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State of Delaware



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FY24

HIGHWAY SAFETY

ANNUAL GRANT APPLICATION



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GRANT APPLICATIONS

GRANT LISTED	PURSUING
Section 402/HSP	Yes
405b Occupant Protection	Yes - High Use Rate
405c State Data Systems Improvements	Yes
405d Impaired Driving	Yes - Mid Range
405d Ignition Interlock	No
405d 24/7 Sobriety Program	No
405e Distracted Driving	Yes
405f Motorcycle Safety	Yes
405g Nonmotorized	Yes
405h Preventing Roadside Deaths	Yes
405i Driver and Officer Safety	Yes
1906 Racial Profiling Data Collection	No



PROGRAM AREA

COMPREHENSIVE TRAFFIC SAFETY PROGRAMS

COMPREHENSIVE TRAFFIC SAFETY PROGRAMS

CORPORATE PARTNERS PROGRAM

PRIMARY COUNTERMEASURE STRATEGY: Corporate Partners Communication Program

INTENDED SUBRECIPIENTS: State Agency: OHS

State Agencies, Non-Profit Organizations, For-Profit Organizations, Law Enforcement Agencies: Various Subrecipients

PLANNED ACTIVITY DESCRIPTION: OHS will fund communication efforts in support of the Corporate Partners program. Over 130 employers receive a monthly digital newsletter highlighting a specific priority area issue and quarterly posters/fliers to display at their locations. The calendar follows the NHTSA Communications Calendar in terms of national campaigns. Outreach is conducted as employers request on-site activities to promote safe driving behavior. A quarterly meeting will be held inviting these safety partners to participate in activities and provide data in support of the need for highway safety messaging to employees. Funding will include paid media printed items, mailing costs and meeting costs.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
OHOF24-01	\$15,000.00	FY2024, 402	CP-2024-OH-OF-10	N/A

OCCUPANT PROTECTION/DISTRACTED DRIVING COMMUNICATIONS

PRIMARY COUNTERMEASURE STRATEGY: Occupant Protection and Distracted Driving Communications and Outreach

INTENDED SUBRECIPIENTS: State Agency: OHS

Marketing Vendor: Aloysius, Butler & Clark, Deardorff & Associates

PLANNED ACTIVITY DESCRIPTION: OHS will work with contracted marketing partners to educate the public on Occupant Protection/Distracted Driving issues. OHS will coordinate communication and outreach opportunities throughout the fiscal year to coincide with enforcement efforts. OHS will work with these partners to determine the best means to reach target demographics through data analysis. OHS will continue to look to promote behavioral highway safety efforts to underserved and at-risk populations. Locations will include working within the counties of New Castle, Kent and Sussex.

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PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
OHOD24-01	\$250,000.00	FY2024, 405e	PM-2024-OH-OD-10	N/A

FALL OCCUPANT PROTECTION/DISTRACTED DRIVING ENFORCEMENT

PRIMARY COUNTERMEASURE STRATEGY: Comprehensive Traffic Safety Programs: Occupant Protection/ Distracted Driving Enforcement

INTENDED SUBRECIPIENTS: Law Enforcement Agencies: Bethany Beach PD, Blades PD, Bridgeville PD, Camden PD, Cheswold PD, Clayton PD, Dagsboro PD, Delaware City PD, Delmar PD, Dewey Beach PD, Dover PD, Ellendale PD, Elsmere PD, Felton PD, Fenwick Island PD, Georgetown PD, Greenwood PD, Harrington PD, Laurel PD, Lewes PD, Middletown PD, Milford PD, Millsboro PD, Milton PD, New Castle City PD, New Castle County PD, Newark PD, Newport PD, Ocean View PD, Rehoboth Beach PD, Seaford PD, Selbyville PD, Smyrna PD, South Bethany PD, Townsend PD, University of Delaware PD, Wilmington PD, Wyoming PD and Delaware State Police.

PLANNED ACTIVITY DESCRIPTION: October trends as one of the highest months in a five year period for not only Occupant Protection/Distracted Driving crashes, but also for fatal crashes in Delaware. OHS will support funding to 39 municipal agencies and the Delaware State Police for a total of 158 patrols. This mobilization will occur October 1 – October 22, 2023. In following a data driven strategy and in accordance with patrol shifts to maximize options for agency participation, the patrols will run from 11 am – 12 am.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
OHOS24-01	\$42,540.00	FY 2024, 402	PT-2024-OH-OS-10	N/A

SAFE FAMILY HOLIDAY OCCUPANT PROTECTION/DISTRACTED DRIVING

PRIMARY COUNTERMEASURE STRATEGY: Comprehensive Traffic Safety Programs: Occupant Protection/ Distracted Driving Enforcement

INTENDED SUBRECIPIENTS: Law Enforcement Agencies: Bethany Beach PD, Blades PD, Bridgeville PD, Camden PD, Cheswold PD, Clayton PD, Dagsboro PD, Delaware City PD, Delmar PD, Dewey Beach PD, Dover PD, Ellendale PD, Elsmere PD, Felton PD, Georgetown PD, Greenwood PD, Harrington PD, Lewes PD, Middletown PD, Milford PD, Milton PD, New Castle City PD, New Castle County PD, Newark PD, Newport PD, Ocean View PD, Rehoboth Beach PD, Seaford PD, Selbyville PD, Smyrna PD, South Bethany PD, Townsend PD, Wilmington PD, Wyoming PD and Delaware State Police.

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PLANNED ACTIVITY DESCRIPTION: Occupant Protection/Distracted Driving enforcement will be conducted as part of a seasonal campaign for Safe Family Holiday, which promotes increased awareness of roadway issues and behaviors during the holiday season, combining efforts across priority areas. This mobilization will occur November 13 – December 3, 2023. OHS will support funding to 34 municipal agencies and the Delaware State Police for a total of 147 patrols. In following a data driven strategy and in accordance with patrol shifts to maximize options for agency participation, the patrols will run from 11 am – 12 am.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
OHOS24-02	\$39,600.00	FY 2024, 402	PT-2024-OH-OS-20	N/A

WINTER OCCUPANT PROTECTION/DISTRACTED DRIVING ENFORCEMENT

PRIMARY COUNTERMEASURE STRATEGY: Comprehensive Traffic Safety Programs: Occupant Protection/Distracted Driving Enforcement

INTENDED SUBRECIPIENTS: Law Enforcement Agencies: Bethany Beach PD, Blades PD, Bridgeville PD, Camden PD, Clayton PD, Dagsboro PD, Delmar PD, Dewey Beach PD, Dover PD, Ellendale PD, Elsmere PD, Felton PD, Georgetown PD, Greenwood PD, Harrington PD, Lewes PD, Middletown PD, Milford PD, Millsboro PD, Milton PD, New Castle County PD, Newark PD, Newport PD, Rehoboth Beach PD, Seaford PD, Selbyville PD, Smyrna PD, South Bethany PD, Townsend PD, Wilmington PD, Wyoming PD and Delaware State Police.

PLANNED ACTIVITY DESCRIPTION: OHS will combine enforcement for Occupant Protection/Distracted Driving for four mobilizations. This mobilization will occur January 15 – February 12, 2024. OHS will support funding to 33 municipal agencies and the Delaware State Police for a total of 146 patrols. In following a data driven strategy and in accordance with patrol shifts to maximize options for agency participation, the patrols will run from 11 am – 12 am.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
OHOS24-03	\$39,440.00	FY 2024, 402	PT-2024-OH-OS-30	N/A

SUMMER OCCUPANT PROTECTION/DISTRACTED DRIVING ENFORCEMENT

PRIMARY COUNTERMEASURE STRATEGY: Comprehensive Traffic Safety Programs: Occupant Protection/Distracted Driving Enforcement

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INTENDED SUBRECIPIENTS: Law Enforcement Agencies: Bethany Beach PD, Blades PD, Bridgeville PD, Camden PD, Clayton PD, Dagsboro PD, Delaware City PD, Delmar PD, Dewey Beach PD, Dover PD, Ellendale PD, Elsmere PD, Felton PD, Fenwick Island PD, Georgetown PD, Greenwood PD, Harrington PD, Laurel PD, Lewes PD, Middletown PD, Milford PD, Milton PD, New Castle City PD, New Castle County PD, Newark PD, Newport PD, Ocean View PD, Rehoboth Beach PD, Seaford PD, Selbyville PD, Smyrna PD, South Bethany PD, Townsend PD, Wilmington PD, Wyoming PD and Delaware State Police.

PLANNED ACTIVITY DESCRIPTION: With summer months of May – August showing an increase in crashes related to Occupant Protection/Distracted Driving, enforcement is planned to be conducted during midsummer. This mobilization will occur July 15 – August 12, 2024. Additional funding is granted to Harrington PD during the Delaware State Fair to be held in July 2024, where attendance in 2022 reached 299,511 to support safe driving behavior during the event. OHS will support funding to 37 municipal agencies and the Delaware State Police for a total of 194 patrols. In following a data driven strategy and in accordance with patrol shifts to maximize options for agency participation, the patrols will run from 11 AM – 12 PM.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
OHOS24-04	\$55,520.00	FY 2024, 402	PT-2024-OH-OS-40	N/A

ELECTRONIC GRANTS MANAGEMENT SYSTEM

PRIMARY COUNTERMEASURE STRATEGY: Comprehensive Traffic Safety Program

INTENDED SUBRECIPIENTS: State Agency: OHS
 Approved Vendors: SmartSimple, PCSI

PLANNED ACTIVITY DESCRIPTION: OHS will work with the Delaware Department of Technology and Information (DTI) for the maintenance and continued development of an electronic grant system. This system allows grant subrecipients to conduct their transactions with OHS electronically. It also reduces paperwork and creates efficiencies for OHS and subrecipients by streamlining processes and putting all files electronically in one system. Funds will be used for maintenance and licensing, the establishment of an equipment database, updates to projects and vouchers associated with new NHTSA rules, and other features. This system is used by all grantees statewide.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
OHGS24-01	\$80,000.00	FY 2024, 402	CP-2024-OH-GS-01	N/A

OHS CONFERENCE

PRIMARY COUNTERMEASURE STRATEGY: Comprehensive Traffic Safety Program

INTENDED SUBRECIPIENTS: State Agency: OHS
Other vendors as identified including venue, marketing costs, etc.

PLANNED ACTIVITY DESCRIPTION: OHS will plan to host a highway safety conference in 2024 to provide law enforcement and other partners with current, relevant training opportunities and information workshops. Funds will be used to support efforts relating to venue fees, speaker costs, etc.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
OHBB24-01	\$150,000.00	FY 2024, 402	CP-2024-OHBB-01	N/A

SAFE SYSTEM - POST CRASH CARE

PRIMARY COUNTERMEASURE STRATEGY: Serious Crash Response, Investigation, and Reporting

INTENDED SUBRECIPIENTS: State Agency: OHS
Law Enforcement: Delaware State Police, other law enforcement agencies as identified. Other subrecipients as identified

PLANNED ACTIVITY DESCRIPTION: OHS will set aside funds to allow for first responders to improve practices related to serious crash response. Activities may include training, equipment updates, or other measures needed to improve practices. Subrecipients may submit proposals to OHS based on their need for training, equipment, or other programmatic efforts that align with the post-crash care element of the Safe System Approach.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
CRUS24-01	\$60,000.00	FY 2024, 402	RS-2024-CR-US-01	N/A

HIGHWAY SAFETY STAFFING

PRIMARY COUNTERMEASURE STRATEGY: Highway Safety Staffing

INTENDED SUBRECIPIENTS: State Agency: OHS

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PLANNED ACTIVITY DESCRIPTION: Salaries and benefits will be provided for staff members. Job duties may change throughout the year as needed. The following positions are funded through this project:

- Planning Supervisor: Responsible for monitoring and evaluation of approved highway safety projects, administration and distribution of federal funds. This position also manages traffic safety programs as assigned, including impaired driving prevention. Serves as the Deputy Director
- Planner IV: Acts as the Program Manager for a variety of traffic safety priority programs. These programs include but are not limited to; Occupant Protection, Distracted Driving, Teen Driving, Senior/ Aging Drivers.
- Management Analyst III: Acts as the Program Manager for a variety of traffic safety priority programs. These programs include but are not limited to, non-motorized safety, motorcycle safety, and speed.
- Marketing Specialist II: Manages media relations contracts and affiliated paid/earned media for various programs. Acts as the OHS Public Information Officer.
- Fitting Station Coordinator/Corporate Partner Outreach Coordinator: Manages efforts related to the Corporate Partner Program. Responsibilities also include the management of the Kent County Fitting Station for child passenger safety.
- Traffic Safety Outreach Coordinator: Will work with the Marketing Specialist II to establish partnerships with a variety of stakeholders and engage with affected communities.
- Program Support Specialist: Provides assistance to Program Managers with planning functions and supports staff, assists with compiling data, and preparing required reports.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
OHCD24-01	\$99,000.00	FY 2024, 402	CP-2024-OH-CD-01	N/A
OCHO24-01	\$50,000.00	FY 2024, 402	CP-2024-OH-CO-01	N/A
OHCP24-01	\$94,000.00	FY 2024, 402	CP-2024-OH-CP-01	N/A
OHCM24-01	\$78,000.00	FY 2024, 402	CP-2024-OH-CM-01	N/A
FSCP24-01	\$77,000.00	FY 2024, 402	CP-2024-FS-CP-01	N/A
TSOC24-01	\$77,000.00	FY 2024, 402	CP-2024-TS-OC-01	N/A
PSSA24-01	\$50,000.00	FY 2024, 402	CP-2024-PS-SA-01	N/A

ANTICIPATED PROJECTS

PRIMARY COUNTERMEASURE STRATEGY: Anticipated Projects

INTENDED SUBRECIPIENTS: State Agency: OHS

PLANNED ACTIVITY DESCRIPTION: OHS uses a project proposals method to solicit and receive funding requests throughout the fiscal year. Funds are held to be made available for proposals that are data driven and assist in reaching identified traffic safety communities.

PROMISED PROJECT: No

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PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
OHPP24-01	\$1,000,000.00	FY 2024, 402	CP-2024-OH-PP-01	N/A

ARRIVEALIVEDE.COM

PRIMARY COUNTERMEASURE STRATEGY: Communication Program

INTENDED SUBRECIPIENTS: State Agency: OHS
State Contractual Vendor: Deardorff Associates

PLANNED ACTIVITY DESCRIPTION: The ArriveAliveDE website (www.arrivealivede.com) is a component of the OHS paid media program that covers all highway safety priority areas. The website allows OHS to showcase videos and paid media collateral to Delawareans and provides engagement tools that are not available through the state-maintained website. The website is a critical component of the communications program and is designed to provide valuable resources and guidance of highway safety related behaviors. Funds will be used to support the website through content creation, maintenance, and engineering costs. The website focus is statewide.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
OHWS24-01	\$30,000.00	FY 2024, 402	PM-2024-OH-WS-01	N/A
OHWX24-01	\$160,000.00	FY 2024, 402 SUP	PM-2024-OH-WX-01	N/A

AMBASSADORS OF SAFETY VIDEOS

PRIMARY COUNTERMEASURE STRATEGY: Communication Program

INTENDED SUBRECIPIENTS: State Agency: OHS
State Contractual Vendor: Aloysius Butler & Clark, Deardorff & Associates

PLANNED ACTIVITY DESCRIPTION: The Ambassadors of Safety video series is a community centered multimedia campaign featuring traffic safety partners addressing safety issues regularly encountered in their profession. These videos highlight their services and dedication to protecting drivers and vulnerable users on Delaware roadways and in their communities. OHS will continue this program, developing three videos in FY 2024. OHS also accepts nominations from the community to highlight.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
OHVD24-01	\$110,000.00	FY 2024, 402	RS-2024-OH-VD-01	N/A

SAFE FAMILY HOLIDAY PAID MEDIA

PRIMARY COUNTERMEASURE STRATEGY: Communication Program

INTENDED SUBRECIPIENTS: State Agency: OHS
 State Contractual Vendor: Aloysius Butler & Clark, Deardorff & Associates

PLANNED ACTIVITY DESCRIPTION: OHS will continue to run the annual Safe Family Holiday campaign in FY 2024. This outreach effort will run from Thanksgiving weekend through New Year's Day. Safe Family Holiday coordinates impaired driving, occupant protection, distracted driving, speed, and non-motorized campaigns under one umbrella. OHS will work with contracted media vendors to develop and place education messages through paid advertisements, social media, and other mediums deemed appropriate. Efforts for this project will be statewide.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
SFAM24-01	\$120,000.00	FY 2024, 402	PM-2024-SF-AM_01	N/A

SAFE SUMMER ROADS PAID MEDIA

PRIMARY COUNTERMEASURE STRATEGY: Communication Program

INTENDED SUBRECIPIENTS: State Agency: OHS
 State Contractual Vendor: Aloysius Butler & Clark, Deardorff & Associates

PLANNED ACTIVITY DESCRIPTION: Like the annual Safe Family Holiday campaign, OHS will initiate the Safe Summer Roads project to coordinate multiple project areas. Over the last five years, fatal crash and serious injury crashes have peaked during summer months. This effort overlaps with mobilizations starting May 24 – August 12, 2024. Safe Summer Roads coordinates impaired driving, occupant protection, distracted driving, speed, and non-motorized campaigns under one umbrella. OHS will work with contracted media vendors to develop and place education messages through paid advertisements, social media, and other mediums deemed appropriate. Efforts for this project will be statewide.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
SUMM24-01	\$150,000.00	FY 2024, 402	PM-2024-SU-MM-01	N/A

ALIVEINDE VIDEO SERIES

PRIMARY COUNTERMEASURE STRATEGY: Communication Program

INTENDED SUBRECIPIENTS: State Agency: OHS
 State Contractual Vendor: Deardorff & Associates

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PLANNED ACTIVITY DESCRIPTION: This video series is a community centered, multimedia campaign featuring a variety of local businesses and videos highlighting Delaware centric locations used to promote traffic safety issues and solutions. Additionally, OHS will work with contracted marketing partners to create “Ambassadorial Partner Toolkits” for distribution to previous and future businesses featured in the Alive in DE video series to extend their participation as ambassadors for highway safety in Delaware. Toolkits will contain posters, press release templates, and other marketing materials that will work to promote their participation in highway safety messaging to Delawareans that visit their establishment.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
OHVD24-01	\$40,000.00	FY 2024, 402	PM-2024-OH-VD-01	N/A

OHS TOWN HALL/FOCUS GROUP SERIES

PRIMARY COUNTERMEASURE STRATEGY: Communication Program

INTENDED SUBRECIPIENTS: State Agency: OHS
 State Contractual Vendor: Aloysius Butler & Clark, Deardorff & Associates

PLANNED ACTIVITY DESCRIPTION: OHS will work with outreach partners to establish meaningful community engagement activities. OHS will develop a community engagement tour that will reach areas and populations that are impacted the most by unsafe roadway behaviors. Feedback obtained during these sessions will shape programmatic efforts during the 3HSP period. Activities will include at least one town hall/listening session in each county and specific focus groups in Wilmington and Georgetown which are identified highly overrepresented and underserved communities described in the 3HSP. Additional costs will include promotion of these events, partnership outreach, and various facility costs.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
TNHL24-01	\$80,000.00	FY 2024, 402	CP-2024-TN-HL-01	N/A



PROGRAM AREA

DISTRACTED DRIVING

DISTRACTED DRIVING PROGRAMS

APRIL DISTRACTED DRIVING ENFORCEMENT

PRIMARY COUNTERMEASURE STRATEGY: High-Visibility Cell Phone and Text Messaging Enforcement

INTENDED SUBRECIPIENTS: Law Enforcement Agencies: Bethany Beach PD, Blades PD, Bridgeville PD, Camden PD, Clayton PD, Dagsboro PD, Delaware City PD, Delmar PD, Dewey Beach PD, Dover PD, Ellendale PD, Elsmere PD, Felton PD, Fenwick Island PD, Georgetown PD, Greenwood PD, Harrington PD, Laurel PD, Lewes PD, Middletown PD, Milford PD, Millsboro PD, Milton PD, New Castle City PD, New Castle County PD, Newark PD, Newport PD, Ocean View PD, Rehoboth Beach PD, Seaford PD, Selbyville PD, Smyrna PD, South Bethany PD, Townsend PD, University of Delaware PD, Wilmington PD, Wyoming PD and Delaware State Police.

PLANNED ACTIVITY DESCRIPTION: OHS will support Distracted Driving specific enforcement in the month of April in support of National Distracted Driving month. OHS will encourage team patrols and additional shifts for officers to cite and educate the public about distracted driving. Communication efforts will increase as well during this period. This enforcement will take place for the entire month of April, with patrols scheduled between 7:00 am – 7:00 pm. This mobilization will take place April 1 – 30, 2024. In addition, OHS will provide funding for the Delaware State Police's program "Drive to Save Lives". This specialized enforcement focuses on the I-95 corridor and includes participation from states from Florida to Maine and will take place in April 2024.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
OHDA24-01	\$59,460.00	FY 2024, 405e	46 B8ADDLE-2024-OH-DA-10	N/A

DISTRACTED DRIVING COMMUNICATIONS

PRIMARY COUNTERMEASURE STRATEGY: Distracted Driving Communications and Outreach

INTENDED SUBRECIPIENTS: State Agency: OHS
Marketing Vendor: Aloysius, Butler & Clark, Deardorff & Associates

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PLANNED ACTIVITY DESCRIPTION: OHS will work with contracted marketing partners to educate the public on Distracted Driving issues. OHS will coordinate communication and outreach opportunities throughout the fiscal year to coincide with National Distracted Driving Month. OHS will work with these partners to determine the best means to reach target demographics through data analysis. OHS will continue to look to promote behavioral highway safety efforts to underserved and at-risk populations. Locations will include working within the counties of New Castle, Kent and Sussex.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
PMDD24-01	\$50,000.00	FY2024, 405e	B8APE-2024-PM-DD-10	N/A

OBSERVATIONAL DISTRACTED DRIVING SURVEY

PRIMARY COUNTERMEASURE STRATEGY: Distracted Driving Observational Survey: Communications and Outreach

INTENDED SUBRECIPIENTS: State Agency: OHS, Contracted State Colleges/Universities

PLANNED ACTIVITY DESCRIPTION: OHS will fund a biannual observational distracted driving survey. The results captured in the survey will support the paid media campaign in messaging to specific driver demographics and specific locations in the state. Considerations will include continuing to work with an accredited university to complete certification of the survey data. Monitoring visits by OHS will be conducted during the survey. Data will be collected within the counties of New Castle, Kent and Sussex.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
DSRV24-01	\$50,000.00	FY 2024, 402	DD-2024-DS-RV-10	N/A

DISTRACTED DRIVING ANTICIPATED PROJECTS

PRIMARY COUNTERMEASURE STRATEGY: Not Applicable

INTENDED SUBRECIPIENTS: State Agency:OHS, Various Subrecipients

PLANNED ACTIVITY DESCRIPTION: This funding line will serve as a holding line for anticipated distracted driving projects. No direct spending will come from this line.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
AFDD24-01	\$490,540.00	FY2024, 405e	B8AX-2024-AF-DD-10	N/A



PROGRAM AREA

DRIVERS AGED 20 & YOUNGER

TEEN DRIVER PROGRAMS

TEEN DRIVER COMMUNICATIONS

PRIMARY COUNTERMEASURE STRATEGY: Driver Education Communication Program

INTENDED SUBRECIPIENTS: State Agency: OHS

Marketing Vendor: Aloysius, Butler & Clark, Deardorff & Associates

PLANNED ACTIVITY DESCRIPTION: OHS will work with contracted marketing partners to educate the public on Teen Driver issues. OHS will coordinate communication and outreach opportunities throughout the fiscal year and to coincide with Teen Driver Safety Week. OHS will work with these partners to determine the best means to reach target demographics through data analysis. OHS will continue to look to promote behavioral highway safety efforts to underserved and at-risk populations. Locations will include working within the counties of New Castle, Kent and Sussex.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
TEDR24-01	\$85,000.00	FY 2024, 402	PM-2024-TE-DR-10	N/A

TEEN DRIVER TASK FORCE SUPPORT

PRIMARY COUNTERMEASURE STRATEGY: Teen Driver Task Force Support: Driver Education

INTENDED SUBRECIPIENTS: State Agency: OHS

State Contracted Vendor: Whitman, Requardt and Associates

PLANNED ACTIVITY DESCRIPTION: OHS will continue the development and implementation of a strategic plan for the task force to ensure that projects initiated benefit the demographics of the drivers affected in teen driver crashes. Program support will be provided by WRA. Members will work to establish priority projects for both current students in Driver's Education courses, but also those completing their GDL requirements as this is the group at risk in terms of increase of crashes. Several task force members have brought up including a teen member to task force. This will be important to support the target demographic and get more peer to peer involvement. Representation of members will include the counties of New Castle, Kent and Sussex.

PROMISED PROJECT: No

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PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
TDTF24-01	\$10,000.00	FY 2024, 402	PM-2024-TD-TF-10	N/A

GRADUATED DRIVER'S LICENSE PARENT ORIENTATION PROGRAM

PRIMARY COUNTERMEASURE STRATEGY: GDL Parent Orientation Program: Driver Education

INTENDED SUBRECIPIENTS: State Agency: OHS
Marketing Vendor: Deardorff and Associates

PLANNED ACTIVITY DESCRIPTION: OHS will continue the development and implementation of the Graduated Driver's License Parent Orientation program, to include updating sections of an existing program to align with current standards and practices. OHS will work with partners and subject matter experts to provide a comprehensive e-learning system that will teach parents/guardians about the GDL law, insurance components for new drivers, and after crash care. The Safe Systems approach will be used to plan module sections. Per a request from Driver's Education teachers and the Department of Education, the course will be designed with closed captions and available in multiple languages like Spanish and Haitian-Creole. A demographic survey component will be considered as well. The program will also be designed with end user data to gather metrics and determine locations of highest participation to lowest in the state.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
TGDP24-01	\$100,000.00	402	TSP-2024-TG-DP-10	N/A



PROGRAM AREA

IMPAIRED DRIVING

IMPAIRED DRIVING PROGRAMS

OCTOBER DUI PATROLS

PRIMARY COUNTERMEASURE STRATEGY: Publicized Sobriety Checkpoints and High Visibility Saturation Patrols

INTENDED SUBRECIPIENTS: State Agency: OHS

Law Enforcement Agencies: Camden PD, Clayton PD, Dagsboro PD, Delmar PD, Dover PD, Fenwick Island PD, Harrington PD, Middletown PD, Milford PD, Millsboro PD, New Castle City PD, New Castle County PD, Newark PD, Rehoboth Beach PD, Seaford PD, Smyrna PD, University of Delaware PD, Wilmington PD, Delaware State Police

PLANNED ACTIVITY DESCRIPTION: Crash data shows that October continues to be one of the highest months for DUI crashes. Funds will be provided to law enforcement agencies statewide to perform high visibility patrols, with emphasis on areas where crash clusters occur. Patrols will be scheduled to allow officers to work up to six hours between 7 PM – 3 AM. This mobilization is scheduled to occur October 6 – October 31, 2023. A portion of patrols will be scheduled for noted weekends of increased drinking; Columbus Day Weekend (October 6-9) and Halloween Weekend (10/27-10/31).

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
ACAE24-05	\$63,930.00	FY 2022, 154	ENF_AL-2024-AC-AE-05	No
ENFA24-01	\$26,880.00	FY 2023, 405D Low BIL	FDLHVE-2024-EN-FA-01	No

SAFE FAMILY HOLIDAY DUI PATROLS

PRIMARY COUNTERMEASURE STRATEGY: Publicized Sobriety Checkpoints and High Visibility Saturation Patrols

INTENDED SUBRECIPIENTS: State Agency: OHS

Law Enforcement Agencies: Camden PD, Clayton PD, Dagsboro PD, Delmar PD, Dover PD, Felton PD, Harrington PD, Middletown PD, Milford PD, Millsboro PD, Milton PD, New Castle City PD, New Castle County PD, Newark PD, Rehoboth Beach PD, Seaford PD, Selbyville PD, Smyrna PD, Townsend PD, Wilmington PD, Delaware State Police

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PLANNED ACTIVITY DESCRIPTION: Crash data shows November and December continuing to trend as high DUI crash time periods. Funds will be provided to law enforcement agencies statewide to perform high visibility patrols, with emphasis on areas where crash clusters occur. Patrols will be scheduled to allow officers to work up to six hours between 7 PM – 3 AM. This mobilization is scheduled to occur November 22, 2023 – January 1, 2024. A portion of patrols will be scheduled for noted weekends of increased drinking; Thanksgiving (11/22-11/27) and New Years (12/29-1/1).

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
ACAE24-06	\$67,640.00	FY 2022, 154	ENF_AL-2024-AC-AE-06	No
ENFA24-02	\$26,880.00	FY 2023, 405D Low BIL	FDLHVE-2024-ENFA24-02	No

KICKOFF CHECKPOINT

PRIMARY COUNTERMEASURE STRATEGY: Publicized Sobriety Checkpoints and High Visibility Saturation Patrols

INTENDED SUBRECIPIENTS: State Agency: OHS

Law enforcement agencies will be selected shortly before checkpoint based on availability

PLANNED ACTIVITY DESCRIPTION: OHS will partner with law enforcement to plan the reestablishment of DUI checkpoints in 2024. This checkpoint will be used to kick off DUI enforcement efforts in 2024. Three checkpoints will be planned with one in each county. Checkpoints will last for four hours, with an allowance of one hour before and after the checkpoint for briefing meetings and travel time. Checkpoints will occur between 10 PM – 2 AM. Locations are selected by Delaware State Police adhering to their standard operating procedure policies. This checkpoint is scheduled to occur January 6, 2024.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
CHPT24-01	\$30,000.00	FY 2022, 154	ENF_AL-2024-CH-PT-01	No
ENFA24-03	\$15,000.00	FY 2023, 405D Low BIL	FDLHVE-2024-EN-FA-03	No

FEBRUARY/MARCH DUI PATROLS

PRIMARY COUNTERMEASURE STRATEGY: Publicized Sobriety Checkpoints and High Visibility Saturation Patrols

Continued on the next page

INTENDED SUBRECIPIENTS: State Agency: OHS
 Law Enforcement Agencies: Clayton PD, Dagsboro PD, Delmar PD, Dover PD, Harrington PD, Middletown PD, Milford PD, New Castle City PD, Newark PD, Newport PD, Seaford PD, Smyrna PD, Wilmington PD, Delaware State Police

PLANNED ACTIVITY DESCRIPTION: Crash data shows that late February and March continue to trend with higher frequencies of impaired driving crashes. Funds will be provided to law enforcement agencies statewide to perform high visibility patrols, with emphasis on areas where crash clusters occur. Patrols will be scheduled to allow officers to work up to six hours between 7 PM – 3 AM. This mobilization is scheduled to occur February 9 – March 17, 2024. A portion of patrols will be scheduled for noted weekends of increased drinking; Super Bowl (2/9-2/12) and St. Patrick’s Day (3/17/24).

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
ACAE24-07	\$58,740.00	FY 2022, 154	ENF_AL-2024-AC-AE-07	No
ENFA24-04	\$26,880.00	FY 2023, 405D Low BIL	FDLHVE-2024-EN-FA-04	No

APRIL 4/20 DRE ENFORCEMENT

PRIMARY COUNTERMEASURE STRATEGY: Publicized Sobriety Checkpoints and High Visibility Saturation Patrols

INTENDED SUBRECIPIENTS: State Agency: OHS

Law enforcement agencies will be selected shortly before checkpoint based on availability

PLANNED ACTIVITY DESCRIPTION: The Office of Highway Safety will partner with law enforcement statewide to pilot an enforcement program. According to the Delaware Division of Forensic Science through ELISA drug screening, over the last five years, cannabinoids were present in an average 28.7% of fatal crashes and 53.5% of DUI investigations where blood work was completed. The active metabolite Delta-9-Tetrahydrocannabinol was found in 22.7% of DUI drug cases. Additionally, cannabis involvement in impaired driving cases has continued to increase over the last five years. Drug Recognition Experts will work overtime hours on April 20th enforcing impaired driving from 2 PM - 2 AM. April 20 has become an unofficial holiday to celebrate cannabis and it is anticipated that usage and impaired driving will increase on Delaware roadways. This project is a follow up to a successful FY 2023 pilot project that resulted in six DUI arrests.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
DREA24-02	\$10,000.00	FY 2022, 405D Mid	M5X-2024-DR-EA-02	No
DCAE24-01	\$5,000.00	FY 2023, 154	FDLHVE-2024-DC-AE-01	No

MEMORIAL DAY WEEKEND CHECKPOINT

PRIMARY COUNTERMEASURE STRATEGY: Publicized Sobriety Checkpoints and High Visibility Saturation Patrols

INTENDED SUBRECIPIENTS: State Agency: OHS
Law enforcement agencies will be selected shortly before checkpoint based on availability

PLANNED ACTIVITY DESCRIPTION: OHS will partner with law enforcement to plan the reestablishment of DUI checkpoints in 2024. This checkpoint will be used to kick off the Summer DUI Patrols and summer outreach campaigns. Three checkpoints will be planned with one in each county. Checkpoints will last for four hours, with an allowance of one hour before and after the checkpoint for briefing meetings and travel time. Checkpoints will occur between 10 PM – 2 AM. Locations are selected by Delaware State Police adhering to their standard operating procedure policies. This checkpoint is scheduled to occur 5/24/2024.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
CKPT24-02	\$30,000.00	FY 2022, 154	ENF_AL-2024-CH-PT-02	No
ENFA24-05	\$15,000.00	FY 2023, 405D Low BIL	FDLHVE-2024-EN-FA-05	No

SUMMER DUI PATROLS

PRIMARY COUNTERMEASURE STRATEGY: Publicized Sobriety Checkpoints and High Visibility Saturation Patrols

INTENDED SUBRECIPIENTS: State Agency: OHS
Law Enforcement Agency: Bethany Beach PD, Camden PD, Dagsboro PD, Dewey Beach PD, Dover PD, Felton PD, Fenwick Island PD, Harrington PD, Lewes PD, Middletown PD, Milford PD, Milton PD, New Castle City PD, Ocean View PD, Rehoboth Beach PD, Seaford PD, Selbyville PD, Smyrna PD, South Bethany PD, Wilmington PD, Delaware State Police

PLANNED ACTIVITY DESCRIPTION: Crash data shows that late February and March continue to trend with higher frequencies of impaired driving crashes. Funds will be provided to law enforcement agencies statewide to perform high visibility patrols, with emphasis on areas where crash clusters occur. Patrols will be scheduled to allow officers to work up to six hours between 7 PM – 3 AM. This mobilization is scheduled to occur May 25 – July 7, 2024. A portion of patrols will be scheduled for noted weekends of increased drinking; Memorial Day weekend (5/25-5/28) and July 4th (7/4-7/7).

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
ACAE24-08	\$68,730.00	FY 2022, 154	ENF_AL-2024-AC-AE-08	No
ENFA24-06	\$26,880.00	FY 2023, 405D Low	FDLHVE-2024-EN-FA-06	No

DRIVE SOBER OR GET PULLED OVER

PRIMARY COUNTERMEASURE STRATEGY: Publicized Sobriety Checkpoints and High Visibility Saturation Patrols

INTENDED SUBRECIPIENTS: State Agency: OHS
 Law Enforcement Agency: Bethany Beach PD, Camden PD, Clayton PD, Dagsboro PD, Dewey Beach PD, Dover PD, Ellendale PD, Felton PD, Fenwick Island PD, Greenwood PD, Harrington PD, Middletown PD, Milford PD, Millsboro PD, Milton PD, New Castle City PD, New Castle County PD, Newark PD, Newport PD, Ocean View PD, Rehoboth Beach PD, Seaford PD, Selbyville PD, Smyrna PD, South Bethany PD, Townsend PD, University of Delaware PD, Wilmington PD, Delaware State Police

PLANNED ACTIVITY DESCRIPTION: To support NHTSA's national Drive Sober or Get Pulled Over Campaign, OHS will work with law enforcement to establish high visibility patrols aimed at reducing impaired driving. Funds will be provided to law enforcement agencies statewide to perform high visibility patrols, with an emphasis on areas where crash clusters occur. Patrols will be scheduled to allow officers to work up to six hours between 7 PM – 3 AM. This mobilization is scheduled to occur August 16 – September 2, 2024. Extra patrols will

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
ACAE24-09	\$56,760.00	FY 2022, 154	ENF_AL-2024-AC-AE-09	No
ECFA24-07	\$20,160.00	FY 2023, 405D	FDLHVE-2024-EN-FA-07	No

DRIVE SOBER OR GET PULLED OVER CHECKPOINT

PRIMARY COUNTERMEASURE STRATEGY: Publicized Sobriety Checkpoints and High Visibility Saturation Patrols

INTENDED SUBRECIPIENTS: State Agency: OHS
 Law enforcement agencies will be selected shortly before checkpoint based on availability

PLANNED ACTIVITY DESCRIPTION: OHS will partner with law enforcement to plan the reestablishment of DUI checkpoints in 2024. This checkpoint will be used to close out Drive Sober or Get Pulled Over efforts. Three checkpoints will be planned with one in each county. Checkpoints will last for four hours, with an allowance of one hour before and after the checkpoint for briefing meetings and travel time. Checkpoints will occur between 10 PM – 2 AM. Locations are selected by Delaware State Police adhering to their standard operating procedure policies. This checkpoint is scheduled to occur 9/6/2024.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
CKPT24-03	\$30,000.00	FY 2022, 154	ENF_AL-2024-CH-PT-03	No
ENFA24-06	\$15,000.00	FY 2023, 405D Low BIL	FDLHVE-2024-EN-FA-06	No

DUI ALCOHOL PAID MEDIA

PRIMARY COUNTERMEASURE STRATEGY: Communications Campaign

INTENDED SUBRECIPIENTS: State Agency: OHS
 State Approved Vendor: Aloysius, Butler, & Clark; Deardorff & Associates

PLANNED ACTIVITY DESCRIPTION: OHS will work with contracted marketing partners to educate the public on alcohol impaired driving issues. OHS will coordinate paid media and outreach opportunities throughout the fiscal year to coincide with enforcement efforts. Media efforts and public events will be completed through meaningful public engagements efforts and data analysis. Paid media efforts will be conducted statewide with emphasis on areas of enforcement and crash clusters.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
EAP024-01	\$180,000.00	FY 2021, 405D Mid FAST	M5PEM-2024-EA-PO-01	No
EAPZ24-01	\$88,038.09	FY 2022, 405D SUP Mid BIL	M5PEM-2024-EA-PZ-01	No
EAPP24-01	\$400,000.00	FY 2023, 405D Low	FDLPEM-2024-EA-PP-01	No
DAPO24-01	\$440,492.79	FY 2021, 154	154PM-2024-DA-PO-01	No

DUI DRUG PAID MEDIA

PRIMARY COUNTERMEASURE STRATEGY: Communications Campaign

INTENDED SUBRECIPIENTS: State Agency: OHS
 State Approved Vendor: Aloysius, Butler, & Clark; Deardorff & Associates

PLANNED ACTIVITY DESCRIPTION: OHS will work with contracted marketing partners to educate the public on drug impaired driving issues. OHS will coordinate paid media and outreach opportunities throughout the fiscal year to coincide with enforcement efforts. Media efforts and public events will be completed through meaningful public engagements efforts and data analysis. Paid media efforts will be conducted statewide with emphasis on areas of enforcement and crash clusters.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
DRUC24-01	\$92,271.00	FY 2021, 405D Mid FAST	M5PEM-2024-DR-UC-01	No
DRUD24-01	\$100,000.00	FY 2022, 405D Mid BIL	M5PEM-2024-DR-UD-01	No

DRUG RECOGNITION EXPERT PROGRAM

PRIMARY COUNTERMEASURE STRATEGY: Drug Recognition Expert Program

INTENDED SUBRECIPIENTS: State Agency: OHS

Law Enforcement Agencies: Clayton PD, Dagsboro PD, DNREC Natural Resources Police, Division of Alcohol and Tobacco Enforcement, Delaware River and Bay Authority PD, Delaware State Police, Dover PD, Laurel PD, Milford PD, Milton PD, New Castle City PD, New Castle County PD, Newark PD, Ocean View, Smyrna PD, University of Delaware PD, Wilmington PD

PLANNED ACTIVITY DESCRIPTION: Funds will be used to support all aspects of the Drug Recognition Expert (DRE) program. Funds will be used for associated training costs for new and current DREs, overtime costs for callouts to conduct evaluations, equipment to assist with enforcement evaluations, DRE tablets and licensing fees for the ITSMR DRE database, and other administrative costs.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
ADAF24-01	\$155,000.00	FY 2022, 405D Mid BIL	M50T-2024-AD-AF-01	No

IMPAIRED DRIVING ENFORCEMENT EQUIPMENT

PRIMARY COUNTERMEASURE STRATEGY: Impaired Driving Enforcement Equipment

INTENDED SUBRECIPIENTS: State Agency: OHS, Division of Forensic Science, Delaware State Police Crime Lab
Law enforcement agencies determined as needed

PLANNED ACTIVITY DESCRIPTION: OHS routinely funds requests for impaired driving enforcement equipment. This includes PBTs, cylinders for PBT calibrations, blood draw kits, intoxilyzers, and other needs to ensure that officers are properly equipped with accurate and necessary means to gather evidence in a DUI investigation. Additional equipment needs may relate to sobriety checkpoints that includes signage, cones, lights, and/or vests. Equipment for the DSP Crime Lab and Division of Forensic Sciences supports lab work completed for evidentiary purposes. Equipment purchases are used to support OHS enforcement initiatives and are linked to OHS enforcement projects.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
ENES24-01	\$20,000.00	FY 2023, 154	TOX_AL-2024-EN-ES-01	No
EAQD24-01	\$30,000.00	FY 2023, 405D Low BIL	FDLBAC-2024-EA-QD-01	No

DUI COURT SUPPORT

PRIMARY COUNTERMEASURE STRATEGY: DUI Court

INTENDED SUBRECIPIENTS: State Agency: Delaware Administrative Office of the Courts, Delaware Court of Common Pleas

PLANNED ACTIVITY DESCRIPTION: Funds will be used to cover the costs of sustaining Delaware's DUI Courts. DUI Courts are a proven countermeasures at reducing DUI related recidivism for high risk, high need populations. Delaware currently has one DUI Court program in each county. Funds will be used to support RANT assessment licensing, foundational and support trainings, or other costs as identified. Project efforts will be completed statewide.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
ECRB24-01	\$50,000.00	FY 2023, 154	DUI_AL-2024-EC-RB_01	No

DUI COURTS – MONITORING DEVICES

PRIMARY COUNTERMEASURE STRATEGY: DUI Court

INTENDED SUBRECIPIENTS: Delaware Administrative Office of the Courts, Delaware Probation and Parole

PLANNED ACTIVITY DESCRIPTION: To support the needs of the DUI Court Program, OHS will provide funds for the licensing agreements for alcohol monitoring services to closely monitor offenders while enrolled in the DUI Court program. It is identified that close monitoring with immediate consequences is a key component. Funds will be used for SL3 devices, or other items identified by the Courts.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
TADG24-01	\$90,000.00	FY 2023, 154	DUI_AL-2024-TA-DG-01	No

IMPAIRED DRIVING TRAVEL/TRAINING

PRIMARY COUNTERMEASURE STRATEGY: Impaired Driving Travel/Training

INTENDED SUBRECIPIENTS: State Agency: OHS
Law Enforcement Agencies as identified, Other associated state vendors

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PLANNED ACTIVITY DESCRIPTION: Funds are set aside to allow OHS to support impaired driving training and travel. Projects may include but are not limited to:

- Breath and blood alcohol testing courses for the Delaware State Police Crime Lab
- Training materials for SFST, ARIDE, or other courses
- Travel for impaired driving related trainings and conferences
- Other training costs needs as identified.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
EDAJ24-01	\$50,000.00	FY 2023, 405D Low BIL	FDLDATR-2024-ED-AJ-01	No

SAFE ALCOHOL SERVICE EVENTS AND COURSE UPDATES

PRIMARY COUNTERMEASURE STRATEGY: Impaired Driving Related Travel/Training

INTENDED SUBRECIPIENTS: State Agency: OHS
Non-Profit: Delaware Restaurant Association

PLANNED ACTIVITY DESCRIPTION: Overservice is a consistent issue leading to roadway crashes, injuries, and fatalities. OHS will partner with the Delaware Restaurant Association and the Division of Alcohol and Tobacco Enforcement (DATE) to provide at least two in person events to train and education servers on practices related to selling alcoholic beverages in a responsible manner. The Delaware Restaurant Association is planning two events in FY 2024 supporting Sussex and New Castle Counties. Funding would be provided to assist with activity hours needed to plan and host the events, secure venues, necessary updates relating to Delaware laws, and training materials for attendees.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
SERA24-01	\$60,000.00	FY 2023, 154	NLET_AL-2024-SE-RA-01	No

TRAFFIC SAFETY RESOURCE PROSECUTOR PROGRAM

PRIMARY COUNTERMEASURE STRATEGY: Traffic Safety Resource Prosecutor Program

INTENDED SUBRECIPIENTS: State Agency: Delaware Department of Justice

PLANNED ACTIVITY DESCRIPTION: Delaware's TSRP Program includes a lead TSRP within Delaware's Department of Justice and one additional Deputy Attorneys General (DAG) attorney (as additional full-time assistance position, but as a Casual/Seasonal employee, without health benefits) located throughout the State. Further, there are two paralegal positions (one full-time and one casual/seasonal) to assist with all the TSRP responsibilities and initiatives.

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The TSRP is responsible for oversight of the prosecution of vehicular crimes (to include DUIs and vehicular fatalities), internal DOJ review of relevant potential new legislation, review of trial and appellate decisions, training for law enforcement and prosecutors, and to act as a liaison between OHS and other partners, such as the Division of Forensic Sciences, the State Police Crime Lab, the Judiciary, et. al.

Consistent with prior years, funds will be used to cover the salary of the TSRP (full time, with health benefits). Will also cover activity hours of a full-time DAG (no health benefits), and two paralegal positions that assist with the TSRP responsibilities and initiatives.

Funding also covers the costs of a Fleet vehicle for the TSRP to assist with conducting business statewide. The budget also incorporates funding for travel/training costs as approved in advance by OHS, to include, but not limited to, the national Lifesaver’s conference, the IACP Drug, Alcohol & Impaired Driving (DRE) conference, the Governors Highway Safety Association (GHSA) conference, and other opportunities that might present themselves.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
TSRE24-01	\$200,000.00	FY 2022, 405D Mid BIL	M50T-2024-TS-RE-01	No
TSRF24-01	\$200,000.00	FY 2023, 405d Low BIL	M60T-2024-TS-RF-01	No

DRE/IMPAIRED DRIVING TRAINING COORDINATOR

PRIMARY COUNTERMEASURE STRATEGY: Highway Safety Staffing

INTENDED SUBRECIPIENTS: State Agency: OHS

PLANNED ACTIVITY DESCRIPTION: This position will provide support to training academies statewide with SFST, ARIDE, and other impaired driving related trainings. Other training opportunities include DITEP and activities with driver’s education students. This position will also act as the State DRE Coordinator and is responsible for ensuring the international standards of the Drug and Evaluation and Classification Program are followed and oversee the training and certification procedures. Additional position duties may be assigned as necessary.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
COOB24-01	\$85,000.00	FY 2023 405D Low BIL	M60T-2024-CO-OB-01	No

IMPAIRED DRIVING PREVENTION TASK FORCE SUPPORT

PRIMARY COUNTERMEASURE STRATEGY: Impaired Driving Strategic Plan Implementation

INTENDED SUBRECIPIENTS: State Agency: OHS
 State Approved Consultant: Whitman, Requardt, & Associates

PLANNED ACTIVITY DESCRIPTION: Whitman, Requardt, & Associates will assist OHS and provide support for the implementation of the Impaired Driving Prevention Strategic Plan and the Impaired Driving Prevention Task Force. Services will include support for various tasks including coordination with various stakeholders, tracking implementation of strategies, and assisting with Task Force meetings.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
IDSB24-01	\$15,000	FY 2023, 405D Low BIL	M6OT-2024-ID-SB-01	No

IMPAIRED DRIVING ANTICIPATED PROJECTS

PRIMARY COUNTERMEASURE STRATEGY: Anticipated Projects

INTENDED SUBRECIPIENTS: State Agency: OHS

PLANNED ACTIVITY DESCRIPTION: Due to the number of impaired driving related project proposal funding requests that are received and the potential for new projects throughout the fiscal year that OHS cannot plan for at this time, additional funding is appropriated to ensure critical impaired driving projects have the opportunity for implementation. These funds will be allocated to those proposals through a data driven review process and will support additional needs statewide.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
EAAD24-01	\$110,096.50	FY 2022, 405D Mid BIL	M5X-2024-EA-AD-01	No
EAAE24-01	\$595,424.66	FY 2023, 405D Low BIL	M6X-2024-EA-AE-01	No
EABZ24-01	\$88,038.09	FY 2023, 405D SUP Low BIL	M6X-2024-EA-BZ-01	No
EAAF24-01	\$1,380,424.66	FY 2024, 405D Mid BIL	M5X-2024-EA-AF-01	No
EACZ24-01	\$87,875.98	FY 2024, 405D SUP Mid BIL	M5X-2024-EA-CZ-01	No
DABE24-01	\$400,000.00	FY 2022, 154	UP_154-DA-BE-01	No
DABF24-01	\$1,169,369.00	FY 2023, 154	UP_154-DA-BF-01	No
DABG24-01	\$1,399,369.00	FY 2024, 154	UP_154-DA-BG-01	No

*Eligible Use of Funds is the associated GTS Code.



PROGRAM AREA

MOTORCYCLE SAFETY

MOTORCYCLIST SAFETY PROGRAMS

MOTORCYCLIST SAFETY COMMUNICATIONS

PRIMARY COUNTERMEASURE STRATEGY: Motorcyclist Safety Communications and Outreach

INTENDED SUBRECIPIENTS: State Agency: OHS

Marketing Vendor: Aloysius, Butler & Clark, Deardorff & Associates

PLANNED ACTIVITY DESCRIPTION: OHS will work with contracted marketing partners to educate the public on Motorcyclist Safety issues. OHS will coordinate communication and outreach opportunities throughout the fiscal year to coincide with enforcement and NHTSA Motorcycle Awareness Month efforts. OHS will work with these partners to determine the best means to reach target demographics through data analysis. OHS will continue to promote behavioral highway safety efforts to underserved and at-risk populations. Locations will include working within the counties of New Castle, Kent and Sussex. Based on continuous data analysis OHS will continue to select specific projects to best serve the overrepresented and underserved communities.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
OHMM24-01	\$90,000.00	FY 2024, 402	PM-2024-OH-MM-10	N/A
MCPG24-01	\$42,379.77	FY 2024, 405f	M11A-2024-MC-PG-10	N/A
MCPX24-01	\$2,690.77	FY 2024, 405f SUP	M11A-2024-MC-PX-10	N/A
MCPF24-01	\$20,000.00	FY2023, 405f	M11A-2023-MC-PF-10	N/A

DELMARVA BIKE WEEK ENFORCEMENT (09/11/2024 – 09/15/2024)

PRIMARY COUNTERMEASURE STRATEGY: Comprehensive Traffic Safety Programs: Motorcyclist Safety Enforcement

INTENDED SUBRECIPIENTS: Law Enforcement Agencies: Bethany Beach Police, Bridgeville Police, Dagsboro Police, Delaware City Police, Dewey Beach Police, Dover Police, Fenwick Island Police, New Castle City Police, Newark Police, Newport Police, Ocean View Police, Seaford Police, Selbyville Police, Wilmington, Delaware State Police

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PLANNED ACTIVITY DESCRIPTION: Delmarva Bike Week trends as the highest week for motorcycle activity due to the influx of motorcyclists for Delmarva Bike Week. OHS will support funding to 14 municipal agencies and the Delaware State Police for a total of 44 patrols. In following a data driven strategy and in accordance with patrol shifts to maximize options for agency participation, the patrols will run from 10 am – 11 p.m. No funds will be used to support helmet checkpoints. Based on continuous data analysis OHS will continue to select specific projects to best serve the overrepresented and underserved communities.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
OHMB24-01	\$11,880.00	FY 2024, 402	MC-2024-OH-MB-10	N/A



PROGRAM AREA

NON-MOTORIZED (PEDESTRIANS AND BICYCLISTS)

NON-MOTORIZED SAFETY PROGRAMS

NON-MOTORIZED SAFETY COMMUNICATIONS

PRIMARY COUNTERMEASURE STRATEGY: Non-Motorized Communications and Outreach

INTENDED SUBRECIPIENTS: State Agency: OHS

Marketing Vendor: Aloysius, Butler & Clark, Deardorff & Associates

PLANNED ACTIVITY DESCRIPTION: OHS will work with contracted marketing partners to educate the public on non-motorized safety issues. OHS will coordinate communication and outreach opportunities throughout the fiscal year to coincide with education/enforcement and NHTSA Pedestrian Awareness Month efforts. OHS will work with these partners to determine the best means to reach target demographics through data analysis. OHS will continue to look to promote behavioral highway safety efforts to underserved and at-risk populations. Locations will include working within the counties of New Castle, Kent and Sussex. Based on continuous data analysis OHS will continue to select specific projects to best serve the overrepresented and underserved communities..

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
OHPM24-01	\$220,000.00	FY 2024, 402	PM-2024-FH-PE-10	N/A
PEDT24-01	\$73,722.00	FY 2024, 405g	BGPE-2024-PE-DT-10	N/A
PEDX24-01	\$12,662.87	FY 2024, 405g SUP	BGPE-2024-PE-DX-10	N/A
PEDS24-01	\$20,000.00	FY 2023, 405h	FHPE-2024-PE-DS-10	N/A
PEDR24-01	\$30,000.00	FY 2022, 405h	FHPE-2024-PE-DR-10	N/A
PEDQ24-01	\$8,625.17	FY 2021, 405h	FHPE-2024-PE-DQ-10	N/A

OCTOBER PEDESTRIAN (10/01/2023-10/31/2023)

PRIMARY COUNTERMEASURE STRATEGY: Comprehensive Traffic Safety Programs: Non-Motorized Education and Enforcement

INTENDED SUBRECIPIENTS: Law Enforcement Agencies: Bridgeville Police, Dover Police, Elsmere Police, Milton Police, New Castle Co Police, Newark Police, Newport Police, Seaford Police, University of DE Police, Wilmington Police, Delaware State Police

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PLANNED ACTIVITY DESCRIPTION: Non-motorized crashes and fatalities continue to be over-represented in Delaware. OHS will support funding to 10 municipal agencies and the Delaware State Police for a total of 88 patrols. In following a data driven strategy and in accordance with 4-hour patrol shifts to maximize options for agency participation, the patrols will run from 5 p.m. – 2 a.m. Based on continuous data analysis OHS will continue to select specific projects to best serve the overrepresented and underserved communities.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
OHPA24-01	\$24,080.00	FY 2024, 402	PS-2024-OH-PA-10	N/A

SAFE FAMILY HOLIDAY PEDESTRIAN EDUCATION AND ENFORCEMENT
(11/19/2023-12/31/2023)

PRIMARY COUNTERMEASURE STRATEGY: Comprehensive Traffic Safety Programs: Non-Motorized Education and Enforcement

INTENDED SUBRECIPIENTS: Law Enforcement Agencies: Dover Police, Elsmere Police, Milton Police, New Castle Co Police, Newark Police, Newport Police, Seaford Police, University of DE Police, Wilmington Police, Delaware State Police

PLANNED ACTIVITY DESCRIPTION: Non-motorized crashes and fatalities continue to be over-represented in Delaware especially during the winter holidays. OHS will support funding to 5 municipal agencies and the Delaware State Police for a total of 58 patrols. In following a data driven strategy and in accordance with 4-hour patrol shifts to maximize options for agency participation, the patrols will run from 5 p.m. – 2 a.m. Based on continuous data analysis OHS will continue to select specific projects to best serve the overrepresented and underserved communities.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
OHPA24-02	\$16,160.00	FY 2024, 402	PS-2024-OH-PA-20	N/A

MAY PEDESTRIAN EDUCATION AND ENFORCEMENT (05/05/2024-05/25/2024)

PRIMARY COUNTERMEASURE STRATEGY: Comprehensive Traffic Safety Programs: Non-Motorized Education and Enforcement

INTENDED SUBRECIPIENTS: Law Enforcement Agencies: Delaware City police, Dover Police, Elsmere Police, New Castle Co Police, Newark Police, Newport Police, Seaford Police, University of DE Police, Wilmington Police, Delaware State Police

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PLANNED ACTIVITY DESCRIPTION: Non-motorized crashes and fatalities continue to be over-represented in Delaware especially during the winter holidays. OHS will support funding to 9 municipal agencies and the Delaware State Police for a total of 82 patrols. In following a data driven strategy and in accordance with 4-hour patrol shifts to maximize options for agency participation, the patrols will run from 5 p.m. – 2 a.m. Based on continuous data analysis OHS will continue to select specific projects to best serve the overrepresented and underserved communities.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
OHPA24-03	\$22,520.00	FY 2024, 402	PS-2024-OH-PA-30	N/A

SUMMER BEACH PEDESTRIAN EDUCATION AND ENFORCEMENT (05/25/2024-09/02/204)

PRIMARY COUNTERMEASURE STRATEGY: Comprehensive Traffic Safety Programs: Non-Motorized Education and Enforcement

INTENDED SUBRECIPIENTS: Law Enforcement Agencies: Bethany Beach Police, Dewey Beach Police, Fenwick Island Police, Lewes Police, Ocean View Police, Rehoboth Beach Police, Delaware State Police

PLANNED ACTIVITY DESCRIPTION: Non-motorized crashes and fatalities continue to be over-represented in Delaware especially over the summer months in Delaware’s tourist beach areas. OHS will support funding to 6 municipal agencies and the Delaware State Police for a total of 138 patrols. In following a data driven strategy and in accordance with 4-hour patrol shifts to maximize options for agency participation, the patrols will run from 10 a.m. – 2 a.m. Based on continuous data analysis OHS will continue to select specific projects to best serve the overrepresented and underserved communities.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
OHPL24-01	\$36,440.00	FY 2024, 405g	BGLE-2024-OH-PL-10	N/A

AUGUST/SEPTEMBER PEDESTRIAN EDUCATION AND ENFORCEMENT (08/17/2024-09/15/2024)

PRIMARY COUNTERMEASURE STRATEGY: Comprehensive Traffic Safety Programs: Non-Motorized Education and Enforcement

INTENDED SUBRECIPIENTS: Law Enforcement Agencies: Delaware City police, Dover Police, Elsmere Police, Georgetown Police, Milton Police, New Castle Co Police, Newark Police, University of DE Police, Wilmington Police, Delaware State Police

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PLANNED ACTIVITY DESCRIPTION: Non-motorized crashes and fatalities continue to be over-represented in Delaware especially during the summer months. OHS will support funding to 9 municipal agencies and the Delaware State Police for a total of 80 patrols. In following a data driven strategy and in accordance with 4-hour patrol shifts to maximize options for agency participation, the patrols will run from 5 p.m. – 2 a.m. Based on continuous data analysis OHS will continue to select specific projects to best serve the overrepresented and underserved communities.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
OHPL24-02	\$20,500.00	FY 2024, 405g	BGLE-2024-OH-PL-20	N/A



PROGRAM AREA

OCCUPANT PROTECTION

OCCUPANT PROTECTION PROGRAMS

OCCUPANT PROTECTION COMMUNICATIONS

PRIMARY COUNTERMEASURE STRATEGY: Occupant Protection Communications and Outreach

INTENDED SUBRECIPIENTS: State Agency: OHS

Marketing Vendor: Aloysius, Butler & Clark, Deardorff & Associates

PLANNED ACTIVITY DESCRIPTION: OHS will work with contracted marketing partners to educate the public on Occupant Protection issues. OHS will coordinate communication and outreach opportunities throughout the fiscal year to coincide with the Click It or Ticket campaign in May-June 2024. OHS will work with these partners to determine the best means to reach target demographics through data analysis. OHS will continue to look to promote behavioral highway safety efforts to underserved and at-risk populations. Locations will include working within the counties of New Castle, Kent and Sussex.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
OHCT24-01	\$50,000.00	FY 2024, 402	PM-2024-OH-CT-10	N/A
PMOD24-01	\$101,000.00	FY 2023, 405b	M1PE-2024-PM-OD-10	N/A
PMOE24-01	\$125,000.00	FY 2024, 405b	M1PE-2024-PM-OE-10	N/A

CHILD PASSENGER SAFETY COMMUNICATIONS

PRIMARY COUNTERMEASURE STRATEGY: Occupant Protection Communications and Outreach

INTENDED SUBRECIPIENTS: State Agency: OHS

Marketing Vendor: Aloysius, Butler & Clark, Deardorff & Associates

PLANNED ACTIVITY DESCRIPTION: OHS will work with contracted marketing partners to educate the public on Child Passenger Safety issues. With the passage of an updated Delaware Child Passenger Safety law in June 2023, OHS is required to provide education/awareness regarding the changes to the components of the law and to encourage the public to correctly and consistently use child safety seats, booster seats and seatbelts. Additional funds will be allocated to Child Passenger Safety public media and outreach to connect with caregivers and families and offer additional resources to assist with their compliance of the law.

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With the introduction of the Bipartisan Infrastructure Law regarding unattended passengers in vehicles, OHS will include communication and outreach regarding Heatstroke prevention. OHS will work with these partners to determine the best means to reach target demographics through data analysis. OHS will continue to look to promote behavioral highway safety efforts to underserved and at-risk populations. Locations will include working within the counties of New Castle, Kent and Sussex.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
PMCS24-01	\$28,000.00	FY 2022, 405b	M1PE-2024-PM-CS-10	N/A
PMCP24-01	\$22,170.54	FY 2024, 405b	M1PE-2024-PM-CP-10	N/A

FITTING STATION COORDINATORS

PRIMARY COUNTERMEASURE STRATEGY: Occupant Protection for Children Program

INTENDED SUBRECIPIENTS: State Agency: OHS

PLANNED ACTIVITY DESCRIPTION: OHS maintains three Fitting Stations, one in each county to support a free car seat check program statewide. The three Fitting Station Coordinators are Certified Child Passenger Safety Technician/Instructors. OHS will support funding to salary the Fitting Station Coordinators.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
SALD24-01	\$35,200.00	FY 2023, 405b	M1CPS-2024-SA-LD-10	N/A
SALE24-01	\$35,000.00	FY 2024, 405b	M1CPS-2024-SA-LE-10	N/A

OP/CPS TRAINING

PRIMARY COUNTERMEASURE STRATEGY: Occupant Protection for Children Program

INTENDED SUBRECIPIENTS: State Agency: OHS, Various partners

PLANNED ACTIVITY DESCRIPTION: OHS will support training for individuals associated to traffic safety agencies/non-profit agencies who want to become Certified Child Passenger Safety Technicians. Expanding the network of CPSTs and partnering with healthcare systems will also reach a wider audience of caregivers in need of car seat checks. Funds will also support travel and training needs related to Child Passenger Safety programs, including the annual Kidz in Motion (KIM) Conference.

PROMISED PROJECT: No

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PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
TRAB24-01	\$5,000.00	FY 2021, 405b	M1TR-2024-TR-AB-10	N/A
TRAC24-01	\$5,500.00	FY 2022, 405b	M1TR-2024-TR-AC-10	N/A
TRAD21-01	\$15,000.00	FY 2023, 405b	M1TR-2024-TR-AD-10	N/A
TRAE24-01	\$15,000.00	FY 2024, 405b	M1TR-2024-TR-AE-10	N/A

FITTING STATION SUPPLIES

PRIMARY COUNTERMEASURE STRATEGY: Occupant Protection for Children Program

INTENDED SUBRECIPIENTS: State Agency: OHS

PLANNED ACTIVITY DESCRIPTION: In support of the three OHS Fitting Stations and the Child Passenger Safety Program, supplies including car seats, pool noodles, LATCH manuals, training materials, education materials and other items will be purchased as needed.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
SUPC24-01	\$1,500.00	FY 2022, 405b	M1CPS-2024-SU-PC-10	N/A
SUPD24-01	\$15,000.00	FY 2023, 405b	M1CPS-2024-SU-PD-10	N/A
SUPE24-01	\$15,000.00	FY 2024, 405b	M1CPS-2024-SU-PE-10	N/A

SEAT BELT SURVEY

PRIMARY COUNTERMEASURE STRATEGY: Data Program and Evaluation

INTENDED SUBRECIPIENTS: State Agency: OHS
State Contracted Vendor: University of Delaware

PLANNED ACTIVITY DESCRIPTION: As a requirement of the 405b section grant, OHS will conduct the annual Seat Belt Survey, using sites established in 2022. Retired Law Enforcement Officers, contracted to OHS, will conduct observational surveys at 48 sites, 16 locations in each of Delaware's three counties. The University of Delaware will assist with the data analysis and prepare the survey results report to be submitted to NHTSA.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
SRVE24-01	\$7,000.00	FY 2023, 405b	M10P-2024-SR-VE-10	N/A
SRVF24-01	\$45,000.00	FY 2024, 405b	M10P-2024-SR-VF-10	N/A

CLICK IT OR TICKET ENFORCEMENT

PRIMARY COUNTERMEASURE STRATEGY: Short-Term, High-Visibility Seat Belt Law Enforcement

INTENDED SUBRECIPIENTS: Law Enforcement Agencies: Bethany Beach PD, Blades PD, Bridgeville PD, Camden PD, Clayton PD, Dagsboro PD, Delaware City PD, Delmar PD, Dewey Beach PD, Dover PD, Ellendale PD, Elsmere PD, Felton PD, Fenwick Island PD, Georgetown PD, Greenwood PD, Harrington PD, Laurel PD, Lewes PD, Middletown PD, Milford PD, Millsboro PD, Milton PD, New Castle City PD, New Castle County PD, Newark PD, Newport PD, Ocean View PD, Rehoboth Beach PD, Seaford PD, Selbyville PD, Smyrna PD, South Bethany PD, Townsend PD, University of Delaware PD, Wilmington PD, Wyoming PD and Delaware State Police.

PLANNED ACTIVITY DESCRIPTION: OHS will support Occupant Protection enforcement during the national Click It or Ticket campaign, running in May-June 2024. OHS will encourage team patrols and additional shifts for officers to cite and educate the public about seat belt use. Communication efforts will be increased as well during this period. This enforcement will take place for this campaign, with patrols scheduled between 11:00 am – 11:00 pm. 38 agencies will be invited to participate with 240 patrols. This mobilization will occur May 20 – June 9, 2024. OHS will plan a Child Passenger Safety Technician course during the month of May and provide additional pop-up car seat checks, focusing on underserved communities. Local agencies may be funded out of either 405b or 402. Funding table below shows full amount of enforcement funded out of 405b and local municipalities only funded out of 402.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
CIEE24-01	\$64,800.00	FY 2024,405b	M1HVE-2024-CI-EE-10	N/A
CIOT24-01	\$37,080.00	FY 2024, 402	OP-2024-CI-OT-10	N/A

ANTICIPATED PROJECTS

PRIMARY COUNTERMEASURE STRATEGY: Not Applicable

INTENDED SUBRECIPIENTS: State Agency: OHS, Various Subrecipients

PLANNED ACTIVITY DESCRIPTION: This funding line will serve as a holding line for anticipated occupant protection projects. No direct spending will come from this line.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
ANTC24-01	\$23,734.81	FY 2022, 405b	M1X-2024-AN-TC-10	N/A
ANTD24-01	\$62,116.58	FY 2023, 405b	M1X-2024-AN-TD-10	N/A
ANTE24-01	\$22,170.54	FY 2023, 405b SUP	M1X-2024-AN-TE-10	N/A
ANTF24-01	\$44,386.04	FY 2024, 405b	M1X-2024-AN-TF-10	N/A



PROGRAM AREA

PLANNING AND ADMINISTRATION

PLANNING AND ADMINISTRATION PROGRAMS

OHS TRAVEL/TRAINING

PRIMARY COUNTERMEASURE STRATEGY: Planning and Administration

INTENDED SUBRECIPIENTS: State Agency: OHS

PLANNED ACTIVITY DESCRIPTION: OHS funds travel and training for OHS staff to include conferences, NHTSA regional training activities and meetings, and other training opportunities as they are presented.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
OHHD24-01	\$40,000.00	FY 2024 BIL NHTSA 402	PA-2024-OH-OD-01	YES

OFFICE SUPPLIES

PRIMARY COUNTERMEASURE STRATEGY: Planning and Administration

INTENDED SUBRECIPIENTS: State Agency: OHS

PLANNED ACTIVITY DESCRIPTION: OHS establishes funding for the purchase of necessary supplies to effectively run an office. These supplies can include copy paper, pencils, ink/toners, files/folders, etc.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
OHHE24-01	\$10,000.00	FY 2024 BIL NHTSA 402	PA-2024-OH-HE-01	YES

GENERAL OPERATING EXPENSES

PRIMARY COUNTERMEASURE STRATEGY: Planning and Administration**INTENDED SUBRECIPIENTS:** State Agency: OHS**PLANNED ACTIVITY DESCRIPTION:** OHS establishes funding to be used for the cost of operating an office. Fees may include copier rental fees, phones services, mail, subscription fees, fleet expenses, etc.**PROMISED PROJECT:** No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
OHHG24-01	\$42,000.00	FY 2024 BIL NHTSA 402	PA-2024-OH-OG-01	YES

TECHNOLOGY ENHANCEMENTS

PRIMARY COUNTERMEASURE STRATEGY: Planning and Administration**INTENDED SUBRECIPIENTS:** State Agency: OHS**PLANNED ACTIVITY DESCRIPTION:** OHS establishes funds for the purchase of new technology and office equipment.**PROMISED PROJECT:** No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
OHHH24-01	\$15,000.00	FY 2024 BIL NHTSA 402	PA-2024-OH-HH-01	YES

AUDIT FEES

PRIMARY COUNTERMEASURE STRATEGY: Planning and Administration**INTENDED SUBRECIPIENTS:** State Agency: OHS**PLANNED ACTIVITY DESCRIPTION:** OHS establishes funds for use if an audit were to occur.**PROMISED PROJECT:** No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
OHHHA24-01	\$20,000.00	FY 2024 BIL NHTSA 402	PA-2024-OH-HA-01	YES

ACCOUNTANT POSITION

PRIMARY COUNTERMEASURE STRATEGY: Planning and Administration

INTENDED SUBRECIPIENTS: State Agency: OHS

PLANNED ACTIVITY DESCRIPTION: OHS establishes funds for the Accountant position. Federal funds are used to pay for 50% of the salary/benefits. State funds are used to pay for 50% of the salary/benefits.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
OHAB24-01	\$48,000.00	FY 2024 BIL NHTSA 402	PA-2024-OH-AB-01	YES

FY24 HSP/AGA PUBLIC ENGAGEMENT EFFORTS

PRIMARY COUNTERMEASURE STRATEGY: Planning and Administration

INTENDED SUBRECIPIENTS: State Agency: OHS, State Approved Vendors/Consultants – Whitman, Requardt, & Associates (WRA); Aloysius, Butler, & Clark (AB&C)

PLANNED ACTIVITY DESCRIPTION: OHS will work with approved vendors to support required meaningful public engagement efforts for the FY 2024 – 2026 Highway Safety Plan and FY 2025 Annual Grant Application. Additionally, WRA will provide graphic design services to support the publishing and outreach efforts related to these plans.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
HSPA24-01	\$80,000.00	FY 2024 BIL NHTSA 402	PA-2024-HS-PA-01	YES



PROGRAM AREA

POLICE TRAFFIC SERVICES

POLICE TRAFFIC PROGRAMS

LAW ENFORCEMENT LIAISON

PRIMARY COUNTERMEASURE STRATEGY: Police Traffic Services

INTENDED SUBRECIPIENTS: State Agency: OHS

PLANNED ACTIVITY DESCRIPTION: OHS will fund the salary and benefit costs of a Law Enforcement Liaison within OHS to assist with the implementation of enforcement mobilizations, answer questions from participating agencies, provide training as needed, communicate OHS policy to law enforcement agencies, monitor law enforcement projects, and complete other duties as assigned.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
OHBL24-01	\$40,000.00	FY 2024 BIL NHTSA 402	PT-2024-OH-BL-01	NO

DRIVER AND OFFICER SAFETY EDUCATION

PRIMARY COUNTERMEASURE STRATEGY: Driver and Officer Safety Education

INTENDED SUBRECIPIENTS: State Agency: OHS

Marketing Vendor: Aloysius, Butler & Clark, Deardorff & Associates

PLANNED ACTIVITY DESCRIPTION: OHS will work with partners to provide additional support in terms of training at the high school or driving school level – be it resources like a video or promotion of existing materials to providing training to School Resource Officers to conduct mock traffic stops. The goal is to establish positive interaction with law enforcement and understanding policy and procedures during a traffic stop. Local law enforcement agencies will also be able to request training for officers to support their work during traffic stops to encourage safe practices. OHS will work with these partners to determine the best means to reach target demographics through data analysis. OHS will continue to look to promote behavioral highway safety efforts to underserved and at risk populations. Locations will include working within the counties of New Castle, Kent, and Sussex.

PROMISED PROJECT: No

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PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
SAFE24-01	\$40,000.00	FY 2024, 405i	M13BTR-2024-SA-FE-10	N/A

PREVENTING ROADSIDE DEATH COMMUNICATIONS

PRIMARY COUNTERMEASURE STRATEGY: Preventing Roadside Death Communications and Outreach

INTENDED SUBRECIPIENTS: State Agency: OHS
Marketing Vendor: Aloysius, Butler & Clark, Deardorff & Associates

PLANNED ACTIVITY DESCRIPTION: OHS will work with contracted marketing partners to educate the public on Preventing Roadside Death issues. OHS will coordinate communication and outreach opportunities throughout the fiscal year to coincide with Preventing Roadside Death efforts. OHS will work with these partners to determine the best means to reach target demographics through data analysis. OHS will continue to look to promote behavioral highway safety efforts to underserved and at risk populations. Locations will include working within the counties of New Castle, Kent and Sussex. Based on continuous data analysis OHS will continue to select specific projects to best serve the over represented and underserved communities.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
PRSD24-01	\$20,000.00	FY 2024, 405h	M12BPE-2024-PR-SD-10	N/A

PREVENTING ROADSIDE DEATHS ENFORCEMENT (05/01/2024-05/31/2024)

PRIMARY COUNTERMEASURE STRATEGY: Police Traffic Services: Preventing Roadside Deaths Enforcement

INTENDED SUBRECIPIENTS: Law Enforcement Agencies: TBD

PLANNED ACTIVITY DESCRIPTION: Roadside related crashes and fatalities are a concern on Delaware roadways. OHS will support funding to municipal agencies and the Delaware State Police for a total of 70 patrols to enforce State laws in order to protect the safety of vehicles and individuals stopped at the roadside. In following a data driven strategy and in accordance with 4-hour patrol shifts to maximize options for agency participation, the patrols will run from 7 am – 10 p.m. Based on continuous data analysis OHS will continue to select specific projects to best serve the overrepresented and underserved communities.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
PRDE24-01	\$20,000.00	FY 2024, 405h	M12BLE-2024-PR-DE-10	N/A

LAW ENFORCEMENT COMMUNITY ENGAGEMENT

PRIMARY COUNTERMEASURE STRATEGY: Non-Motorized Communications and Outreach, Motorcyclist Communications and Outreach

INTENDED SUBRECIPIENTS: Law Enforcement Agencies: TBD

PLANNED ACTIVITY DESCRIPTION: OHS will fund law enforcement agencies to develop and engage with the community on motorcyclist safety and pedestrian safety in at risk communities to reach the overrepresented population. Based on continuous data analysis OHS will continue to select specific projects to best serve the overrepresented and underserved communities.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
LECE24-01	\$15,000.00	FY 2024, 402	PT-2024-LECE-10	N/A



PROGRAM AREA

AGING DRIVERS

AGING DRIVERS PROGRAM

AGING DRIVERS COMMUNICATIONS

PRIMARY COUNTERMEASURE STRATEGY: Aging Drivers Communication Program

INTENDED SUBRECIPIENTS: State Agency: OHS
Marketing Vendor: Aloysius, Butler & Clark, Deardorff & Associates

PLANNED ACTIVITY DESCRIPTION: OHS will work with contracted marketing partners to educate the public on issues related to Aging Drivers and their caregivers. OHS will coordinate communication and outreach opportunities throughout the fiscal year to coincide with National Older Driver Safety Week (first week of December) and Older Americans Month (May). OHS will work with these partners to determine the best means to reach target demographics through data analysis. OHS will continue to look to promote behavioral highway safety efforts to underserved and at-risk populations. Locations will include working within the counties of New Castle, Kent and Sussex.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
SENR24-01	\$75,000.00	FY 2024, 402	PM-2024-SE-NR-10	N/A



PROGRAM AREA

SPEED MANAGEMENT

SPEED MANAGEMENT PROGRAMS

SPEED MANAGEMENT SAFETY COMMUNICATIONS

PRIMARY COUNTERMEASURE STRATEGY: Speed Management Communications and Outreach

INTENDED SUBRECIPIENTS: State Agency: OHS

Marketing Vendor: Aloysius, Butler & Clark, Deardorff & Associates

PLANNED ACTIVITY DESCRIPTION: OHS will work with contracted marketing partners to educate the public on Speed Management issues. OHS will coordinate communication and outreach opportunities throughout the fiscal year to coincide with enforcement and NHTSA Speed Awareness Month efforts. OHS will work with these partners to determine the best means to reach target demographics through data analysis. OHS will continue to look to promote behavioral highway safety efforts to underserved and at-risk populations. Locations will include working within the counties of New Castle, Kent and Sussex. Based on continuous data analysis OHS will continue to select specific projects to best serve the overrepresented and underserved communities.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
OHSP24-01	\$205,000.00	FY 2024, 402	PM-2024-OH-SP-10	N/A

FALL SPEED ENFORCEMENT (10/16/2023-11/04/2023)

PRIMARY COUNTERMEASURE STRATEGY: Comprehensive Traffic Safety Programs: Speed Management Enforcement

INTENDED SUBRECIPIENTS: Law Enforcement Agencies: Bridgeville Police, Camden Police, Clayton Police, Dagsboro Police, Delaware City Police, Delmar PD, Dover Police, Ellendale Police, Elsmere Police, Felton Police, Georgetown Police, Harrington Police, Lewes Police, Milford Police, Millsboro Police, Milton Police, New Castle City Police, New Castle Co Police, Newark Police, Newport Police, Rehoboth Beach Police, Seaford Police, Selbyville Police, Smyrna Police, Townsend Police, Wilmington, Delaware State Police

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PLANNED ACTIVITY DESCRIPTION: Speed related crashes and fatalities continue to be over-represented in Delaware. OHS will support funding to 26 municipal agencies and the Delaware State Police for a total of 132 patrols. In following a data driven strategy and in accordance with 4-hour patrol shifts to maximize options for agency participation, the patrols will run from 7 am – 10 p.m. Based on continuous data analysis OHS will continue to select specific projects to best serve the overrepresented and underserved communities.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
SPED24-01	\$35,840.00	FY 2024, 402	SC-2024-SP-ED-10	N/A

SAFE FAMILY HOLIDAY SPEED ENFORCEMENT (12/15/2023-12/31/2023)

PRIMARY COUNTERMEASURE STRATEGY: Comprehensive Traffic Safety Programs: Speed Management Enforcement

INTENDED SUBRECIPIENTS: Law Enforcement Agencies: Bethany Beach Police, Blades Police, Bridgeville Police, Camden Police, Clayton Police, Dagsboro Police, Delaware City Police, Delmar PD, Dover Police, Elsmere Police, Felton Police, Georgetown Police, Harrington Police, Lewes Police, Milford Police, Millsboro Police, Milton Police, New Castle City Police, New Castle Co Police, Newark Police, Newport Police, Seaford Police, Selbyville Police, Smyrna Police, Townsend Police, Wilmington, Delaware State Police

PLANNED ACTIVITY DESCRIPTION: Speed related crashes and fatalities continue to be over-represented in Delaware during the winter holidays. OHS will support funding to 26 municipal agencies and the Delaware State Police for a total of 146 patrols. In following a data driven strategy and in accordance with 4-hour patrol shifts to maximize options for agency participation, the patrols will run from 7 am – 10 p.m. Based on continuous data analysis OHS will continue to select specific projects to best serve the overrepresented and underserved communities.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
SPED24-02	\$39,800.00	FY 2024, 402	SC-2024-SP-ED-20	N/A

WINTER SPEED ENFORCEMENT (01/20/2024-02/25/2024)

PRIMARY COUNTERMEASURE STRATEGY: Comprehensive Traffic Safety Programs: Speed Management Enforcement

Continued on the next page

INTENDED SUBRECIPIENTS: Law Enforcement Agencies: Bethany Beach Police, Blades Police, Bridgeville Police, Camden Police , Cheswold Police, Clayton Police, Dagsboro Police, Delaware City Police, Delmar PD, Dover Police, Elsmere Police, Felton Police, Georgetown Police, Greenwood Police, Harrington Police, Lewes Police, Middletown Police, Milford Police, Millsboro Police, Milton Police, New Castle City Police, New Castle Co Police, Newark Police, Newport Police, Seaford Police, Selbyville Police, Smyrna Police, Townsend Police, Wilmington, Delaware State Police

PLANNED ACTIVITY DESCRIPTION: Speed related crashes and fatalities continue to be over-represented in Delaware during the winter. OHS will support funding to 29 municipal agencies and the Delaware State Police for a total of 153 patrols. In following a data driven strategy and in accordance with 4-hour patrol shifts to maximize options for agency participation, the patrols will run from 7 am – 10 p.m. Based on continuous data analysis OHS will continue to select specific projects to best serve the over-represented and underserved communities.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
SPED24-03	\$41,620.00	FY 2024, 402	SC-2024-SP-ED-30	N/A

SPRING SPEED ENFORCEMENT (03/11/2024-03/29/2024)

PRIMARY COUNTERMEASURE STRATEGY: Comprehensive Traffic Safety Programs: Speed Management Enforcement

INTENDED SUBRECIPIENTS: Law Enforcement Agencies: Bethany Beach Police, Blades Police, Bridgeville Police, Camden Police, Clayton Police, Dagsboro Police, Delaware City Police, Delmar PD, Dewey Beach Police, Dover Police, Ellendale Police, Elsmere Police, Felton Police, Georgetown Police, Greenwood Police, Harrington Police, Lewes Police, Middletown Police, Milford Police, Millsboro Police, Milton Police, New Castle City Police, New Castle Co Police, Newark Police, Newport Police, Ocean View Police, Rehoboth Beach Police, Seaford Police, Selbyville Police, Smyrna Police, Townsend Police, Wilmington, Wyoming, Delaware State Police

PLANNED ACTIVITY DESCRIPTION: Speed related crashes and fatalities continue to be over-represented in Delaware during the spring. OHS will support funding to 33 municipal agencies and the Delaware State Police for a total of 165 patrols. In following a data driven strategy and in accordance with 4-hour patrol shifts to maximize options for agency participation, the patrols will run from 7 am – 10 p.m. Based on continuous data analysis OHS will continue to select specific projects to best serve the over-represented and underserved communities.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
SPED24-04	\$44,740.00	FY 2024, 402	SC-2024-SP-ED-40	N/A

SUMMER SPEED ENFORCEMENT (06/10/2024-08/03/2024)

PRIMARY COUNTERMEASURE STRATEGY: Comprehensive Traffic Safety Programs: Speed Management Enforcement

INTENDED SUBRECIPIENTS: Law Enforcement Agencies: Bethany Beach Police, Blades Police, Bridgeville Police, Camden Police, Cheswold Police, Clayton Police, Dagsboro Police, Delaware City Police, Delaware River and Bay Authority Police, Delmar PD, Dewey Beach Police, Dover Police, Ellendale Police, Elsmere Police, Felton Police, Fenwick Island Police, Georgetown Police, Greenwood Police, Harrington Police, Lewes Police, Middletown Police, Milford Police, Millsboro Police, Milton Police, New Castle City Police, New Castle Co Police, Newark Police, Newport Police, Ocean View Police, Rehoboth Beach Police, Seaford Police, Selbyville Police, Smyrna Police, Townsend Police, Univ. of DE Police, Wilmington, Wyoming, Delaware State Police

PLANNED ACTIVITY DESCRIPTION: Speed related crashes and fatalities continue to be over-represented in Delaware during the 100 Deadly Days of Summer. OHS will support funding to 37 municipal agencies and the Delaware State Police for a total of 309 patrols. In following a data driven strategy and in accordance with 4-hour patrol shifts to maximize options for agency participation, the patrols will run from 7 am – 10 p.m. Based on continuous data analysis OHS will continue to select specific projects to best serve the over-represented and underserved communities.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
SPED24-05	\$82,780.00	FY 2024, 402	SC-2024-SP-ED-50	N/A

SEPTEMBER SPEED ENFORCEMENT (09/01/2024-09/29/2024)

PRIMARY COUNTERMEASURE STRATEGY: Comprehensive Traffic Safety Programs: Speed Management Enforcement

INTENDED SUBRECIPIENTS: Law Enforcement Agencies: Bethany Beach Police, Blades Police, Bridgeville Police, Camden Police, Clayton Police, Dagsboro Police, Delaware City Police, Delmar PD, Dewey Beach Police, Dover Police, Ellendale Police, Elsmere Police, Felton Police, Fenwick Island Police, Georgetown Police, Greenwood Police, Harrington Police, Lewes Police, Middletown Police, Milford Police, Millsboro Police, Milton Police, New Castle City Police, New Castle Co Police, Newark Police, Newport Police, Ocean View Police, Rehoboth Beach Police, Seaford Police, Selbyville Police, Smyrna Police, Townsend Police, Wilmington, Wyoming, Delaware State Police

PLANNED ACTIVITY DESCRIPTION: Speed related crashes and fatalities continue to be over-represented in Delaware during the month of September. OHS will support funding to 34 municipal agencies and the Delaware State Police for a total of 171 patrols. In following a data driven strategy and in accordance with 4-hour patrol shifts to maximize options for agency participation, the patrols will run from 7 am – 10 p.m. Based on continuous data analysis OHS will continue to select specific projects to best serve the over-represented and underserved communities.

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PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
SPED24-06	\$46,300.00	FY 2024, 402	SC-2024-SP-ED-60	N/A



PROGRAM AREA

TRAFFIC RECORDS

TRAFFIC RECORDS PROGRAMS

TRAFFIC RECORDS ANTICIPATED PROJECTS

PRIMARY COUNTERMEASURE STRATEGY: This program only acts as a holding line for funds that are unallocated.

INTENDED SUBRECIPIENTS: State Agency: OHS

PLANNED ACTIVITY DESCRIPTION: Funds will be made available for projects related to improving traffic records. These funds will be allocated when those projects are submitted and approved by the Traffic Records Coordinating Committee and OHS.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
CBAE24-01	\$186,567.35	FY 2022 BIL 405c Data Program	M3X-2024-CB-AE-01	N/A
CBAX24-01	\$25,600.25	FY 2022 BIL SUP 405c Data Program	M3X-2024-CB-AX-01	N/A
CBAF24-01	\$212,167.59	FY 2023 BIL 405c Data Program	M3X-2024-CB-AF-01	N/A
CBAG24-01	\$212,167.59	FY 2024 BIL 405c Data Program	M3X-2024-CB-AG-01	N/A

DATA ANALYST

PRIMARY COUNTERMEASURE STRATEGY: Traffic Records

INTENDED SUBRECIPIENTS: State Agency: OHS

PLANNED ACTIVITY DESCRIPTION: Funds are provided for a full-time position to provide on-site data analysis. This person will be responsible for data collection, analysis, and problem identification for all priority areas to direct programming and project development.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
DATD24-01	\$2390.00	FY 2021 FAST Act 405c Data Program	M3DA -2024-DA-TD-10	N/A
DATE24-01	\$80,000.00	FY 2022 BIL Act 405c Data Program	M3DA -2024-DA-TE-10	N/A
DATF24-01	\$80,000.00	FY 2023 BIL Act 405c Data Program	M3DA -2024-DA-TF-10	N/A
DATG24-01	\$80,000.00	FY 2024 BIL Act 405c Data Program	B3TRP -2024-DA-TG-10	N/A

QA/QC E-CRASH/E-TICKET ASSESSMENT/CONTROL AND ENHANCEMENTS

PRIMARY COUNTERMEASURE STRATEGY: Traffic Records

INTENDED SUBRECIPIENTS: State Agency: Delaware Justice Information Systems (DeJIS)

PLANNED ACTIVITY DESCRIPTION: Funds are provided to the Delaware Justice Information Systems (DeJIS) to employ two quality assurance positions that review records within E-Crash to determine the accuracy with crash reports. Recurrent inaccuracies are addressed in one of two ways. The programming team identifies needed enhancements to the E-Crash or E-Ticket system or training is provided in necessary areas to enable officers to more accurately complete their records. Scheduled updates and improvements are directly identified through the quality monitoring provided.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
CABD24-01	\$150,000.00	FY 2021 FAST Act 405c Data Program	M3DA-2024-CA-BD-10	N/A
CABE24-01	\$120,000.00	FY 2022 BIL Act 405c Data Program	M3DA-2024-CA-BE-10	N/A
CABF24-01	\$90,306.70	FY 2023 BIL Act 405c Data Program	M3DA-2024-CA-BF-10	N/A
CABG24-01	\$90,306.70	FY 2024 BIL Act 405c Data Program	B3SP-2024-CA-BG-10	N/A

TRCC STRATEGIC PLAN IMPLEMENTATION SUPPORT

PRIMARY COUNTERMEASURE STRATEGY: Comprehensive Traffic Safety Programs: Traffic Records

INTENDED SUBRECIPIENTS: State Agency: OHS
Contractual Vendor: Whitman Requardt & Associates

PLANNED ACTIVITY DESCRIPTION: Funds are provided to Whitman, Requardt, & Associates to provide assistance with the Traffic Records Coordinating Committee (TRCC), meetings, coordination of the Traffic Records Assessment, assist the TRCC Coordinator with the development of the annual 405c grant application, analysis of project outcomes, and guidance with the selection of appropriate projects. This project will guide the TRCC in continuing to review and update the Traffic Records Strategic Plan as needed. This ongoing process allows OHS to track progress and to support changing needs and emerging issues.

PROMISED PROJECT: No

		FY 2021 FAST Act 405c Data Program	M3DA -2024-CA-CD-10	N/A
		FY 2022 BIL Act 405c Data Program	M3DA -2024-CA-CE-10	N/A
		FY 2023 BIL Act 405c Data Program	M3DA -2024-CA-CF-10	N/A
		FY 2024 BIL Act 405c Data Program	B3SP -2024-CA-CG-10	N/A



405(b)

OCCUPANT PROTECTION GRANT

THE STATE OF DELAWARE IS APPLYING FOR THE SECTION 405(B) GRANT

OCCUPANT PROTECTION PLAN

State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems:

PROGRAM AREA NAME

Occupant Protection (Adult and Child Passenger Safety)

PARTICIPATION IN CLICK-IT-OR-TICKET (CIOT) NATIONAL MOBILIZATION

Agencies planning to participate in CIOT:

AGENCY	
Bethany Beach Police Department	Lewes Police Department
Blades Police Department	Middletown Police Department
Bridgeville Police Department	Milford Police Department
Camden Police Department	Millsboro Police Department
Clayton Police Department	Milton Police Department
Dagsboro Police Department	New Castle City Police Department
Delaware City Police Department	New Castle County Police Department
Delaware State Police	Newark Police Department
Delmar Police Department	Newport Police Department
Dewey Beach Police Department	Ocean View Police Department
Dover Police Department	Rehoboth Beach Police Department
Ellendale Police Department	Seaford Police Department
Elsmere Police Department	Selbyville Police Department
Felton Police Department	Smyrna Police Department
Fenwick Island Police Department	South Bethany Police Department
Georgetown Police Department	Townsend Police Department
Greenwood Police Department	University of Delaware Police Department

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Harrington Police Department	Wilmington Police Department
Laurel Police Department	Wyoming Police Department

Description of the State's planned participation in the Click-it-or-Ticket national mobilization:

PLANNED PARTICIPATION IN CLICK-IT-OR-TICKET

2024 Click it or Ticket Occupant Protection Mobilization

Delaware will be participating in Click It or Ticket beginning May 20, 2024 and ending June 9, 2024. OHS will partner with 38 police agencies throughout Delaware for saturation patrols during this three week period. Special consideration will be given to nighttime enforcement.

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

CHILD RESTRAINT INSPECTION STATIONS

Countermeasure strategies demonstrating an active network of child passenger safety inspection stations and/or inspection events:

COUNTERMEASURE STRATEGY

CPS Program for Delaware

Planned activities demonstrating an active network of child passenger safety inspection stations and/or inspection events:

UNIQUE IDENTIFIER	PLANNED ACTIVITY NAME
SALE24-01	Fitting Station Coordinators
SUPE24-01	Fitting Station Supplies
PMOE24-01	OP Paid Media and Outreach
PMCS24-01	Child Passenger Communications
PMCP24-01	Child Passenger Communications

TOTAL NUMBER OF PLANNED INSPECTION STATIONS AND/OR EVENTS IN THE STATE.

Planned inspection stations and/or events: **20**

TOTAL NUMBER OF PLANNED INSPECTION STATIONS AND/OR EVENTS IN THE STATE SERVING EACH OF THE FOLLOWING POPULATION CATEGORIES: URBAN, RURAL, AND AT-RISK:

Populations served - urban: **20**
 Populations served - rural: **20**
 Populations served - at risk: **20**

CERTIFICATION:

The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

CHILD PASSENGER SAFETY TECHNICIANS

Countermeasure strategies for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

COUNTERMEASURE STRATEGY

CPS Program for Delaware

Planned activities for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

UNIQUE IDENTIFIER	PLANNED ACTIVITY NAME
TRAD24-01	CPS Training
SALE24-01	Fitting Station Coordinators
SUPE24-01	Fitting Station Supplies
PMOE24-01	OP Paid Media and Outreach
PMCS24-01	Child Passenger Communications
PMCP24-01	Child Passenger Communications

ESTIMATE OF THE TOTAL NUMBER OF CLASSES AND THE ESTIMATED TOTAL NUMBER OF TECHNICIANS TO BE TRAINED IN THE UPCOMING FISCAL YEAR TO ENSURE COVERAGE OF CHILD PASSENGER SAFETY INSPECTION STATIONS AND INSPECTION EVENTS BY NATIONALLY CERTIFIED CHILD PASSENGER SAFETY TECHNICIANS.

Estimated total number of classes: **4**

Estimated total number of technicians: **50**



STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANT

THE STATE OF DELAWARE IS APPLYING FOR THE SECTION 405(C) GRANT

TRAFFIC RECORDS COORDINATING COMMITTEE (TRCC)

Meeting dates of the TRCC during the 12 months immediately preceding the application due date:

MEETING DATES
2/16/2023
5/19/2023
6/28/2023

NAME AND TITLE OF THE STATE'S TRAFFIC RECORDS COORDINATOR
Name of State's Traffic Records Coordinator: Brian Karst Title of State's Traffic Records Coordinator: Data Analyst

LIST OF TRCC MEMBERS

TRCC members by name, title, home organization and the core safety database represented:

EXECUTIVE COMMITTEE MEMBERSHIP		
NAME	TITLE	HOME ORGANIZATION
Nicole Majeski	Secretary	Department Of Transportation
Josette Manning	Secretary	Department Of Health And Social Services
Nathaniel Mcqueen, Jr.	Secretary	Department Of Safety And Homeland Security
Spencer Price	Executive Director	Dedelaware Justice Information System (Crash, Enforcement/Adjudication)
Karyl Rattay	Director	Division Of Public Health

CORE TEAM MEMBERSHIP		
NAME	TITLE	HOME ORGANIZATION
Amy Anthony	Deputy Director	Deldot – Division Of Motor Vehicles (Vehicle, Driver)
Sharon Bryson	Director	Office Of Highway Safety (Crash, Enforcement/Adjudication)
David Elwood	N/A	Delaware Justice Information System (Crash, Enforcement/Adjudication)
Frank Enko	Regional Program Manager	NHTSA (Crash)

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LaTonya Gilliam	Safety/Area Engineer	FHWA Delaware Division (Crash, Roadway)
Kari Glanden	N/A	Deldot – Traffic Section (Crash)
Britany Huss	Paramedic Administrator	Department Of Health And Social Services (Injury Surveillance)
Tammy Hyland	N/A	Delaware State Police (Crash)
Torrie James	Chief Of Police	Smyrna Chief Of Police (Crash, Enforcement/Adjudication)
Stephanie Johnson	N/A	Deldot – Planning (Roadway)
Brian Karst	Data Analyst - TRCC Coordinator	Office Of Highway Safety (Crash, Enforcement/Adjudication)
Richard Klepner	Deputy Director	Office Of Highway Safety (Crash, Enforcement/Adjudication)
Rodney Layfield	Traffic Section Captain	Delaware State Police – Traffic Section (Crash, Enforcement/Adjudication)
Earl (Rusty) Lee	Assistant Professor	University Of Delaware – Department Of Civil And Environmental Engineering (Crash)
Susi Marlana	Project Delivery Team Leader	FHWA Delaware Division (Crash, Roadway)
Scott Neidert	Traffic Design Resource Engineer	Deldot – Traffic (Crash, Roadway)
Spencer Price	Executive Director	Dedelaware Justice Information System (Crash, Enforcement/Adjudication)
Teresa Vander Schel	N/A	Department Of Technology And Information (Driver, Vehicle)
Lance Skinner	Lieutenant	Delaware State Police (Crash, Enforcement/Adjudication)
Philip Strohm	State Programs Specialist	FMCSA Delaware Division (Crash)
Paul Westlake	Systems Of Care Coordinator	Department Of Health And Social Services (Injury Surveillance)

TRAFFIC RECORDS SYSTEM ASSESSMENT

The Traffic Records Assessment was completed in June 2021. The following is a summary of the recommendations.

TRCC

- None

STRATEGIC PLANNING

- Update the Strategic Plan to guide Delaware's traffic records improvement efforts.

CRASH

- Develop criteria and/or a memorandum of understanding specifying the timelines for crash report submission to the statewide crash database that is consistently applied across all law enforcement agencies statewide.
- Develop a crash data dictionary that documents all data elements, definitions, and attributes included in E-CRASH.
- See Data Use and Integration recommendations.

DRIVER

- None

VEHICLE

- None

ROADWAY

- None

CITATION/ADJUDICATION

- See Data Use and Integration recommendations.

INJURY SURVEILLANCE

- See Data Use and Integration recommendations.

DATA USE AND INTEGRATION

- Expand Delaware's crash data system query tools to improve the efficiency and effectiveness of problem identification, priority setting and program evaluation.
- Investigate opportunities to integrate crash and injury surveillance data.
- Upgrade and expand the LEISS suite to allow for the integration of the crash system and the citation and adjudication systems (long-term project).

TRAFFIC RECORDS ASSESSMENT LIST OF RECOMMENDATIONS TO BE ADDRESSED INCLUDING THE STATUS OF EACH RECOMMENDATION AND A PERFORMANCE MEASURES.

RECOMMENDATION	IMPLEMENT? (Y/N)	RESPONSE
Update The Strategic Plan To Guide Delaware's Traffic Records Improvement Efforts.	Y	Status: The TRCC will begin a full update to the strategic plan.
		Performance Measure: Completion of a strategic planning document.
Develop criteria and/or a memorandum of understanding specifying the timelines for crash report submission to the statewide crash database that is consistently applied across all law enforcement agencies statewide.	Y	Status: DELJIS recently implemented a "pending" option on the E-CRASH report to allow officers to "approve" a crash report while investigations are pending.
		Performance Measure: The average number of days from occurrence of a crash to the approval of the crash report.
Develop a crash data dictionary that documents all data elements, definitions, and attributes included in E-CRASH.	Y	Status: DELJIS has developed a crash data dictionary to support development of the new crash data analysis tool by DeIDOT.
		Performance Measure: Delaware will assess the accessibility of the data dictionary by querying principal users to access their ability to obtain the data dictionary and satisfaction with the data dictionary.
Expand Delaware's crash data system query tools to improve the efficiency and effectiveness of problem identification, priority setting and program evaluation.	Y	Status: DeIDOT is working with a vendor to provide a new crash data analysis tool.
		Performance Measure: Delaware will assess the ability to query crash data and will survey principal users regarding their satisfaction with the new crash data analysis tool..

TRAFFIC RECORDS ASSESSMENT LIST OF RECOMMENDATIONS TO BE ADDRESSED INCLUDING THE STATUS OF EACH RECOMMENDATION AND A PERFORMANCE MEASURES. CONT.

RECOMMENDATION	IMPLEMENT? (Y/N)	RESPONSE
Investigate opportunities to integrate crash and injury surveillance data.	Y	Status: The TRCC continues to investigate opportunities to integrate these two data sets.
		Performance Measure: Once the scope of the project is developed, performance measures will be developed.
Upgrade and expand the LEISS suite to allow for the integration of the crash system and the citation and adjudication systems (long-term project).	Y	Status: DELJIS continues the development of this long-term project to allow for the integration of crash and citation and adjudication data.
		Performance Measure: Percentage of crashes and citations that are integrated in the LEISS suite.

TRAFFIC RECORDS FOR MODEL PERFORMANCE MEASURES

Traffic Safety Information System - Benchmarking and Goals

The TRCC Core Team has updated the status and goals/objectives of each of the six systems and identified additional deficiencies. Tables 1 through 6 contain the six data quality categories and a status for each quality category for each system. Baselines, goals/objectives and performance measures were identified for quality categories where projects were identified to address deficiencies. The goals identified are the TRCC’s priorities for improving the traffic records system over the next several years. The performance measures will be used to measure progress towards achieving the goals for each system.

TABLE 1 CRASH SYSTEM

QUALITY CATEGORY	STATUS/BASELINE/ DEFICIENCY	GOAL/ OBJECTIVE	PERFORMANCE MEASURE		
Timeliness	E-CRASH reports are approved, on average, within 11 days of the crash occurrence.	Approve crash reports and transfer to Deldot, on average, within one week from crash occurrence.	Decrease the average amount of time from the crash occurrence to transfer of the crash report to DelDOT.		
			TIME PERIOD	ACTUAL	GOAL
			Jan – May 2010	21.55 days	-
			Aug – Dec 2010	11.05 days	1 WEEK
			PROJECT COMPLETE		

TABLE 1 CRASH SYSTEM CONT.

QUALITY CATEGORY	STATUS/BASELINE/ DEFICIENCY	GOAL/ OBJECTIVE	PERFORMANCE MEASURE		
Timeliness	"Approved" E-Crash data is transferred from DeIJS to DeIDOT's CARS every night.	With the E-Crash system, allow for daily transfer of data from E-Crash to DeIDOT.	Increase frequency of transfers of approved crash data to DeIDOT.		
			YEAR	ACTUAL	GOAL
			2007	90+ days	-
			2008	30 days	-
			2009	30 days	-
			2010	Daily	Daily
			PROJECT COMPLETE		
	Crash data is immediately upon receipt of data from E-Crash and available for data analysis.	Process crash data and insert data in DeIDOT's crash system immediately following receipt of data from DeIJS.	Increase timeliness of crash data in DeIDOT's crash system following receipt of data from DeIJS.		
			YEAR	ACTUAL	GOAL
			2007	2 weeks+	-
			2008	2 weeks+	-
			2009	2 weeks+	-
			2010	Real-Time	Real-Time
			PROJECT COMPLETE		

TABLE 1 CRASH SYSTEM CONT.

QUALITY CATEGORY	STATUS/BASELINE/ DEFICIENCY	GOAL/ OBJECTIVE	PERFORMANCE MEASURE		
Timeliness	The impaired driver report (IDR) is included in leiss and there is a linkage to the E-crash application allowing for real-time transmission of reports to courts for the prosecution of cases.	Include the IDR report within leiss and provide a linkage to E-crash to improve the timeliness of idrs and the completeness of leiss.	Decrease the amount of time from the idr completion to the availability of the report to prosecutors.		
			YEAR	ACTUAL	GOAL
			2011	N/A	-
			2012	Real-Time	Real-Time
PROJECT COMPLETE					
Consistency	All Crash Data Following January 1, 2007 Is Submitted Electronically.				
Completeness	In response to the MMUCC self-assessment tool developed by NHTSA, the TRCC will reassess the status of the states' mmucc compliance and identify areas where either expansion or reduction of MMUCC elements and attributes would improve the completeness and quality of crash reporting. this will be completed following the upcoming release of the updated MMUCC.	Increase % of MMUCC elements and attributes included (either partial or full) in E-crash.	Increase % of MMUCC elements and attributes included (either partial or full) in E-crash.		
			YEAR	ACTUAL	GOAL
Specific goals will be developed based on the MMUCC self-assessment outcome which will be performed following the new release of mmucc and completion of NHTSA MMUCC assessment for Delaware.					

TABLE 1 CRASH SYSTEM CONT.

QUALITY CATEGORY	STATUS/BASELINE/ DEFICIENCY	GOAL/ OBJECTIVE	PERFORMANCE MEASURE		
Completeness	81% of the elements required (either partial or full) by SAFETYNET for reporting to FMCSA are included in the crash database.	Increase compliance with FMCSA reporting requirements through the development of E-Crash.	Increase % of FMCSA elements included (either partial or full) in E-Crash.		
			YEAR	ACTUAL	GOAL
			2007	81%	-
			2008	81%	-
	2009	81%	-		
	With the prior TraCS system, all fields were not mandatory resulting in missing data or "unknown" codes used for some data elements when there is a known value. With the E-Crash system, users are required to enter data in fields when there is a known value.	Decrease the number of fields with missing data when there is a known value.	Decrease the percentage of drivers with an unknown date of birth and age (when there is an available value).		
			YEAR	ACTUAL	GOAL
			2008	6%	-
			2009	9%	-
			2010 [1]	1.2%	4%
			PROJECT COMPLETE		
			Decrease the percentage of crash reports with blank "injury status" fields (when there is an available value).		
			YEAR	ACTUAL	GOAL
			2008	27%	-
2009			29%	-	
2010	10%	10%			
PROJECT COMPLETE					

TABLE 1 CRASH SYSTEM CONT.

QUALITY CATEGORY	STATUS/BASELINE/ DEFICIENCY	GOAL/ OBJECTIVE	PERFORMANCE MEASURE		
Completeness	The E-Crash system did not include a field for officers to provide the origin-destination information of pedestrians.	Improve pedestrian crash data for improved problem identification and strategy implementation by collecting data regarding the origins and destinations of pedestrians.	Increase the percentage of crash reports that include origin and destination information.		
			YEAR	ACTUAL	GOAL
			Apr 16 – Mar 17	11%	–
			Apr 17 – Mar 18	64%	–
Apr 18 – Mar 19	93%	100%			
Accuracy	DelJIS QA/QC staff review E-Crash reports for accuracy and track and document errors to identify training needs.	Increase the accuracy of E-Crash data.	Decrease the percentage of CMV crash reports that are rejected or corrected.		
			YEAR	ACTUAL	GOAL
			Apr 11 – Mar 12	69%	–
			Apr 12 – Mar 13	36%	–
			Apr 13 – Mar 14	12%	25%
			PROJECT COMPLETE		
			Decrease the percentage of bus crash reports that are rejected or corrected.		
			YEAR	ACTUAL	GOAL
			Apr 14 – Mar 15	45%	–
			Apr 15 – Mar 16	38%	40%
PROJECT COMPLETE					

TABLE 1 CRASH SYSTEM CONT.

QUALITY CATEGORY	STATUS/BASELINE/DEFICIENCY	GOAL/OBJECTIVE	PERFORMANCE MEASURE		
Accuracy	DeIIS QA/QC staff review E-Crash reports for accuracy and track and document errors to identify training needs.	Increase the accuracy of E-Crash data.	Decrease the percentage of work zone crash reports that are rejected or corrected.		
			YEAR	ACTUAL	GOAL
			Apr 14 – Mar 15	79%	–
			Apr 15 – Mar 16	54%	60%
			Apr 16 – Mar 17	45%	50%
			PROJECT COMPLETE		
Accessibility	DeIDOT's former SDM system did not allow users to identify high crash rate locations based on specific crash characteristics (e.g., wet weather, nighttime, fixed object, run-off-the-road, etc.). In response to the new E-Crash system, DeIDOT is developing a new analysis tool to support their safety programs that will allow users to identify high crash rate locations based on specific crash characteristics.	Allow users to identify high crash rates based on user-defined crash characteristics.	Allow users to identify high crash rates based on user-defined crash characteristics.		
			YEAR	ACTUAL	GOAL
			2008	0	–
			2009	1	–
			2010	0	–
			2011	0	–
			2012	0	–
			2013	0	–
			2014	0	–
			2015	0	–
			2016	0	–
			2012	0	5

TABLE 1 CRASH SYSTEM CONT.

QUALITY CATEGORY	STATUS/BASELINE/ DEFICIENCY	GOAL/ OBJECTIVE	PERFORMANCE MEASURE		
Accessibility	<p>The data dictionary currently available to crash data users contains a list of data elements for the crash data system but is not readily available to all data users.</p> <p>DelJIS is currently developing a data dictionary.</p>	<p>Develop an accessible and user-friendly crash data dictionary available to all crash data collectors and users.</p>	<p>In accordance with NHTSA's Model Performance Measures, the following steps will be taken to assess this project:</p> <p>Identify the principal users of the data dictionary.</p> <p>Query the principal users to assess (a) their ability to obtain the data dictionary and (b) their satisfaction with the usefulness of the data dictionary.</p> <p>Document the method of data collection and the principal users' responses.</p>		
	Number of AD HOC reports and COGNOS queries				
	<p>In January 2021, DELJIS deployed a new version of COGNOS (Version 11) that has increased accessibility of pre-defined queries as well as ad hoc queries.</p>	<p>Increase the number of AD HOC Reports and COGNOS queries</p>	<p>YEAR</p>	<p>ACTUAL</p>	<p>GOAL</p>
				<p>July 1, 2019 - June 30, 2020 (State FY 2021)</p>	<p>202</p>
			<p>July 1, 2020 - June 14, 2021 (State FY 2022)</p>	<p>274</p>	<p>40%</p>
PROJECT COMPLETE					
<p>Data Integration</p>	<p>E-Crash does not have an active linkage with motor vehicle data, driver history, or emergency medical services data for data analysis.</p>				

TABLE 2 ROADWAY SYSTEM

QUALITY CATEGORY	STATUS/BASELINE/ DEFICIENCY	GOAL/ OBJECTIVE	PERFORMANCE MEASURE																
Timeliness	<p>DeIDOT continuously updates their road inventory and uses TeleAtlas mapping provider to update their centerline file on a quarterly basis. An updated centerline file is transferred to DSP on a quarterly basis. DeIDOT publishes an annual Traffic Summary that contains ADTs on all state maintained roadways. A portion of roadways are counted each year.</p>																		
	<p>DSP's centerline file contained in TraCS was not current or updated due to the need to install updates on every laptop in every law enforcement vehicle. The E-Crash system allows for updates to the centerline file and locator tool through electronic updates.</p>	<p>Update the mapping tool contained in the crash reporting system regularly in order to allow for accurate locating of crashes.</p>	<p>Increase frequency of mapping updates to locator tool.</p> <table border="1" data-bbox="935 1205 1476 1570"> <thead> <tr> <th data-bbox="935 1205 1114 1255">YEAR</th> <th data-bbox="1114 1205 1295 1255">ACTUAL</th> <th data-bbox="1295 1205 1476 1255">GOAL</th> </tr> </thead> <tbody> <tr> <td data-bbox="935 1255 1114 1339">2007</td> <td data-bbox="1114 1255 1295 1339">1 years+</td> <td data-bbox="1295 1255 1476 1339">-</td> </tr> <tr> <td data-bbox="935 1339 1114 1413">2008</td> <td data-bbox="1114 1339 1295 1413">2 years+</td> <td data-bbox="1295 1339 1476 1413">-</td> </tr> <tr> <td data-bbox="935 1413 1114 1493">2009</td> <td data-bbox="1114 1413 1295 1493">3 years+</td> <td data-bbox="1295 1413 1476 1493">-</td> </tr> <tr> <td data-bbox="935 1493 1114 1570">2010</td> <td data-bbox="1114 1493 1295 1570">Quarterly</td> <td data-bbox="1295 1493 1476 1570">Quarterly</td> </tr> </tbody> </table> <p>PROJECT COMPLETE</p>			YEAR	ACTUAL	GOAL	2007	1 years+	-	2008	2 years+	-	2009	3 years+	-	2010	Quarterly
YEAR	ACTUAL	GOAL																	
2007	1 years+	-																	
2008	2 years+	-																	
2009	3 years+	-																	
2010	Quarterly	Quarterly																	

TABLE 2 ROADWAY SYSTEM CONT.

QUALITY CATEGORY	STATUS/BASELINE/ DEFICIENCY	GOAL/ OBJECTIVE	PERFORMANCE MEASURE		
Consistency	<p>With the E-Crash system, the milepoints corresponding to a crash are generated by the locator tool contained within E-Crash, eliminating the conversion from X, Y coordinates to milepoints by DeIDOT.</p>	<p>Generate milepoints in E-Crash, eliminating the need for DeIDOT to convert X, Y coordinates to milepoints.</p>	<p>Increase percentage of crash reports with milepoints generated by E-Crash, when applicable.</p>		
	YEAR	ACTUAL	GOAL		
	2008	0%	-		
	2009	0%	-		
	2010	100%	90%		
PROJECT COMPLETE					
	<p>DeIDOT maintains two milepoint systems (continuous and forward/reverse). Crash data is available in both milepoint systems as well as in latitude/longitude (X, Y) coordinates. In the future, one of the two milepoint systems will be eliminated.</p>	<p>Maintain only one milepoint system for all roadway data statewide (long term goal). [2]</p>			

TABLE 2 ROADWAY SYSTEM CONT.

QUALITY CATEGORY	STATUS/BASELINE/ DEFICIENCY	GOAL/ OBJECTIVE	PERFORMANCE MEASURE				
Completeness	<p>DeIDOT's centerline file contains 100% of public roads statewide.</p> <p>DeIDOT's Road Inventory Management System (RIMS) currently does not include sufficient detail and accuracy to allow for crash data analysis incorporating roadway features.</p> <p>DeIDOT is currently in the development stages of their Transportation System Data Management (TSDM) system which will incorporate the FDEs. Data collection to provide FDEs for state-maintained roads has occurred and was completed in October 2015.</p>	<p>Collect roadway data elements required to comply with MAP-21 guidance on State safety data systems, specifically the requirement to collect Fundamental Data Elements (FDE), which is a subset of Model Inventory of Roadway Elements (MIRE).</p>	<p>Increase the percentage of compliant MIRE Fundamental Data Elements (FDE) included in DeIDOT's Inventory for State Maintained Roadways.</p>				
			YEAR	ACTUAL	GOAL		
			June 2017	98% (50 of 51)	-		
			June 2018	98% (50 of 51)	100% (51 of 51)		
			<p>Increase the percentage of compliant MIRE Fundamental Data Elements (FDE) included in DeIDOT's Inventory for Non-State Maintained Roadways.</p>				
			YEAR	ACTUAL	GOAL		
			June 2017	25% (13 of 51)	-		
			June 2018	25% (13 of 51)	35% (18 of 51)		
			June 2019	-	45% (23 of 51)		
			June 2020	-	55% (28 of 51)		
			<p>Increase the percentage of compliant MIRE Fundamental Data Elements (FDE) attribute definitions included in DeIDOT's Inventory.</p>				
			YEAR	ACTUAL	GOAL		
			June 2017	78% (40 of 51)	-		
			June 2018	78% (40 of 51)	82% (42 of 51)		
			June 2019	-	86% (44 of 51)		
			June 2020	-	90% (46 of 51)		

TABLE 2 ROADWAY SYSTEM CONT.

QUALITY CATEGORY	STATUS/BASELINE/ DEFICIENCY	GOAL/ OBJECTIVE	PERFORMANCE MEASURE
Accuracy	The accuracy of the location of crash data on roadway files is within one-hundredth of a mile. The E-Crash locator tool allows officers to locate crashes in 1-ft increments, referenced from nearby intersections.		
Accessibility	Roadway inventory files are accessible to all DeIDOT staff via their Intranet via RIMS. Traffic count data is available to all users via DeIDOT's website.		
Data Integration	Roadway and partial crash data is stored by DeIDOT in both GIS and linear referencing systems allowing integration with other transportation data. INFORM, DeIDOT's GIS tool includes very few crash data fields, limiting its use for data analysis. The new locator tool contained within E-Crash generates both X, Y coordinates and milepoints, allowing for integration with all forms of transportation data.		

TABLE 3 DRIVER SYSTEM

QUALITY CATEGORY	STATUS/BASELINE/DEFICIENCY	GOAL/OBJECTIVE	PERFORMANCE MEASURE		
Timeliness	<p>The driver file is contained within DMV's Motor Vehicle Licensing System (MVALS) and is updated in real-time for driver licensing and control transactions. Conviction information is received electronically from DelJIS within 24 hours, but entry into the driver file is suspended for 5 days to minimize updates from changes that may occur within the first few days following adjudication.</p> <p>DMV has provided DelJIS with real-time access to the driver files to allow for queries and data analysis.</p>	<p>Decrease the amount of time required to perform queries and analysis of driver data contained in MVAL by creating a web-based application.</p>	Decrease the average time required to perform queries and analysis of driver data contained in MVALS.		
			YEAR	ACTUAL	GOAL
			2008	90 min	-
			2009	90 min	-
			2010	90 min	-
			2011	90 min	-
			2012	-	15 min
			PROJECT COMPLETE		
Consistency	<p>DMV's driver file meets all of the requirements of the Problem Driver Protection System (PDPS), Commercial Driver License Information System (CDLIS), and other applications of AAMVA.net.</p>				

TABLE 3 DRIVER SYSTEM

QUALITY CATEGORY	STATUS/BASELINE/DEFICIENCY	GOAL/OBJECTIVE	PERFORMANCE MEASURE		
Completeness	DMV's driver file contains all of the elements for all drivers. Crash information in E-Crash is not posted on the driver file.				
	Compliance with the Entry-Level Driver Training Requirements was not previously tracked.	Compliance with the Entry-Level Driver Training Requirements was not previously tracked.	Increase number of CDL drivers where the status of ELDT requirements is known.		
			YEAR	ACTUAL	GOAL
			June 8, 2020 – June 7, 2021	0	0
June 8, 2021 – June 7, 2022	178	178			
Accuracy	Accuracy of DMV's driver file is good. In the event of file updates which do not exclusively and fully match a record presumed to be on file, a "kick flag" triggers a manual search and match process to identify and correct any match failures.	Decrease the number of possible duplicate driver licenses that require a manual review to resolve the duplicate records.	Decrease the number of possible duplicate driver licenses that require a manual review to resolve the duplicate records.		
	YEAR		ACTUAL	GOAL	
	Apr 18 – Mar 19		6,077	-	
	Apr 19 – Mar 20		3,955	4,000	
			PROJECT COMPLETE		

TABLE 4 VEHICLE SYSTEM

QUALITY CATEGORY	STATUS/BASELINE/	GOAL/	PERFORMANCE MEASURE			
Accessibility	DMV's driver file is accessible online for authorized users, consistent with the requirements of the Driver Privacy Protection Act (DPPA).					
Data Integration	DMV's driver file is actively linked with the vehicle file and is updated online with DelJIS information from court adjudication. Law enforcement officers can access MVALS to auto-populate an E-Crash report with driver information. There is no system or process that link DMV's driver file to E-Crash data.					
Timeliness	<p>The vehicle file is contained within DMV's Motor Vehicle Licensing System (MVALS) and is updated and maintained in real-time.</p> <p>DMV has provided DelJIS with real-time access to the vehicle files to allow for queries and data analysis.</p>	<p>Decrease the amount of time required to perform queries and analysis of vehicle data contained in MVALS by creating a web-based application.</p>	Decrease the average time required to perform queries and analysis of vehicle data contained in MVALS.			
			YEAR	ACTUAL	GOAL	
			2008	90 min	-	
			2009	90 min	-	
			2010	90 min	-	
			2011	90 min	-	
			2012	-	15 min	
PROJECT COMPLETE						
Consistency	DMV's vehicle file contains all of the data content required for AAMVAnet support.					
Completeness	DMV's vehicle file contains all standard data elements. Data elements for vehicle color and tint waiver information are being added to the file.					

TABLE 4 VEHICLE SYSTEM CONT.

QUALITY CATEGORY	STATUS/BASELINE/ DEFICIENCY	GOAL/ OBJECTIVE	PERFORMANCE MEASURE
Accuracy	DMV uses the VINA program to enhance the accuracy of VINs. Data accuracy will be enhanced with the implementation of the National Motor Vehicle Title Information System (NMVTIS) program that is being implemented. This will allow DMV to verify title information from a national database of vehicle information.		
Accessibility	DMV's vehicle file information is accessible online for authorized users, consistent with the requirements of the Driver Privacy Protection Act (DPPA).		
Data Integration	DMV's vehicle file is actively linked with the driver file and is updated online with information on stolen vehicles. Law enforcement officers can access MVALS to auto-populate an E-Crash report with vehicle information.		

TABLE 5 ENFORCEMENT/ADJUDICATION SYSTEM

QUALITY CATEGORY	STATUS/BASELINE/ DEFICIENCY	GOAL/ OBJECTIVE	PERFORMANCE MEASURE				
Timeliness	<p>Courts are using the Criminal Justice Information System (CJIS) to follow cases from the point of filing through prosecution to disposition. Electronic citations are updated in the CJIS system real-time. Courts are submitting convictions electronically to DMV once a day.</p> <p>DeJIS developed an Automated Traffic Ticket module (E-Ticket) within the Law Enforcement Investigative Support System (LEISS) application to capture citation information electronically in the field. This has significantly improved the timeliness of data in the CJIS system.</p>	<p>Capture all citations using E-Ticket to improve the timeliness of citation data in CJIS.</p>	<p>Increase the timeliness of citation information in CJIS.</p>				
			YEAR	ACTUAL	GOAL		
			Prior Years	7.5 days	-		
			2007	5.4 days	-		
			2008	1.7 days	3 days		
			2009	0.2 days	1.5 days		
			PROJECT COMPLETE				
Consistency	<p>All law enforcement officers use a standardized electronic citation form. It contains data elements to identify the type of violation, location, date and time, the enforcement agency, and court of jurisdiction. DMV's vehicle file contains all of the data content required for AAMVAnet support.</p>						

TABLE 5 ENFORCEMENT/ADJUDICATION SYSTEM CONT.

QUALITY CATEGORY	STATUS/BASELINE/ DEFICIENCY	GOAL/ OBJECTIVE	PERFORMANCE MEASURE		
Completeness	CJIS contains information about enforcement charges and dispositions of the crash component DSP vehicles contain GPS equipment to electronically capture citation locations. In 2008, GPS equipment and modems were purchased for municipal police departments to allow citation locations to be captured electronically.	Increase number of citations with GPS coordinates to allow for accurate locating of citations.	Increase # of citations with GPS coordinates.		
			YEAR	ACTUAL	GOAL
			2007	0	-
			2008	67,059	10,000
			2009	90,339	75,000
PROJECT COMPLETE					
Accuracy	The CJIS case management application contains quality control procedures and edits to identify errors made by law enforcement officers and data entry personnel.				

TABLE 5 ENFORCEMENT/ADJUDICATION SYSTEM CONT.

QUALITY CATEGORY	STATUS/BASELINE/ DEFICIENCY	GOAL/ OBJECTIVE	PERFORMANCE MEASURE
Accessibility	<p>Information about statewide violations and convictions is accessible to all authorized users through CJIS. Law enforcement officers, prosecutors, and court personnel have access to complete information about a defendant's history regarding any other prior actions or cases that may be pending in another court's jurisdiction. The DELJIS COGNOS analysis tool allows all authorized users to create ad hoc reports from the CJIS traffic citations/ disposition file. COGNOS includes all incident information but lacks charge information.</p>	<p>Expand and upgrade COGNOS to include all traffic citation information (long range goal). [3]</p>	
	<p>DelJIS has a well-documented system for developers to understand the linkages used within the code; however, there is little documentation to show these linkages for review by data users and managers.</p> <p>DelJIS is currently developing a data dictionary.</p>	<p>Develop an accessible and user-friendly data dictionary available to all data collectors and users.</p>	<p>In accordance with NHTSA's Model Performance Measures, the following steps will be taken to assess this project:</p> <p>Identify the principal users of the data dictionary.</p> <p>Query the principal users to assess (a) their ability to obtain the data dictionary and (b) their satisfaction with the usefulness of the data dictionary.</p> <p>Document the method of data collection and the principal users' responses.</p>

TABLE 5 ENFORCEMENT/ADJUDICATION SYSTEM CONT.

QUALITY CATEGORY	STATUS/BASELINE/ DEFICIENCY	GOAL/ OBJECTIVE	PERFORMANCE MEASURE
Data Integration	The E-Crash system automatically links citation and crash data via the Complaint number, when applicable.		

TABLE 6 INJURY SURVEILLANCE SYSTEM

QUALITY CATEGORY	STATUS/BASELINE/ DEFICIENCY	GOAL/ OBJECTIVE	PERFORMANCE MEASURE		
Timeliness	<p>EMS providers previously reported all pre-hospital patient care reports to the state data repository using the Delaware Electronic EMS Data System (EDIN) within four hours from the time the unit is dispatched. Pre-hospital patient care reports were then faxed or delivered in paper format to the hospitals.</p> <p>DEMRS, which was implemented in May 2013 allows greater access to inputting data since it is web-based and accessible from any site where provider can access the Internet. It allows EMS providers to e-mail patient care reports to hospitals.</p>	Submit all EMS reports electronically to hospitals within 4 hours.	Increase % EMS reports sent electronically to hospitals within 4 hours of the patient arrival at the hospital.		
			YEAR	ACTUAL	GOAL
			2007	0%	-
			2008	0%	-
			2009	0%	-
			2010	0%	-
			2011	0%	-
			2012	0%	-
			2013	85%	60%
			2014	90%	90%
			PROJECT COMPLETE		

TABLE 6 INJURY SURVEILLANCE SYSTEM CONT.

QUALITY CATEGORY	STATUS/BASELINE/ DEFICIENCY	GOAL/ OBJECTIVE	PERFORMANCE MEASURE		
Timeliness	<p>Trauma patient care data are submitted electronically to the Delaware Trauma Registry (DTR) on a quarterly basis.</p> <p>All acute care hospitals submit UB92 patient data to the Delaware Health Statistics Center monthly.</p>				
Consistency	<p>EDIN includes a comprehensive pre-hospital patient care data dictionary that includes data elements from the NEMSIS Data Dictionary. EDIN includes 100% of the patient-care related NEMSIS fields but lacks some contact information fields.</p> <p>DEMRS, which was implemented in May 2013, includes all NEMSIS data elements.</p>	Expand EDIN to include all NEMSIS data elements.	Decrease # of missing NEMSIS data elements.		
			YEAR	ACTUAL	GOAL
			2011	30	-
			2012	30	-
			2013	0	-
PROJECT COMPLETE					

TABLE 6 INJURY SURVEILLANCE SYSTEM CONT.

QUALITY CATEGORY	STATUS/BASELINE/ DEFICIENCY	GOAL/ OBJECTIVE	PERFORMANCE MEASURE		
Consistency	<p>In the past, direct transfer of data from EDIN to NEMSIS not been feasible due to incompatible file formats; however, recent EDIN upgrades to PowerBuilder Version 10 will enable transfer of data to NEMSIS in XML format.</p>	Transfer data to NEMSIS in XML format.	Increase % EMS reports transferred to NEMSIS in XML format		
	<p>DEMRS, which was implemented in May 2013, allows for transfer of data to NEMSIS in XML format.</p>		YEAR	ACTUAL	GOAL
	<p>Changes to the Image Trend System have delayed the forwarding of data to NEMSIS. FY 2017 may be the first opportunity post implementation of changes.</p>		2012	0%	-
			2013	0%	60%
			2014	0%	90%
			2015	0%	90%
			2016	Not available	90%
	PROJECT COMPLETE				
Completeness	<p>All EMS providers are submitting data to the state data repository. There are penalties or punitive actions that may be levied against EMS providers not compliant with data reporting requirements. Incomplete records are rejected and not allowed to be appended to EDIN.</p>				
	<p>Pre-hospital patient care reports are currently faxed or delivered in paper format by EMS providers to the hospitals resulting in some incomplete data and/or missing records. A project is underway to allow EMS providers to e-mail patient care reports to hospitals.</p>				

TABLE 6 INJURY SURVEILLANCE SYSTEM CONT.

QUALITY CATEGORY	STATUS/BASELINE/ DEFICIENCY	GOAL/ OBJECTIVE	PERFORMANCE MEASURE			
Completeness	Hospital discharge information is provided only for patients who spent at least 24 hours as an inpatient but do not include patients who were released from the emergency room.					
Accuracy	<p>There are edit checks and validation processes performed on EMS data prior to inclusion in EDIN. Data quality reports are available to pre-hospital providers. DTR software has edit and logic checks that are performed prior to data submission.</p> <p>Pre-hospital patient care reports are not currently linked to dispatch data. A project is underway to develop a system to electronically populate patient care reports with dispatch data, thereby improving accuracy. Live XML feeds from CAD vendors are still needed.</p> <p>The vendor contract was signed and one County has data for testing presently underway.</p>	Electronically populate patient care reports with pre-hospital (dispatch) data.	Increase % of EMS reports electronically populated with dispatch data.			
			YEAR	ACTUAL	GOAL	
			2012	0%	-	
			2013	0%	-	
			2014	0%	60%	
			2015	-	75%	
			2016	Not available	75%	
PROJECT COMPLETE						

TABLE 6 INJURY SURVEILLANCE SYSTEM CONT.

QUALITY CATEGORY	STATUS/BASELINE/ DEFICIENCY	GOAL/ OBJECTIVE	PERFORMANCE MEASURE
Accessibility	<p>EMS pre-hospital provider transport activities are available upon request from the Delaware OEMS.</p> <p>Trauma patient care reports are submitted to the OEMS DTR and are available for aggregate statistical analysis and reports.</p> <p>The hospital in-patient data are available upon request in a public use file that contains a very limited number of variables with the crucial patient information removed leaving it limited for statistical data analysis. There is a comprehensive research file that may be obtained for statistical analysis, but the data request must be reviewed and must meet Internal Review Board requirements.</p>		
Data Integration	<p>The Delaware Crash Outcome Data Evaluation System (CODES) project combines crash, pre-hospital, and hospital discharge data. The combined data files are used for traffic safety and injury prevention activities.</p> <p>The CODES program no longer exists in Delaware.</p>		

- [1] Progress reported for December 28, 2009 – March 22, 2010.
- [2] no project has been selected for implementation to address this goal; therefore, no performance measure has been established.
- [3] No project has been selected for implementation to address this goal; therefore, no performance measure has been established.

QUANTITATIVE AND MEASURABLE IMPROVEMENT

See **page 84** for documentation of measurable progress.

GRANT APPLICATION REQUIREMENTS

- The State has a functioning traffic records coordinating committee that meets at least 3 times each year.
- The State has designated a TRCC coordinator.
- The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.
- Written description of the performance measure(s), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the annual grant application below and on the following pages.

PROGRESS REPORT

State: **Delaware**Report Date: **7/25/2023**Submitted by: **Dana Trone**

SYSTEM TO BE IMPACTED

Crash	Driver	Vehicle	Roadway	Citation/ Adjudication	EMS/Injury	Other
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PERFORMANCE AREA(S) TO BE IMPACTED

Accuracy	Timeliness	Completeness	Accessibility	Uniformity	Integration	Other
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PERFORMANCE MEASURE USED TO TRACK IMPROVEMENT(S)

Narrative Description of the Measure

Total number of active commercial driver license (CDL) holders cited for a crash while in a commercial motor vehicle (CMV); before and after the implementation of Entry Level Driver Training (ELDT).

IMPROVEMENT(S) ACHIEVED OR ANTICIPATED

Narrative of the Improvement(s)

Decrease the number of CDL holders cited for a crash while in a CMV after EDLT training was implemented.

SPECIFICATION OF HOW THE MEASURE IS CALCULATED / ESTIMATED

Narrative Description of Calculation / Estimation Method

The Division of Motor Vehicles' mainframe programmers pulled data

DATE AND BASELINE VALUE FOR THE MEASURE

7/1/2021 - 6/30/2022

Active Delaware CDL holders + completed ELDT + crash in a CMV = **0**

Active Delaware CDL holders + did not complete ELDT + crash in a CMV = **35**

Total = **35**

DATE AND CURRENT VALUE FOR THE MEASURE

7/1/2022 – 6/30/2023

Active Delaware CDL holders + completed ELDT + crash in a CMV = 2

Active Delaware CDL holders + did not complete ELDT + crash in a CMV = 21

Total = 23

The total number of crashes involving an active commercial driver license (CDL) holders decreased by 34% after implementation of ELDT.

DOCUMENTATION OF MEASURABLE PROGRESS

MONTH	# OF CRASHES IN A CMV WITHOUT ELDT	# OF CRASHES IN A CMV WITH ELDT	TOTAL
Jul-21	4	0	4
Aug-21	4	0	4
Sep-21	4	0	4
Oct-21	3	0	3
Nov-21	2	0	2
Dec-21	1	0	1
Jan-22	4	0	4
Feb-22**	2	0	2
Mar-22	4	0	4
Apr-22	3	0	3
May-22	2	0	2
Jun-22	2	0	2
Total During Baseline Period	35	0	35
Jul-22	1	0	1
Aug-22	4	0	4
Sept-22	4	0	4
Oct-22	4	0	4
Nov-22	2	0	2
Dec-22	1	0	1
Jan-23	0	1	1
Feb-23	0	0	0
Mar-23	0	0	0
Apr-23	0	1	1
May-23	0	0	0
Jun-23	5	0	5
Total During Performance Period	21	2	23
Percent Change			34%

** ELDT was implemented on February 7, 2022



405(d)

IMPAIRED DRIVING COUNTERMEASURES GRANT

THE STATE OF DELAWARE IS APPLYING FOR THE SECTION 405(D) GRANT

IMPAIRED DRIVING ASSURANCES

IMPAIRED DRIVING QUALIFICATION:

Mid-Range State

ASSURANCE:

The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

AUTHORITY TO OPERATE:

- Delaware OHS convened a statewide impaired driving prevention task force to work cohesively and comprehensively on impaired driving issues. The task force is chaired by Delaware's Impaired Driving Coordinator and includes representatives from multiple disciplines.
- Please see the summary of the selected projects in the executive summary, and the logic and reasoning behind each selection within the FY2023 - FY2025 Impaired Driving Prevention Strategic Plan.

IMPAIRED DRIVING TASK FORCE MEMBERSHIP

NAME	TITLE	AGENCY	DISCIPLINE
Barzilai Axelrod	Traffic Safety Resource Prosecutor	Department of Justice	Prosecution
Tamara Burton	Deputy Court Administrator	Court of Common Pleas New Castle County	Probation & Parole, Monitoring
Rick Cesta	Chief of Driver Services	Division of Motor Vehicles	Driver Licensing
Sharon Bryson	Director	Office of Highway Safety	Outreach
John Cordrey	Commissioner	Office of Alcoholic Beverage Control Commission	Retail Licensing and Violation Hearings
Hon. Carl Danberg	Chief Judge	Court of Common Pleas	Adjudication/Sentencing

Continued on the next page

NAME	TITLE	AGENCY	DISCIPLINE
Wesley Neeman	Sergeant	New Castle County Police	Enforcement
Stephanie Stachoni	DUI Services Coordinator	Division of Substance Abuse & Mental Health	Substance Abuse Education and Treatment, Public Health
Richard Klepner (Chair)	Deputy Director	Office of Highway Safety	Outreach
Paul Kuntzi	Lieutenant	Dover Police	Enforcement
Patrick McCloskey	Sergeant	University of Delaware Police	Enforcement
Scott Neidert	HSIP Manager	Department of Transportation	Engineering Solutions
Mildred Ortega	Prevention Specialist	Latin American Community Center	Outreach
Hon. Alexander Peterson, III	Judge	Justice of the Peace Court	Adjudication/Sentencing
Andrew Rubin	Lieutenant	Newark Police	Enforcement
John Sebastian	Deputy Chief	Department of Corrections	Probation & Parole, Monitoring
Lance Skinner	Lieutenant	Delaware State Police	Enforcement
Jessica Smith	Chief Forensic Toxicologist	Division of Forensic Science	DUI Blood Analysis
Terra Taylor	Director	Probation & Parole	Monitoring
Jana Tidwell	Manager	AAA	Public Education
Richard Urey	Director of Professional Services	Division of Substance Abuse & Mental Health	Education and Treatment, Public Health
VACANT	Senior Probation and Parole Officer	Probation & Parole	Monitoring
Greg Valentine	Director of Behavior Services	Delaware Psychiatric Center	Public Health
Jeff Van Horn	Chief of Traffic Operations	Department of Transportation	Engineering Solutions
Julie Willey	Director	Delaware State Police Crime Lab	Breath and Blood Analysis

Continued on the next page

NAME	TITLE	AGENCY	DISCIPLINE
Mark Windsor	Captain	Delaware State Police	Enforcement
John Yeomans	Chief	Division of Alcohol & Tobacco Enforcement	Prevention/Enforcement, Licensee Monitoring
Roy Bryant (DRE Coordinator)	Training/Education Administrator I	Office of Highway Safety	Enforcement/Training

DATE THAT THE STATEWIDE IMPAIRED DRIVING PLAN WAS APPROVED BY THE STATE'S TASK FORCE.

Date impaired driving plan approved by the task force: **9/1/2022**

STRATEGIC PLAN DETAILS

Please note the Delaware Impaired Driving Prevention Strategic Plan has been submitted separately. Continue to use the previously submitted plan: **New Plan**

THE FOLLOWING PROGRAM AREAS ARE ADDRESSED ON THE LISTED PAGES PROVIDED:

Communication program:	Pgs. 31-32
Criminal justice system:	Pgs. 23-30
Program evaluation and data:	Pg. 9-19, 35
Prevention:	Pgs. 20-22
Alcohol and other drug misuse, including screening, treatment, assessment, and rehabilitation:	Pgs. 33-35



405(e)

DISTRACTED DRIVING GRANT

THE STATE OF DELAWARE IS APPLYING FOR THE SECTION 405(E) GRANT

DISTRACTED DRIVING AWARENESS GRANT

The State provides sample distracted driving questions from the State's driver's license examination in the annual grant application below.

SAMPLE QUESTION:

Cell phones may be used while driving during the second 6 months of the GDL period. **(True/False)**

DISTRACTED DRIVING LAW GRANTS

PROHIBITION ON TEXTING WHILE DRIVING

The State's texting ban statute, prohibiting texting while driving and requiring a fine, was enacted on **6/28/2012** and last amended on **4/17/2018**, is in effect, and will be enforced during the fiscal year of the grant.

Legal Citations: <https://delcode.delaware.gov/title21/c041/sc09/index.html#4176C>

- Prohibition on texting while driving;
- Definition of covered wireless communication devices;
- Fine for an offense;
- Exemptions from texting ban.

PROHIBITION ON HANDHELD PHONE USE WHILE DRIVING

The State's handheld phone use ban statute, prohibiting a driver from holding a personal wireless communications device while driving and requiring a fine for violation of the law, was enacted on **6/28/2012** and last amended on **4/17/2018**, is in effect, and will be enforced during the fiscal year of the grant.

Legal Citations: <https://delcode.delaware.gov/title21/c041/sc09/index.html#4176C>

- Prohibition on handheld phone use;
- Definition of covered wireless communication devices;
- Fine for an offense;
- Exemptions from handheld phone use ban.

Continued on the next page

☑ PROHIBITION ON VIEWING DEVICES WHILE DRIVING

The State's viewing devices ban statute, prohibiting drivers from viewing a device while driving, was enacted on **6/28/2012** and last amended on **4/17/2018**, is in effect, and will be enforced during the fiscal year of the grant.

Legal Citations: <https://delcode.delaware.gov/title21/c041/sc09/index.html#4176C>

- Prohibition on viewing devices while driving;
- Definition of covered wireless communication devices;



405(f)

MOTORCYCLIST SAFETY GRANT

THE STATE OF DELAWARE IS APPLYING FOR THE SECTION 405(F) GRANT

MOTORCYCLE RIDER TRAINING COURSE

The name and organization of the head of the designated State authority over motorcyclist safety issues is Delaware Department of Transportation - Division of Motor Vehicles.

The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:

Motorcycle Safety Foundation Basic Rider Course

Below is a list of counties in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant AND number of registered motorcycles in each county according to official State motor vehicle records.

Motorcycle rider training courses will be conducted during FY2024 in Kent, Sussex and New Castle counties.

COUNTY	NUMBER OF REGISTERED MC
Kent	5,224
Sussex	7,080
New Castle	10,226
Total	22,530

USE OF FEES COLLECTED FROM MOTORCYCLISTS FOR MOTORCYCLE PROGRAMS

APPLYING AS A LAW STATE

The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs. Legal citation(s):

- [Delaware Code Online](#)
- [2219 Motorcycle Rider Education Courses Provided Requirements](#)

The State's law appropriating funds for FY 2024 demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs. Legal citation(s):

- [FY2024 State of Delaware Operating Budget \(page 46\)](#)



405(g)

NONMOTORIZED SAFETY GRANT

THE STATE OF DELAWARE IS APPLYING FOR THE SECTION 405(G) GRANT

NONMOTORIZED SAFETY GRANT

NHTSA has identified the state of Delaware as eligible because the State annual combined nonmotorized road user fatalities exceed 15 percent of the state's total annual crash fatalities based on the most recent calendar year final FARS data.

The list of project(s) and subrecipient(s) information that the State plans to conduct under this program is provided in the annual grant application on [pages 31 - 34](#).



405(h)

PREVENTING ROADSIDE DEATHS GRANT

THE STATE OF DELAWARE IS APPLYING FOR THE SECTION 405(H) GRANT

PREVENTING ROADSIDE DEATHS GRANT

The State's plan describing the method by which the State will use grant funds is provided in the annual grant application on [page 43](#).



405(i)

DRIVER AND OFFICER SAFETY GRANT

THE STATE OF DELAWARE IS APPLYING FOR THE SECTION 405(I)

DRIVER EDUCATION AND DRIVER SAFETY COURSES

APPLYING AS A LAW STATE

The State law requiring that driver education and driver safety courses include instruction and testing related to law enforcement practices during traffic stops was enacted on **8/1/2019** and last amended on **7/23/2018** is in effect, and will be enforced during the fiscal year of the grant.

Legal Citations: <https://delcode.delaware.gov/title21/c027/sc01/index.html#2713>

Section (e) (1)

(e) (1) In examining an application as required under subsection (a) of this section, the Department shall also examine an applicant regarding the applicant's knowledge related to traffic stops by a law-enforcement officer, including all of the following:

- a. An individual's constitutional and other legal rights during a traffic stop, including rights related to searches and seizures, to remain silent, and to an attorney.
- b. Laws regarding questioning and detention by a law-enforcement officer, including any laws requiring an individual to present proof of identity to a law-enforcement officer and the consequences for an individual's or officer's failure to comply with those laws.
- c. The role of a law-enforcement officer in general and during a traffic stop and the procedures a law-enforcement officer must follow during a traffic stop.
- d. How to interact with a law-enforcement officer during a traffic stop.
- e. How and where to file a complaint against or compliment on behalf of a law-enforcement officer.

(2) The Department shall include in its examination of an applicant at least 2 questions to test an applicant's knowledge related to traffic stops by a law-enforcement officer.

(3) The Department of Education, the Department, the Department of Justice, and the Office of Defense Services shall collaborate to produce information to educate an applicant related to traffic stops by a law-enforcement officer, and may consult with any interested parties from the public safety and transportation communities to produce this information.

Continued on the next page

- a. The information under this paragraph (e)(3) must include the topics contained in paragraph (e)(1) of this section.
 - b. The information produced under this paragraph (e)(3) may not be construed as legal advice in contravention of § 2504(2) or § 2515 of Title 29 and of § 4602 or § 4604 of Title 29.
- (4) The Department shall include the information produced under paragraph (e)(3) of this section in any document designed to educate an applicant on the rules for driving a motor vehicle in this State.



FY24-26 HSP AMENDMENTS

PAID MEDIA AND OUTREACH (MULTIPLE PRIORITY AREAS)

COUNTERMEASURE JUSTIFICATION:

Uniform Guidelines for State Highway Safety Programs 8.4, Communication Program.

PRIMARY COUNTER MEASURE STRATEGY: Communication and Outreach

IDENTIFIED PROBLEM: As traffic fatalities and serious injuries increase, it is imperative to create proactive and innovative traffic safety programs. Delaware, in cooperation with traffic safety partners and political subdivisions should have a comprehensive roadway safety program. Increased travel post-COVID 19 places increased demands on roadway users. Programs must be established to provide critical information, training, reduce administrative burdens on grantees, and create effective networks.

MEASURABLE TARGET LINKED TO COUNTERMEASURE STRATEGY: All Performance Measures

ESTIMATED THREE YEAR FUNDING ALLOCATION: \$900,000

FUNDING SOURCES: 402

CONSIDERATIONS FOR PROJECT FUNDING: Paid media campaigns paired with high visibility enforcement is a suggested countermeasure strategy within the Uniform Guidelines for State Highway Safety Programs. Projects selected within this countermeasure strategy will include programmatic efforts of multiple priority areas. Typical projects would include past efforts like Safe Family Holiday, ArriveAliveDE website, Ambassadors of Safety, AliveinDE video series among others. Communication Program projects should align with the countermeasure strategies within the FY 2020 – FY 2025 State Highway Safety Plan and FY 2023 – FY 2025 Impaired Driving Prevention Strategic Plan. Based on data analysis, problem identification, community engagement efforts, anticipated effectiveness, and the ability of the grantee to complete the project.

OHS works with state contracted vendors and stakeholders to develop a yearlong communication plan focusing on changing behaviors and attitudes towards impaired driving. Projects and programs will relate to educating on the dangers, laws, and attitudes on alcohol and drug impaired driving. Program and project proposals submitted must show an identified problem with clear data linkages, how the project will impact affected communities, how community engagement effected the planning process, and methods for evaluation.

PREVENTING ROADSIDE DEATHS

COUNTERMEASURE JUSTIFICATION:

Paid media campaigns paired with high visibility enforcement is a suggested countermeasure strategy that was selected from other programs Uniform Guidelines for State Highway Safety Programs.

Continued on the next page

PRIMARY COUNTER MEASURE STRATEGY: Communication and Outreach Program
IDENTIFIED PROBLEM: In 2022, 13 individuals (7.8%) were killed in or approaching a vehicle that was stopped on the side of the road.
MEASURABLE TARGET LINKED TO COUNTERMEASURE STRATEGY: Performance Plan Goal C-1, Performance Plan Goal C-2
ESTIMATED THREE YEAR FUNDING ALLOCATION: \$60,000
FUNDING SOURCES: 402, 405H (Pending NHTSA approval of grant application.)
<p>CONSIDERATIONS FOR PROJECT FUNDING: Paid media campaigns paired with high visibility enforcement is a suggested countermeasure strategy that was selected from other programs Uniform Guidelines for State Highway Safety Programs. In 2023, HB 92 updated Delaware’s Move Over law, now requiring all drivers to change lanes or reduce their speed while approaching a stationary vehicle displaying warning signals, including vehicle hazard warning lights, road flares, traffic cones, cautions signs, or any non-vehicular warning signs OHS will be implementing a communications and outreach program.</p> <p>Preventing Roadside Deaths projects align with the countermeasure strategies within the FY 2020 – FY 2025 State Highway Safety Plan, based on data analysis, problem identification, community engagement efforts, anticipated effectiveness, and the ability of the grantee to complete the project.</p> <p>OHS selects partners to participate in preventing roadside deaths projects for communication and outreach projects. The projects are based on internal data analysis to determine the appropriate times for the communication and outreach activities. Partners and law enforcement agencies may select to agree to participate as the parameters are presented, provide feedback or revisions of the project parameters to align their community needs, or decline to participate. Should agencies decline to participate, funds may be reallocated to those already participating.</p> <p>Partners may also submit project proposals to OHS based on their community needs or pilot innovative programs should data be provided stating the need. Project proposals submitted must show an identified problem with clear data linkages, how the project will impact affected communities, how community engagement effected the planning process, and methods for evaluation. Funding decisions will be based on the request from the agency, the availability of funds, and the agency’s past performance. The Office of Highway Safety will continue with these efforts to achieve or surpass the performance measure goals by FY 2026.</p>

PREVENTING ROADSIDE DEATHS

COUNTERMEASURE JUSTIFICATION: Paid media campaigns paired with high visibility enforcement is a suggested countermeasure strategy that was selected from other programs Uniform Guidelines for State Highway Safety Programs.
PRIMARY COUNTER MEASURE STRATEGY: High Visibility Patrols
IDENTIFIED PROBLEM: In 2022, 13 individuals (7.8%) were killed in or approaching a vehicle that was stopped on the side of the road.
MEASURABLE TARGET LINKED TO COUNTERMEASURE STRATEGY: Performance Plan Goal C-1, Performance Plan Goal C-2
ESTIMATED THREE YEAR FUNDING ALLOCATION: \$60,000

Continued on the next page

FUNDING SOURCES: 402, 405H (Pending NHTSA approval of grant application.)

CONSIDERATIONS FOR PROJECT FUNDING: High Visibility Enforcement is a proven countermeasure strategy that was selected from other programs Uniform Guidelines for State Highway Safety Programs. The anticipated funding allocation is based on the number of funds needed to complete the planned activities based on previous projects completed, or estimated expenses related to the planned activity. Preventing Roadside Deaths projects should align with the countermeasure strategies within the FY2020 – FY2025 State Highway Safety Plan based on data analysis, problem identification, community engagement efforts, anticipated effectiveness, and the ability of the grantee to complete the project.

OHS selects partners to participate in its annual enforcement plan. The enforcement plan is based on internal data analysis to determine the appropriate times for high visibility patrols. Agencies may select to agree to participate as the parameters are presented, provide feedback or revisions of the project parameters to align with their community needs, or decline to participate. Should agencies decline to participate, funds may be reallocated to those already participating.

Partners may also submit project proposals to OHS based on their community needs or pilot innovative programs should data be provided stating the need. Project proposals submitted must show an identified problem with clear data linkages, how the project will impact affected communities, how community engagement effected the planning process, and methods for evaluation. Funding decisions will be based on the request from the agency, the availability of funds, and the agency's past performance. The Office of Highway Safety will continue with these efforts to achieve or surpass the performance measure goals by FY 2026.



FY24 HIGHWAY SAFETY ANNUAL GRANT APPLICATION

