	\$48,200.00	\$0.00		\$0.00

---

Program Area	Project	Description	Obligation Limitation	Carry Fwd	Obligated Funds	Expended Funds	Carried Fwd into Next FY	Unobligated Balance	Unexpended Balance
	K8HV-2015-AA-FS-50	CPSF 10/1 - 12/31 FY12			\$35,517.04	\$35,517.04	\$0.00		\$0.00
	K8HV-2015-AA-FS-60	CPSF 7/4-9/10 FY12			\$147,719.49	\$147,719.49	\$0.00		\$0.00
	K8HV-2015-AA-FT-20	TSRP Lugg FY12			\$0.00	\$0.00	\$0.00		\$0.00
	K8HV-2015-AA-FV-10	DUI Tracking System Redesign FY12			\$190,000.00	\$190,000.00	\$0.00		\$0.00
	K8HV-2015-AA-JH-10	Enforcement Equipment FY12			\$100,000.00	\$100,000.00	\$0.00		\$0.00
	K8HV-2015-AA-JI-10	Enforcement Equipment FY12			\$125,148.25	\$125,148.25	\$0.00		\$0.00
	K8HV-2015-AB-GB-10	DRE Overtime FY12			\$7,270.38	\$7,270.38	\$0.00		\$0.00
	<b>410 High Visibility Total</b>		<b>\$0.00</b>	<b>\$653,855.16</b>	<b>\$653,855.16</b>	<b>\$653,855.16</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>2011 Child Seats</b>									
<b>2011 Child Seat Incentive</b>									
	K3-2015-BA-ZZ-10	Dental Clinic Booster Seat Program FY12			\$610.92	\$610.92	\$0.00		\$0.00
	K3-2015-BB-AG-10	CPS Training FY12			\$2,852.20	\$2,852.20	\$0.00		\$0.00
	K3-2015-BB-BM-10	Fitting Station Salaries FY12			\$23,798.16	\$23,798.16	\$0.00		\$0.00
	K3-2015-BB-BN-10	Fitting Station Supplies FY12			\$8,953.95	\$8,953.95	\$0.00		\$0.00
	<b>2011 Child Seat Incentive Total</b>				<b>\$36,215.23</b>	<b>\$36,215.23</b>	<b>\$0.00</b>		<b>\$0.00</b>
	<b>2011 Child Seats Total</b>		<b>\$0.00</b>	<b>\$36,215.23</b>	<b>\$36,215.23</b>	<b>\$36,215.23</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>154 Transfer Funds</b>									
<b>154 Alcohol</b>									
	154AL-2015-AA-CA-10	CPSF 10/1-12/31 FY12			\$146,544.57	\$146,544.57	\$0.00		\$0.00
	154AL-2015-AA-CA-20	NIDC FY12			\$52,641.34	\$52,641.34	\$0.00		\$0.00
	154AL-2015-AA-CC-20	DUI Training FY12			\$25,000.00	\$25,000.00	\$0.00		\$0.00
	154AL-2015-AA-CD-10	CPSF Equipment FY12			\$83,115.62	\$83,115.62	\$0.00		\$0.00
	154AL-2015-AA-DC-10	TAD Devices for DUI Court Monitoring FY1			\$43,000.00	\$43,000.00	\$0.00		\$0.00
	154AL-2015-AA-HG-10	Memorial Weekend Enforcement FY14			\$0.00	\$0.00	\$47,567.00		\$0.00

Program Area	Project	Description	Obligation Limitation	Carry Fwd	Obligated Funds	Expended Funds	Carried Fwd into Next FY	Unobligated Balance	Unexpended Balance
	154AL-2015-AA-HG-20	Summer 2015 DUI Enforcement			\$0.00	\$0.00	\$74,000.00		\$0.00
	154AL-2015-AA-HG-30	Fall 2014 DUI Enforcement FY14			\$0.00	\$0.00	\$37,000.00		\$0.00
	154AL-2015-AA-HG-40	Safe Family Holiday DUI Enforcement FY14			\$0.00	\$0.00	\$137,000.00		\$0.00
	154AL-2015-AA-HG-50	cpsf 10/1-12/31 FY14			\$0.00	\$0.00	\$75,000.00		\$0.00
	154AL-2015-AA-HG-60	CPSF 7/4-9/30 FY14			\$0.00	\$0.00	\$75,000.00		\$0.00
	154AL-2015-AA-HG-70	NIDC FY14			\$0.00	\$0.00	\$9,923.00		\$0.00
	154AL-2015-AA-HI-10	DUI Tracking Maintenance FY14			\$0.00	\$0.00	\$40,000.00		\$0.00
	154AL-2015-AA-HJ-10	DUI Equipment FY14			\$35,519.22	\$35,519.22	\$79,403.78		\$0.00
	154AL-2015-AA-HQ-10	Fall 2014 DUI Enforcement FY13			\$20,000.00	\$20,000.00	\$0.00		\$0.00
	154AL-2015-AA-HQ-20	Halloween Loop FY13			\$17,000.00	\$17,000.00	\$0.00		\$0.00
	154AL-2015-AA-HQ-30	ST. Pat's Loop FY13			\$0.00	\$0.00	\$17,000.00		\$0.00
	154AL-2015-AA-HQ-40	Memorial Weekend Enforcement FY13			\$0.00	\$0.00	\$39,000.00		\$0.00
	154AL-2015-AA-HQ-50	Summer 2015 Enforcement FY13			\$0.00	\$0.00	\$30,000.00		\$0.00
	154AL-2015-AA-HQ-60	CPSF 10/1-12/31 FY13			\$22,978.15	\$22,978.15	\$77,021.85		\$0.00
	154AL-2015-AA-HQ-70	CPSF 7/4-9/30 FY13			\$0.00	\$0.00	\$90,000.00		\$0.00
	154AL-2015-AA-HQ-80	NIDC FY13			\$0.00	\$0.00	\$92,000.00		\$0.00
	154AL-2015-AA-HR-10	DUI Training FY13			\$23,545.56	\$23,545.56	\$6,366.51		\$0.00
	154AL-2015-AA-HT-10	DUI Equipment FY13			\$0.00	\$0.00	\$65,938.68		\$0.00
	154AL-2015-AA-KA-10	DUI Training FY14			\$0.00	\$0.00	\$25,000.00		\$0.00
	154AL-2015-AA-MA-10	Overtime Enforcement FY15			\$0.00	\$0.00	\$249,843.00		\$0.00
	154AL-2015-AA-MB-10	Ongoing Maintenance of DUI Tracking Syst			\$0.00	\$0.00	\$50,000.00		\$0.00
	154AL-2015-AA-MC-10	TSRP Program FY15			\$0.00	\$0.00	\$200,000.00		\$0.00
	154AL-2015-AA-NJ-10	DUI Specialist FY14			\$0.00	\$0.00	\$45,154.00		\$0.00
	154AL-2015-AB-CA-10	DUI Training Video FY12			\$17,791.88	\$17,791.88	\$0.00		\$0.00

Program Area	Project	Description	Obligation Limitation	Carry Fwd	Obligated Funds	Expended Funds	Carried Fwd into Next FY	Unobligated Balance	Unexpended Balance
	154AL-2015-AB-CB-10	DUI Training Video FY13			\$0.00	\$0.00	\$18,000.00		\$0.00
	154AL-2015-AB-DA-10	Data Analysis, Convictions FY13			\$388.60	\$388.60	\$29,611.40		\$0.00
	154AL-2015-AB-DC-10	Interim funding for TAD devices for DUI			\$86.81	\$86.81	\$4,913.19		\$0.00
	154AL-2015-AB-DE-10	OMEGA Blood Program FY13			\$2,901.00	\$2,901.00	\$88,899.00		\$0.00
	154AL-2015-AB-TS-10	Interim funding for DUI Tracking System			\$15,000.00	\$15,000.00	\$0.00		\$0.00
	154AL-2015-AD-JS-10	Data Analysis Project FY12			\$16,000.00	\$16,000.00	\$0.00		\$0.00
	<b>154 Alcohol Total</b>				<b>\$521,512.75</b>	<b>\$521,512.75</b>	<b>\$1,703,641.41</b>		<b>\$0.00</b>
	<b>154 Paid Media</b>								
	154PM-2015-AA-CE-10	DUI/CPSF Paid Media FY12			\$69,814.11	\$69,814.11	\$0.00		\$0.00
	154PM-2015-AA-HH-10	Paid Meida FY14			\$511,738.78	\$511,738.78	\$88,261.22		\$0.00
	154PM-2015-AA-MD-10	DUI/CPSF Paid Media FY15			\$0.00	\$0.00	\$650,000.00		\$0.00
	<b>154 Paid Media Total</b>				<b>\$581,552.89</b>	<b>\$581,552.89</b>	<b>\$738,261.22</b>		<b>\$0.00</b>
	<b>154 Hazard Elimination</b>								
	154HE-2015-AA-CF-10	DELDOT HE Program FY12			\$1,587,916.23	\$1,587,916.23	\$0.70		\$0.00
	<b>154 Hazard Elimination Total</b>				<b>\$1,587,916.23</b>	<b>\$1,587,916.23</b>	<b>\$0.70</b>		<b>\$0.00</b>
	<b>154 Transfer Funds Total</b>				<b>\$1,149,843.00</b>	<b>\$3,983,042.20</b>	<b>\$2,690,981.87</b>	<b>\$2,441,903.33</b>	<b>\$0.00</b>
	<b>164 Transfer Funds</b>								
	<b>164 Alcohol</b>								
	164AL-2015-AA-ME-10	Overtime Enforcement FY15			\$0.00	\$0.00	\$89,060.00		\$0.00
	164AL-2015-AA-MF-10	TSRP Program FY15			\$0.00	\$0.00	\$100,000.00		\$0.00
	164AL-2015-AA-MK-10	Contingency Funds FY15			\$0.00	\$0.00	\$55,940.00		\$0.00
	<b>164 Alcohol Total</b>				<b>\$0.00</b>	<b>\$0.00</b>	<b>\$245,000.00</b>		<b>\$0.00</b>
	<b>164 Paid Media</b>								
	164PM-2015-AA-MG-10	DUI/CPSF Paid Media FY15			\$0.00	\$0.00	\$412,053.00		\$0.00

Program Area	Project	Description	Obligation Limitation	Carry Fwd	Obligated Funds	Expended Funds	Carried Fwd into Next FY	Unobligated Balance	Unexpended Balance
	<b>164 Paid Media Total</b>				\$ .00	\$ .00	\$412,053.00		\$ .00
	<b>164 Transfer Funds Total</b>		\$657,053.00	\$ .00	\$ .00	\$ .00	\$657,053.00	\$ .00	\$ .00
<b>MAP 21 405b OP High</b>									
<b>405b High HVE</b>									
	M1HVE-2015-BA-AA-10	CIOT Paid Media FY15			\$118.28	\$118.28	\$ .00		\$ .00
	M1HVE-2015-BB-AF-10	Click It or Ticket Enforcement FY15			\$ .00	\$ .00	\$97,000.00		\$ .00
	M1HVE-2015-BB-BS-10	CIOT Enforcement FY13			\$2,376.98	\$2,376.98	\$ .00		\$ .00
	<b>405b High HVE Total</b>				<b>\$2,495.26</b>	<b>\$2,495.26</b>	<b>\$97,000.00</b>		<b>\$ .00</b>
<b>405b High Training</b>									
	M1TR-2015-BB-AI-10	OP/CPS Training FY15			\$1,635.30	\$1,635.30	\$10,364.70		\$ .00
	<b>405b High Training Total</b>				<b>\$1,635.30</b>	<b>\$1,635.30</b>	<b>\$10,364.70</b>		<b>\$ .00</b>
<b>405b High Public Education</b>									
	M1PE-2015-BB-AH-10	Fitting Station Paid Media FY15			\$7,041.64	\$7,041.64	\$7,958.36		\$ .00
	M1PE-2015-OH-OM-10	CIOT Paid Media FY15			\$ .00	\$ .00	\$228,333.18		\$ .00
	<b>405b High Public Education Total</b>				<b>\$7,041.64</b>	<b>\$7,041.64</b>	<b>\$236,291.54</b>		<b>\$ .00</b>
<b>405b High Community CPS Services</b>									
	M1CPS-2015-BA-AA-10	Radar Equipment FY13			\$3,000.00	\$3,000.00	\$ .00		\$ .00
	M1CPS-2015-BB-AE-10	Fitting Station Supplies FY15			\$ .00	\$ .00	\$23,000.00		\$ .00
	M1CPS-2015-BB-AG-10	Fitting Station Salary FY15			\$ .00	\$ .00	\$45,000.00		\$ .00
	M1CPS-2015-BB-BQ-10	Fitting Station Salaries FY13			\$6,645.39	\$6,645.39	\$23,290.61		\$ .00
	M1CPS-2015-BB-BR-10	Fitting Station Supplies FY13			\$1,223.50	\$1,223.50	\$7,661.42		\$ .00
	M1CPS-2015-BB-BU-10	Officer Safety in the Vehicle Video FY13			\$464.00	\$464.00	\$ .00		\$ .00
	M1CPS-2015-BI-II-10	Novice Driver Magnets FY15			\$23,550.00	\$23,550.00	\$ .00		\$ .00
	<b>405b High Community CPS Services Total</b>				<b>\$34,882.89</b>	<b>\$34,882.89</b>	<b>\$98,952.03</b>		<b>\$ .00</b>

Program Area	Project	Description	Obligation Limitation	Carry Fwd	Obligated Funds	Expended Funds	Carried Fwd into Next FY	Unobligated Balance	Unexpended Balance
	<b>MAP 21 405b OP High Total</b>		<b>\$443,883.18</b>	<b>\$44,780.18</b>	<b>\$46,055.09</b>	<b>\$46,055.09</b>	<b>\$442,608.27</b>	<b>\$ .00</b>	<b>\$ .00</b>
<b>MAP 21 405b OP Low</b>									
<b>405b Low Public Education</b>									
	M2PE-2015-BB-AD-10	Fitting Station Paid Media FY14			\$6,140.00	\$6,140.00	\$8,860.00		\$ .00
	M2PE-2015-BB-AJ-10	DSP Roll Over Convincer FY14			\$ .00	\$ .00	\$1,260.00		\$ .00
	<b>405b Low Public Education Total</b>				<b>\$6,140.00</b>	<b>\$6,140.00</b>	<b>\$10,120.00</b>		<b>\$ .00</b>
<b>405b Low Community CPS Services</b>									
	M2CPS-2015-BB-AA-10	Seat Belt Surveys			\$36,025.00	\$36,025.00	\$2,975.00		\$ .00
	M2CPS-2015-BB-AB-10	Fitting Station Supplies FY14			\$ .00	\$ .00	\$15,000.00		\$ .00
	<b>405b Low Community CPS Services Total</b>				<b>\$36,025.00</b>	<b>\$36,025.00</b>	<b>\$17,975.00</b>		<b>\$ .00</b>
<b>405b OP Low</b>									
	M2X-2015-BB-AC-10	CIOT Enforcement FY14			\$51,548.73	\$51,548.73	\$23,451.27		\$ .00
	M2X-2015-BB-BT-10	CIOT Paid Media FY14			\$257,438.86	\$257,438.86	\$34,612.36		\$ .00
	<b>405b OP Low Total</b>				<b>\$308,987.59</b>	<b>\$308,987.59</b>	<b>\$58,063.63</b>		<b>\$ .00</b>
	<b>MAP 21 405b OP Low Total</b>		<b>\$ .00</b>	<b>\$437,311.22</b>	<b>\$351,152.59</b>	<b>\$351,152.59</b>	<b>\$86,158.63</b>	<b>\$ .00</b>	<b>\$ .00</b>
<b>MAP 21 405c Data Program</b>									
<b>405c Data Program</b>									
	M3DA-2015-AA-GS-10	Ecrash QA/QC FY14			\$226,548.01	\$226,548.01	\$ .00		\$ .00
	M3DA-2015-AA-GT-10	DELJIS/DMV YR 1 FY14			\$ .00	\$ .00	\$ .00		\$ .00
	M3DA-2015-AA-GU-10	DMV Modern YR1 FY14			\$ .00	\$ .00	\$ .00		\$ .00
	M3DA-2015-AA-GV-10	Contingency FY14			\$ .00	\$ .00	\$ .00		\$ .00
	M3DA-2015-AA-LA-10	Data Analyst FY15			\$58,638.85	\$58,638.85	\$16,361.15		\$ .00
	M3DA-2015-AA-LB-10	ECRASH QA/QC FY15			\$51,695.76	\$51,695.76	\$73,304.24		\$ .00
	M3DA-2015-AA-LC-10	Strategic Plan Implementation FY15			\$14,748.86	\$14,748.86	\$35,251.14		\$ .00

Program Area	Project	Description	Obligation Limitation	Carry Fwd	Obligated Funds	Expended Funds	Carried Fwd into Next FY	Unobligated Balance	Unexpended Balance
	M3DA-2015-AA-LH-10	DELDOT Roadway Inventory Project FY15			\$0.00	\$0.00	\$54,164.52		\$0.00
	<b>405c Data Program Total</b>				<b>\$351,631.48</b>	<b>\$351,631.48</b>	<b>\$179,081.05</b>		<b>\$0.00</b>
	<b>MAP 21 405c Data Program Total</b>		<b>\$304,164.52</b>	<b>\$226,548.01</b>	<b>\$351,631.48</b>	<b>\$351,631.48</b>	<b>\$179,081.05</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>MAP 21 405d Impaired Driving Mid</b>									
<b>405d Mid HVE</b>									
	MSHVE-2015-AA-HL-20	TSRP Program FY14			\$60,112.04	\$60,112.04	\$164,887.96		\$0.00
	MSHVE-2015-AA-JV-10	DUI Equipment FY14			\$20.97	\$20.97	\$34,724.78		\$0.00
	MSHVE-2015-AA-KD-10	DUI Equipment FY15			\$0.00	\$0.00	\$0.00		\$0.00
	MSHVE-2015-AA-KF-10	TSRP Program FY15			\$0.00	\$0.00	\$200,000.00		\$0.00
	MSHVE-2015-AA-KH-10	O/T Enforcement FY15			\$0.00	\$0.00	\$52,394.49		\$0.00
	MSHVE-2015-AD-DS-10	DUI Specialist Position FY14			\$13,695.81	\$13,695.81	\$11,304.19		\$0.00
	<b>405d Mid HVE Total</b>				<b>\$73,828.82</b>	<b>\$73,828.82</b>	<b>\$463,311.42</b>		<b>\$0.00</b>
<b>405d Mid Paid/Earned Media</b>									
	MSPM-2015-AA-HN-10	Paid Media FY14			\$391,433.53	\$391,433.53	\$0.00		\$0.00
	MSPM-2015-AA-KC-10	Paid Media FY15			\$0.00	\$0.00	\$738,982.37		\$0.00
	<b>405d Mid Paid/Earned Media Total</b>				<b>\$391,433.53</b>	<b>\$391,433.53</b>	<b>\$738,982.37</b>		<b>\$0.00</b>
<b>405d Mid Training</b>									
	MSTR-2015-AA-HM-10	DRE Enforcement/ Training FY14			\$12,311.81	\$12,311.81	\$8,645.78		\$0.00
	MSTR-2015-AA-KB-10	DRE Enforcement/Training FY15			\$0.00	\$0.00	\$40,000.00		\$0.00
	MSTR-2015-AA-KE-10	DRE Supplies FY15			\$0.00	\$0.00	\$10,000.00		\$0.00
	MSTR-2015-AA-KG-10	DUI Equipment FY15			\$0.00	\$0.00	\$50,000.00		\$0.00
	<b>405d Mid Training Total</b>				<b>\$12,311.81</b>	<b>\$12,311.81</b>	<b>\$108,645.78</b>		<b>\$0.00</b>
<b>405d Mid Information System</b>									
	MSIS-2015-AA-JU-10	DUI Tracking Maintenance FY14			\$27,375.28	\$27,375.28	\$15,898.35		\$0.00

Program Area	Project	Description	Obligation Limitation	Carry Fwd	Obligated Funds	Expended Funds	Carried Fwd into Next FY	Unobligated Balance	Unexpended Balance
	<b>405d Mid Information System Total</b>				<b>\$27,375.28</b>	<b>\$27,375.28</b>	<b>\$15,898.35</b>		<b>\$0.00</b>
	<b>MAP 21 405d Impaired Driving Mid Total</b>		<b>\$1,091,376.86</b>	<b>\$740,410.50</b>	<b>\$504,949.44</b>	<b>\$504,949.44</b>	<b>\$1,326,837.92</b>	<b>\$0.00</b>	<b>\$0.00</b>

**MAP 21 405f Motorcycle Programs**

**405f Motorcyclist Awareness**

	M9MA-2015-AA-GX-10	Motorist Paid Media FY14			\$34,628.60	\$34,628.60	\$0.00		\$0.00
	M9MA-2015-AA-GY-10	Motorist Paid Media FY15			\$0.00	\$0.00	\$34,389.44		\$0.00
	<b>405f Motorcyclist Awareness Total</b>				<b>\$34,628.60</b>	<b>\$34,628.60</b>	<b>\$34,389.44</b>		<b>\$0.00</b>
	<b>MAP 21 405f Motorcycle Programs Total</b>		<b>\$34,389.44</b>	<b>\$34,628.60</b>	<b>\$34,628.60</b>	<b>\$34,628.60</b>	<b>\$34,389.44</b>	<b>\$0.00</b>	<b>\$0.00</b>
	<b>NHTSA Total</b>		<b>\$5,555,820.98</b>	<b>\$6,798,613.56</b>	<b>\$6,790,811.63</b>	<b>\$6,790,811.63</b>	<b>\$5,563,622.91</b>	<b>\$0.00</b>	<b>\$0.00</b>
	<b>Total</b>		<b>\$5,555,820.98</b>	<b>\$6,798,613.56</b>	<b>\$6,790,811.63</b>	<b>\$6,790,811.63</b>	<b>\$5,563,622.91</b>	<b>\$0.00</b>	<b>\$0.00</b>

**NHTSA REGION # 3 Annual Report Review Fiscal Year 2015**

**(Uniform Procedures 23 CFR Part 1200.35)**

State: Delaware Fiscal Year: 2015 Date Received: 12/22/2015

Reviewed by: Rod Chu Date Reviewed: 1-2016

Date uploaded to Sharepoint: 2-22-16

**Annual Report (AR)**

**Criteria: (Uniform Procedures 23 CFR Part 1200.35)**

**§ 1200.35 Annual Report**

- Within 90 days after the end of the fiscal year, each State shall submit an Annual Report describing:
- (a) A general assessment of the State's progress in achieving highway safety performance measure targets identified in the Highway Safety Plan;
  - (b) A general description of the projects and activities funded and implemented under the Highway Safety Plan;
  - (c) The amount of Federal funds expended on projects from the Highway Safety Plan; and
  - (d) How the projects funded during the fiscal year contributed to meeting the State's highway safety targets. Where data becomes available, a State should report progress from prior year projects that have contributed to meeting current State highway safety targets.

**(a) Performance Targets/Measures (FY2014 Requirements):**

		Review the State's progress on each of the NHTSA/GHSA core outcome and behavior performance measures. Refer to the Highway Safety Plan (same Fiscal Year as Annual Report) to ensure that each target is included. Note: If the State addressed additional targets, insert rows into the document to add that information.		
		C-1) Traffic Fatalities		
		Baseline: 105	Target: 95	Current: 123
		FARS Data x Year <u>11-30-2015</u>		
		C-2) Serious Injuries		
		Baseline: 633	Target: 565	Current: 514
		State Data x FARS Data <input type="checkbox"/> Year <u>11-30-2015</u>		
		C-3) Fatalities/VMT - Total		
		Baseline: 1.17	Target: 1.06	Current: 1.2
		FARS Data x Year <u>2014</u>		
		C-3) Fatalities/VMT - Rural (if available)		
		Baseline: 2.09	Target: 1.96	Current: 2.64

		FARS Data <input checked="" type="checkbox"/> Year <u>2014</u>
		C-3) Fatalities/VMT – Urban (if available) Baseline: .72 Target: .60 Current: .73  FARS Data <input checked="" type="checkbox"/> Year <u>2014</u>
		C-4) Unrestrained passenger vehicle occupant fatalities, all seat positions Baseline: 26 Target: 22 Current: 33  FARS Data <input type="checkbox"/> Year <u>11-30-2015</u>
		C-5) Fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above Baseline: 37 Target: 31 Current: 54  FARS Data <input type="checkbox"/> Year <u>11-30-2015</u>
		C-6) Speeding-related Fatalities Baseline: 41 Target: 38 Current: 43  FARS Data <input type="checkbox"/> Year <u>11-30-2015</u>
		C-7) Motorcyclist Fatalities Baseline: 15 Target: 13 Current: 21  FARS Data <input type="checkbox"/> Year <u>11-30-2015</u>
		C-8) Unhelmeted Motorcyclist Fatalities Baseline: 8 Target: 6 Current: 5  FARS Data <input type="checkbox"/> Year <u>11-30-2015</u>
		C-9) Drivers age 20 or younger involved in fatal crashes Baseline: 15 Target: 10 Current: 17  FARS Data <input type="checkbox"/> Year <u>11-30-2015</u>
		C-10) Pedestrian Fatalities Baseline: 22 Target: 18 Current: 33  FARS Data <input type="checkbox"/> Year <u>11-30-2015</u>
		C-11) Bicyclist Fatalities Baseline: 2 Target: 2 or less Current: 3  FARS Data <input type="checkbox"/> Year <u>11-30-2015</u>
		B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants Baseline: 92 Target: 93 Current: 90

		A-1) Seat belt citations issued during grant-funded enforcement activities Current: 1,859
		A-2) Impaired driving arrests made during grant-funded enforcement activities Current: 302
		A-3) Speeding citations issued during grant-funded enforcement activities Current: 6,656

**COMMENTS:**

Maintained 90% or higher sb use rate, meeting distracted driving goal as well as serious injury and unhelmeted motorcyclists.

**Certifications & Assurances (For Evaluation by NHTSA, Not Required for AR)**

Page #	Y/N	
		Is there a description of the activities implemented to:
9,18	y	Support national safety belt and impaired driving mobilizations? How?
	y	Sustain enforcement of impaired driving, OP, and speed statutes? How?
9-10	y	Conduct annual safety belt survey? Certification received or will provide by March 1?
32-33	y	Develop statewide data systems? How?
33	y	Coordinate data collection and information systems with the State's SHSP?

**COMMENTS:**



**(b) Program Area Analysis**

**Occupant Protection**

N/A

Page #	Y/N	
9-17	y	Does the AR provide a general description of projects/activities that were funded and implemented under the Highway Safety Plan?: Funding source(s):402, 2011, 405b high and low

Describe Strengths and Weaknesses:

90% use rate (decrease from last year of 92). All 2011 spent.

**State Traffic Safety Information System Improvements**

N/A

Page #	Y/N	
32-33	y	Does the AR provide a general description of projects/activities that were funded and implemented under the Highway Safety Plan?: Funding source(s): 408, 405c

Describe Strengths and Weaknesses:

Their main project has been the E-Crash quality assurance project and as time goes on there is less check, therefore may need to find other projects to show progress.

**Impaired Driving Countermeasures**

N/A

Page #	Y/N	
18-29	y	Does the AR provide a general description of projects/activities that were funded and implemented under the Highway Safety Plan?: Funding source(s):402, 410 HF and HV, 405d, 154AL

Describe Strengths and Weaknesses:

Comprehensive, well balanced approach. All 410 spent.

**Ignition Interlock**

N/A

Page #	Y/N	
		Does the AR provide a general description of projects/activities that were funded and implemented under the Highway Safety Plan?: Funding source(s):

Describe Strengths and Weaknesses:

**Distracted Driving**

N/A

Page #	Y/N	
51-52	y	Does the AR provide a general description of projects/activities that were funded and implemented under the Highway Safety Plan?
		Funding source(s): 402

Describe Strengths and Weaknesses: met goal of decreased cell phone related crashes. Worked National DD week.

**Motorcycles**

N/A

Page #	Y/N	
37-38	y	Does the AR provide a general description of projects/activities that were funded and implemented under the Highway Safety Plan?
		Funding source(s):402, 405f

Describe Strengths and Weaknesses:  
Unhelmeted fatalities decreased despite increase in motorcyclist fatalities

**Graduated Driver Licensing Laws**

N/A

Page #	Y/N	
		Does the AR provide a general description of projects/activities that were funded and implemented under the Highway Safety Plan?
		Funding source(s):

Describe Strengths and Weaknesses:

**Child Passenger Safety**

N/A

Page #	Y/N	
10-12,17	y	Does the AR provide a general description of projects/activities that were funded and implemented under the Highway Safety Plan?
17	y	States receiving Section 2011 funds must adhere to the specific reporting requirements in SAFETEA-LU. If applicable, does the State meet reporting requirements for Section 2011 as specified under SAFETEA-LU?
		Funding sources(s): 2011, 405b

Describe Strengths and Weaknesses: All 2011 funds spent.

<b>Pedestrian/Bicycles</b>			<input type="checkbox"/> N/A
<b>Page #</b>	<b>Y/N</b>		
34-36	y	Does the AR provide a general description of projects/activities that were funded and implemented under the Highway Safety Plan?	
		Funding Source(s):402	
Describe Strengths and Weaknesses: despite increase in ped fatals this year, the program was well developed and catchy (media). They've added more enforcement waves this year.			
<b>Police Traffic Services</b>			<input type="checkbox"/> N/A
<b>Page #</b>	<b>Y/N</b>		
42-43	y	Does the AR provide a general description of projects/activities that were funded and implemented under the Highway Safety Plan?	
		Funding source(s): 402, 405b	
Describe Strengths and Weaknesses: OHS combined OP and Speed to help agencies not have too many activities going on at one time – this is also an effort to get officers involved and not go to other overtime activities not HS related.			
<b>Paid Media</b>			<input type="checkbox"/> N/A
<b>Page #</b>	<b>Y/N</b>		
	y	Does the AR provide a general description of projects/activities that were funded and implemented under the Highway Safety Plan?	
		Funding source(s): 402, 405, 410, 154, 405b, 405d, 405f	
Describe Strengths and Weaknesses: All program areas included some paid media. Media is comprehensive in targeting and in types of media.			
<b>Speed</b>			<input type="checkbox"/> N/A
<b>Page #</b>	<b>Y/N</b>		
30-31	y	Does the AR provide a general description of projects/activities that were funded and implemented under the Highway Safety Plan?	
		Funding source(s):402	
Describe Strengths and Weaknesses: Combined with OP			

**Safe Communities/Community Traffic Safety Programs**

N/A

Page #

Y/N

41-42

y

Does the AR provide a general description of projects/activities that were funded and implemented under the Highway Safety Plan?

Funding source(s): 402

Describe Strengths and Weaknesses: used primarily for positions

**Other Program Area:**

Page #

Y/N

44-50

y

Does the AR provide a general description of projects/activities that were funded and implemented under the Highway Safety Plan?

Funding source(s): 402

Describe Strengths and Weaknesses: Young Driver and Corporate Outreach. Corporate Outreach seems to be pretty well organized and very active.

**(c) Financial/GTS Review (For NHTSA Information/Review):**

**Attach GTS Reports - m. Voucher Match Review Report (select Final Voucher).  
u. Obligations vs. Expenditures**

Date of GTS Reports: as of 12/17/2015

Was Final Voucher Reviewed to Determine Amounts Expended on Projects? yes

Does the State provide expended amounts on all projects listed in the highway safety plan? yes

Note: Project expenditures are only required in FY 14 and beyond as stated in §1200.11(e) *Program Cost Summary and List of Projects*.

Is the State compliant with the 40% to local requirement under Section 402 and 154AL and 164AL? If not, explain: yes

Are there major unexpended balances for specific funding categories (for example, Section 1906, Section 405 (e))? If yes, explain: No, in fact all SAFETEA-LU funds have been expended and 99.9% of 2013 MAP-21 funds have also been spent.

	Is the State compliant with matching requirements for applicable programs? If no, explain: yes
--	--

COMMENTS:

**(d) Target Progress:**

Page #	Y/N	
	n	Does the State specify other measures that would be indicative of program and/or project success toward attainment of the performance measures?
	n	Can it be determined if the State is progressing toward the attainment of its stated long range performance targets? If no, explain.
	y	Does the narrative describe how the projects and activities funded during the Fiscal Year and/or prior years, contributed to meeting the State's highway safety goals as identified in the Highway Plan?
	y	Did the State conduct the attitude and awareness surveys? Note: These surveys are strongly recommended, not required.
	n	Is there any indication that the State used the results from previous attitude and awareness surveys?
		List any other evaluations that were conducted and obtain a copy of the reports? Note: For NHTSA information/review.

COMMENTS: each program area section had a assessment of progress section at the end. DE did not provide trend graphs - even if they did, 2015 had mostly inceases that may not mean a reversal of downward trends. The Regional RPM will follow up to see how DE is using the result of their attitude and awareness survey.

**Implications for Future Planning:**

Based on the AR review, list lessons learned and/or considerations for future HSPs.

COMMENTS: With the new Fast Act they will need to use different funding sources for some activities and may need to eliminate/modify others.

**Overview of Annual Evaluation Report**

**Strengths:**  
An assessment of progress for each area was provided. DE also does a good job of managing their

highway safety funds to ensure that they go to identified problem areas and uses multi-prong approach to solve highway safety issues.

**Weaknesses:**

Providing trend charts would help the reader see the long term progress, instead of just whether they met their goal this year or not. The goal for Young Drivers did not match when comparing program area section assessment to the goals in the beginning of the report.

**Other Comments, Recommendations or Best Practices:**

**Reviewer Signature**

*R. J. Chen*

**Date**

*1-26-16*

**Upon completion of form, attach draft approval letters and submit to DRA & RA**

**DRA/RA Comments:** *Good review -- made some significant observations which will help the state.*

**DRA Signature**

*Valerie G. Giff*

**Date:**

*1-26-16*

**RA Signature**

*Elizabeth A. Baker*

**Date:**

*1/26/16*





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

Region III  
Delaware, District of Columbia,  
Kentucky, Maryland,  
North Carolina,  
Virginia, West Virginia

**FILE COPY**

10 S. Howard Street,  
Suite 6700  
Baltimore, MD 21201  
Phone (410) 962-0090  
Fax (410) 962-2770

January 28, 2016

James N. Mosley, Secretary  
Department of Safety and Homeland Security  
P.O. Box 818  
Dover, DE 19903

Dear Secretary Mosley:

We have reviewed Delaware's Fiscal Year 2015 Annual Report recently submitted to this office. Based on this submission, we find your State's highway safety program to be in compliance with the requirements of the Section 402 Program.

Your regional program manager has already communicated the report's strengths and suggestions for improvement to your highway safety office. The report is an excellent summary of program accomplishments under each priority program area.

We commend Delaware for maintaining your seat belt use rate above 90% in 2015. This high percentage means that Delaware's seat belt use rate has exceeded the national rate for 12 years in a row. Maintaining a high seat belt use rate has clearly contributed to your state's decrease in serious traffic injuries and mitigated many fatalities in the other performance target areas. Last year was a rough year for a lot of states, and I know that the DOHS has already analyzed the data and made adjustments for this year. DOHS' strategy of targeted enforcement combined with a comprehensive approach should bring those numbers back into line.

We realize that including complete data for calendar year 2015 is nearly impossible based on the due date of this report. When the data become available, please send an update of your Core Outcome Measures, so we may have the final results for our files.

We appreciate the cooperation we have received from your office and will continue to work with your staff to achieve your highway safety goals and to strengthen your statewide program. As always, our staff is available to assist you as you move forward with your program.

Sincerely,

Elizabeth A. Baker, Ph.D.  
Regional Administrator

cc: Jana Simpler, Director, Office of Highway Safety