



John Carney, Governor
State of Delaware



Nathaniel McQueen, Jr., Secretary
Dept. of Safety and Homeland Security



Sharon Bryson, Director
Office of Highway Safety

FY25

HIGHWAY SAFETY

ANNUAL GRANT APPLICATION



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GRANT APPLICATIONS

Delaware's FY 2025 Annual Grant Application coordinates with the Triennial Highway Safety plan, data collection, and information systems with the State Strategic Highway Plan as defined in 23 U.S.C 148(a).

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 Motorcyclist Safety	Yes
405g Non-motorized Safety	Yes
405h Preventing Roadside Deaths	Yes
405i Driver and Officer Safety	No
1906 Racial Profiling Data Collection	No



PROGRAM AREA

COMPREHENSIVE TRAFFIC SAFETY PROGRAMS

FY25 CORPORATE PARTNERS PROGRAM

PRIMARY COUNTERMEASURE STRATEGY: Corporate Partners Communication Program

INTENDED SUB-RECIPIENTS: State Agency: OHS | State Agencies, Non-Profit Organizations, For-Profit Organizations, Law Enforcement Agencies: Various Sub-recipients

PLANNED ACTIVITY DESCRIPTION: OHS will fund communication efforts in support of the Corporate Partners program. Over 196 employers receive a monthly digital newsletter highlighting a specific priority area issue. 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)
OHOF25-01	\$15,000.00	FY2025, 402	CP-2025-OH-OF-10	N/A

FY25 NON-PRIORITY / MULTI-AREA SPECIFIC COMMUNICATIONS

PRIMARY COUNTERMEASURE STRATEGY: Non-Priority Area Communication Program

INTENDED SUB-RECIPIENTS: 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-priority and multi-area specific traffic safety issues. OHS will coordinate communication and outreach opportunities throughout the fiscal year and to coincide with appropriate timeframes for areas including but not limited to: Secure Your Load, Farm Equipment, Commercial Motor Vehicles and multiple priority areas. 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)
NEAP25-01	\$50,000.00	FY 2025, 402	PM-2025-NE-AP-10	N/A

FY25 HEATSTROKE AWARENESS

PRIMARY COUNTERMEASURE STRATEGY: Heatstroke/Unattended Passenger Education

INTENDED SUB-RECIPIENTS: State Agency: OHS | Marketing Vendor: Aloysius, Butler & Clark

PLANNED ACTIVITY DESCRIPTION: This project will provide public information and outreach in each of the three counties relating to the risks of heatstroke death when left unattended in a motor vehicle after the motor is deactivated. The goal is to reduce the incidence of vehicular heatstroke in passenger motor vehicles. Funds will be made available to carry out this section to pay for the development, production, and use of broadcast and print media advertising and internet-based outreach for the education campaign.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
HTSA25-01	\$6,000.00	FY2025, 402	UNATTD-2024-HT-SA-10	N/A

FY25 OCCUPANT PROTECTION/DISTRACTED DRIVING COMMUNICATIONS

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

INTENDED SUB-RECIPIENTS: 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 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)
OHCT25-01	\$75,000.00	FY2025, 402	PM-2025-OH-CT-10	N/A

FY25 FALL OCCUPANT PROTECTION/DISTRACTED DRIVING ENFORCEMENT

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

INTENDED SUB-RECIPIENTS: Law Enforcement Agencies: Bethany Beach Police, Blades Police, Bridgeville Police, Camden Police, Cheswold Police, Clayton Police, Dagsboro Police, Delaware City Police, DRBA, Delmar Police, Dewey Beach Police, Dover Police, Ellendale Police, Elsmere Police, Felton Police, Fenwick Island Police, Georgetown Police, Greenwood Police, Harrington Police, Frederica Police, Laurel Police, Lewes Police, Middletown Police, Milford Police, Millsboro Police, Milton Police, New Castle City Police, New Castle County Police, Newark Police, Newport Police, Ocean View Police, Rehoboth Beach Police, Seaford Police, Selbyville Police, Smyrna Police, South Bethany Police, Townsend Police, University of Delaware Police, Wilmington Police, Wyoming Police 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 40 municipal agencies and the Delaware State Police for a total of 161 patrols. This mobilization will occur October 1 – October 13, 2024. In following a data driven strategy and in accordance with patrol shifts to maximize options for agency participation, the patrols will run from 11 a.m. – 12 a.m.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
OHOS25-01	\$43,880.00	FY 2025, 402	PT-2025-OH-OS-10	N/A

FY25 SAFE FAMILY HOLIDAY OCCUPANT PROTECTION/DISTRACTED DRIVING

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

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

PLANNED ACTIVITY DESCRIPTION: Occupant Protection/Distracted Driving enforcement will be conducted as 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 16 – December 1, 2024. OHS will support funding to 39 municipal agencies and the Delaware State Police for a total of 155 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 a.m. – 12 a.m.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
OHOS25-02	\$41,700.00	FY 2025, 402	PT-2025-OH-OS-20	N/A

FY25 WINTER OCCUPANT PROTECTION/DISTRACTED DRIVING ENFORCEMENT

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

INTENDED SUB-RECIPIENTS: Law Enforcement Agencies: Bethany Beach Police, Blades Police, Bridgeville Police, Camden Police, Clayton Police, Dagsboro Police, Delmar Police, 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 County Police, Newark Police, Newport Police, Rehoboth Beach Police, Seaford Police, Selbyville Police, Smyrna Police, South Bethany Police, Townsend Police, University of Delaware Police, Wilmington Police, Wyoming Police and Delaware State Police.

PLANNED ACTIVITY DESCRIPTION: OHS will combine enforcement for Occupant Protection/Distracted Driving. This mobilization will occur January 26 – February 28, 2025. OHS will support funding to 32 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 a.m. – 12 a.m.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
OHOS25-03	\$39,180.00	FY 2025, 402	PT-2025-OH-OS-30	N/A

FY25 SUMMER OCCUPANT PROTECTION/DISTRACTED DRIVING ENFORCEMENT

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

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

PLANNED ACTIVITY DESCRIPTION: The summer months of May – August show an increase in crashes related to Occupant Protection/Distracted Driving. Enforcement is planned to be conducted during the summer months. This mobilization will occur July 17 – August 31, 2025. Additional funding is granted to Harrington Police during the Delaware State Fair to be held in July 2025, where attendance in 2023 reached 308,989 to support safe driving behavior during the event. OHS will support funding to 40 municipal agencies and the Delaware State Police for a total of 213 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 a.m. – 12 a.m.

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PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
OHOS25-04	\$57,340.00	FY 2025, 402	PT-2025-OH-OS-40	N/A

FY25 ELECTRONIC GRANTS MANAGEMENT SYSTEM

PRIMARY COUNTERMEASURE STRATEGY: Comprehensive Traffic Safety Program

INTENDED SUB-RECIPIENTS: 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 the Electronic Grant Management System. This system allows grant sub-recipients to conduct their transactions with OHS electronically. It also reduces paperwork and creates efficiencies for OHS and sub-recipients by streamlining processes and putting all files electronically in one system. Funds will be used for maintenance and licensing, and the establishment of new 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)
OHGS25-01	\$80,000.00	FY 2025, 402	CP-2025-OH-GS-01	N/A

FY25 END DISTRACTED DRIVING

PRIMARY COUNTERMEASURE STRATEGY: Comprehensive Traffic Safety Programs: Distracted Driving

INTENDED SUB-RECIPIENTS: State Agency: OHS | Casey Feldman Foundation

PLANNED ACTIVITY DESCRIPTION: Funding will support the delivery of science-based distracted driving presentations to Delaware teens in their schools. Data shows that in Delaware, between 2018 and 2022, there were 9,860 crashes, 90 serious injuries, and 25 fatalities involving distracted driving on our roadways. Nationally, according to NHTSA, nearly 32,483 people died in distraction-affected crashes over the ten-year period from 2011 to 2020. In 2020, there were 3,142 deaths linked to driver distraction, or 8% of all motor-vehicle crash fatalities. In 2023, the collaboration between EndDD.org and Delaware OHS, resulted in 1,775 teens seeing a presentation at 7 different schools with 23 presentations being given. An effort will be made to have high school students also read a K-2 distracted driving picture book in elementary schools to determine if doing so will positively affect students. The goal is to improve upon the number of students and presentations given the previous two years, aiming for at least 28 presentations.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
ENDD25-01	\$40,000.00	FY 2025, 402	DD-2025-EN-DD-10	N/A

FY25 OHS CONFERENCE/ROUNDTABLES

PRIMARY COUNTERMEASURE STRATEGY: Comprehensive Traffic Safety Program

INTENDED SUB-RECIPIENTS: State Agency: OHS | Other vendors as identified including venue, marketing costs, presenter expenses, etc.

PLANNED ACTIVITY DESCRIPTION: OHS will plan to host a highway safety conference and/or focused roundtables in FY 2025 to provide law enforcement and other safety partners with current, relevant training and informational opportunities. The Highway Safety Conference will feature key experts in the field of highway safety providing current information, data, and best practices to further enhance the efforts of the highway safety program in Delaware. The focused roundtables will be topic specific, one example would be reaching underserved communities with critical highway safety messages or identifying and reaching vulnerable populations in Delaware. These roundtables will allow for a more granular discussion on key issues and challenges in highway safety thus resulting in a better understanding. The goal will be to explore topics in greater detail allowing for the development of stronger outreach for all partners.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
OHBB25-01	\$150,000.00	FY 2025, 402	CP-2025-OH-BB-01	N/A

FY25 SAFE SYSTEM - POST CRASH CARE

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

INTENDED SUB-RECIPIENTS: State Agency: OHS | Law Enforcement: Delaware State Police, other law enforcement agencies as identified and other sub-recipients as identified

PLANNED ACTIVITY DESCRIPTION: OHS will set aside funds to allow first responders to improve practices related to serious crash response. Activities may include training, equipment updates, or other measures needed to improve practices. Sub-recipients 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)
CRUS25-01	\$60,000.00	FY 2025, 402	RS-2025-CR-US-01	N/A

FY25 HIGHWAY SAFETY STAFFING

PRIMARY COUNTERMEASURE STRATEGY: Highway Safety Staffing

INTENDED SUB-RECIPIENTS: 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, motorcyclist 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.
- Community Relations Officer: 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)
OHCD25-01	\$104,000.00	FY 2025, 402	CP-2025-OH-CD-01	N/A
OCHO25-01	\$47,000.00	FY 2025, 402	CP-2025-OC-HO-01	N/A
OHCP25-01	\$ 96,000.00	FY 2025, 402	CP-2025-OH-CP-01	N/A
OHCM25-01	\$91,000.00	FY 2025, 402	CP-2025-OH-CM-01	N/A
TSOC25-01	\$71,000.00	FY 2025, 402	CP-2025-TS-OC-01	N/A
PSSA25-01	\$30,000.00	FY 2025, 402	CP-2025-PS-SA-01	N/A

FY25 402 ANTICIPATED PROJECTS

PRIMARY COUNTERMEASURE STRATEGY: Anticipated Projects

INTENDED SUB-RECIPIENTS: 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

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
OHPP25-01	\$1,000,000.00	FY 2025, 402	CP-2025-OH-PP-01	N/A

FY25 ARRIVEALIVEDE.COM

PRIMARY COUNTERMEASURE STRATEGY: Communication Program

INTENDED SUB-RECIPIENTS: 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 on highway safety related behaviors. Funds will be used to support the website through content creation, maintenance, and engineering costs. The website focus is in each county.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
OHWS25-01	\$25,000.00	FY 2025, 402	PM-2025-OH-WS-01	N/A
OHWX25-01	\$150,000.00	FY 2025, 402 SUP	PM-2025-OH-WX-01	N/A

FY25 AMBASSADORS OF SAFETY VIDEOS

PRIMARY COUNTERMEASURE STRATEGY: Communication Program

INTENDED SUB-RECIPIENTS: 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 2025. OHS also accepts nominations from the community to highlight traffic safety efforts.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
OHVD25-01	\$120,000.00	FY 2025, 402	RS-2025-OH-VD-01	N/A

FY25 ALIVE IN DE VIDEO SERIES

PRIMARY COUNTERMEASURE STRATEGY: Communication Program

INTENDED SUB-RECIPIENTS: State Agency: OHS | State Contractual Vendor: Deardorff & Associates

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 who visit their establishment.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
ALIV25-01	\$40,000.00	FY 2025, 402	PM-2025-AL-IV-01	N/A

FY25 OHS TOWN HALL/FOCUS GROUP SERIES

PRIMARY COUNTERMEASURE STRATEGY: Communication Program

INTENDED SUB-RECIPIENTS: State Agency: OHS | State Contractual Vendor: Aloysius Butler & Clark, Deardorff & Associates

PLANNED ACTIVITY DESCRIPTION: OHS will collaborate with partners to create meaningful community engagement activities. OHS will organize a community engagement tour to reach areas and communities most affected by unsafe roadway behaviors. The feedback gathered during these sessions will shape programmatic efforts in the 3HSP period. The activities will involve holding at least one town hall or listening session in each county, along with specific focus groups targeting over-represented and underserved communities outlined in the 3HSP. Additional expenses include promoting these events, reaching out to potential partners, and covering various facility costs.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
TNHL25-01	\$80,000.00	FY 2025, 402	CP-2025-TN-HL-01	N/A



PROGRAM AREA

DISTRACTED DRIVING

FY25 APRIL DISTRACTED DRIVING ENFORCEMENT

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

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

PLANNED ACTIVITY DESCRIPTION: OHS will support Distracted Driving specific high visibility enforcement in April in support of National Distracted Driving Month. OHS will offer additional shifts for officers to cite and educate the public about cell phone distracted driving. OHS will support funding to 38 municipal agencies and the Delaware State Police for a total of 195 patrols. 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 a.m. – 7:00 p.m. This mobilization will take place April 1 – 30, 2025. 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 2025.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
OHDA25-01	\$59,440.00	FY 2024, 405e	M8DDLE-2025-OH-DA-10	N/A
OHDB25-01	\$60,000.00	FY 2025, 405e	M8DDLE-2025-OH-DB-10	N/A

FY25 DISTRACTED DRIVING COMMUNICATIONS

PRIMARY COUNTERMEASURE STRATEGY: Distracted Driving Communications and Outreach

INTENDED SUB-RECIPIENTS: 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 cell phone distracted driving. 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 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)
PMDD25-01	\$6,500.00	FY2024, 405e	B8APE-2025-PM-DD-10	N/A
PMDE25-01	\$50,000.00	FY2025, 405e	B8APE-2025-PM-DE-10	N/A
PMDZ25-01	\$15,500.00	FY2024, 405eSUP	B8APE-2025-PM-DZ-10	N/A
PMDY25-01	\$15,500.00	FY2025, 405eSUP	B8APE-2025-PM-DY-10	N/A

FY25 DISTRACTED DRIVING ANTICIPATED PROJECTS

PRIMARY COUNTERMEASURE STRATEGY: Not Applicable

INTENDED SUB-RECIPIENTS: State Agency: OHS, Various Sub-recipients

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)
AFDD25-01	\$122,973.27	FY2024, 405e	B8AX-2025-AF-DD-10	N/A
AFDE25-01	\$122,478.39	FY2025, 405e	B8AX-2025-AF-DE-10	N/A



PROGRAM AREA

DRIVERS AGED 20 & YOUNGER (TEEN DRIVERS)

FY25 TEEN DRIVER COMMUNICATIONS

PRIMARY COUNTERMEASURE STRATEGY: Driver Education Communication Program

INTENDED SUB-RECIPIENTS: 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 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)
TEDR25-01	\$85,000.00	FY 2025, 402	PM-2025-TE-DR-10	N/A

FY25 TEEN DRIVER TASK FORCE SUPPORT

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

INTENDED SUB-RECIPIENTS: 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 increased crashes. Several task force members have mentioned including a teen member on the task force. This will be important to support the target demographic and increasing peer-to-peer involvement. Representation of members will include 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)
TDTF25-01	\$15,000.00	FY 2025, 402	DE-2025-TD-TF-10	N/A

FY25 GRADUATED DRIVER'S LICENSE PARENT ORIENTATION PROGRAM

PRIMARY COUNTERMEASURE STRATEGY: GDL Parent Orientation Program: Driver Education

INTENDED SUB-RECIPIENTS: State Agency: OHS | Marketing Vendor: Deardorff and Associates

PLANNED ACTIVITY DESCRIPTION: OHS will develop and implement 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 each county.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
TGDP25-01	\$100,000.00	FY 2025, 402	TSP-2025-TG-DP-10	N/A



PROGRAM AREA

IMPAIRED DRIVING

FY25 OCTOBER DUI PATROLS

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

INTENDED SUB-RECIPIENTS: State Agency: OHS | Law Enforcement Agencies: Camden Police, Clayton Police, Dagsboro Police, Delmar Police, Dover Police, Fenwick Island Police, Harrington Police, Middletown Police, Milford Police, Millsboro Police, New Castle City Police, New Castle County Police, Newark Police, Rehoboth Beach Police, Seaford Police, Smyrna Police, University of Delaware Police, Wilmington Police, and 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 in each county 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 p.m. – 3 a.m. This mobilization is scheduled to occur October 11, 2024 – October 31, 2024. A portion of patrols will be scheduled for noted weekends of increased drinking; Columbus Day Weekend (10/11 – 10/14) and Halloween Weekend (10/25 – 10/31).

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
ACAE25-05	\$63,930.00	FY 2023, 154	ENF_AL-2025-AC-AE-05	No
ENFA25-01	\$26,880.00	FY 2024, 405D Low	FDLHVE-2025-EN-FA-01	No

FY25 SAFE FAMILY HOLIDAY DUI PATROLS

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

INTENDED SUB-RECIPIENTS: State Agency: OHS | Law Enforcement Agencies: Camden Police, Clayton Police, Dagsboro Police, Delmar Police, Dover Police, Felton Police, Harrington Police, Middletown Police, Milford Police, Millsboro Police, Milton Police, New Castle City Police, New Castle County Police, Newark Police, Rehoboth Beach Police, Seaford Police, Selbyville Police, Smyrna Police, Townsend Police, Wilmington Police, and Delaware State Police

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PLANNED ACTIVITY DESCRIPTION: Crash data indicates November and December continue to show high DUI crash rates. Funds will be provided to law enforcement agencies in each county 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 p.m. – 3 a.m. This mobilization is scheduled to occur November 27, 2024 – January 1, 2025. A portion of patrols will be scheduled for noted weekends of increased drinking; Thanksgiving (11/27 - 12/02) and New Years (12/27 - 1/1).

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
ACAE25-06	\$67,640.00	FY 2023, 154	ENF_AL-2025-AC-AE-06	No
ENFA25-02	\$26,880.00	FY 2024, 405D Low	FDLHVE-2025-EN-FA-02	No

FY25 DECEMBER CHECKPOINT

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

INTENDED SUB-RECIPIENTS: 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 DUI checkpoints. This checkpoint will be used to support DUI enforcement 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 p.m. – 2 a.m. Locations are selected by Delaware State Police adhering to their standard operating procedure policies. This checkpoint is scheduled to occur December 28, 2024.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
CHPT25-01	\$30,000.00	FY 2023, 154	ENF_AL-2025-CH-PT-01	No
ENFA25-03	\$15,000.00	FY 2024, 405D Low	FDLHVE-2025-EN-FA-03	No

FY25 FEBRUARY/MARCH DUI PATROLS

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

INTENDED SUB-RECIPIENTS: State Agency: OHS | Law Enforcement Agencies: Clayton Police, Dagsboro Police, Delmar Police, Dover Police, Harrington Police, Middletown Police, Milford Police, New Castle City Police, Newark Police, Newport Police, Seaford Police, Smyrna Police, Wilmington Police, and Delaware State Police

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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 in each county 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 p.m. – 3 a.m. This mobilization is scheduled to occur February 7 – March 17, 2025. A portion of patrols will be scheduled for noted weekends of increased drinking; Super Bowl (2/7 - 2/10) and St. Patrick's Day (3/17/25).

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
ACAE25-07	\$58,740.00	FY 2023, 154	ENF_AL-2025-AC-AE-07	No
ENFA25-04	\$26,880.00	FY 2024, 405D Low	FDLHVE-2025-EN-FA-04	No

FY25 APRIL 4/20 DRE PATROLS

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

INTENDED SUB-RECIPIENTS: State Agency: OHS | Law enforcement agencies will be selected shortly before the date of the event. This will be based on availability.

PLANNED ACTIVITY DESCRIPTION: The Office of Highway Safety will partner with law enforcement in each county for 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 of 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 and ARIDE trained officers will work overtime hours on the weekend of April 20, 2025. Officers will be enforcing impaired driving from 2 p.m. - 2 a.m. 4/20 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 successful FY 2023 and 2024 pilot projects that resulted in several proactive investigations.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
DREA25-02	\$60,000.00	FY 2024, 405D Low	FDLHVE-2025-DR-EA-02	No
DCAE25-01	\$30,000.00	FY 2023, 154	FDLHVE-2025-DC-AE-01	No

FY25 MEMORIAL DAY WEEKEND CHECKPOINT

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

INTENDED SUB-RECIPIENTS: State Agency: OHS | Law enforcement agencies will be selected shortly before checkpoint based on availability.

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PLANNED ACTIVITY DESCRIPTION: OHS will partner with law enforcement to plan DUI checkpoints in 2025. 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 p.m. – 2 a.m. Locations are selected by Delaware State Police adhering to their standard operating procedure policies. This checkpoint is scheduled to occur 5/23/2025.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
CHPT25-02	\$30,000.00	FY 2023, 154	ENF_AL-2025-CH-PT-02	No
ENFA25-05	\$15,000.00	FY 2024, 405D Low	FDLHVE-2025-EN-FA-05	No

FY25 SUMMER DUI PATROLS

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

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

PLANNED ACTIVITY DESCRIPTION: Crash data shows that summer months continue to trend with higher frequencies of impaired driving crashes. Funds will be provided to law enforcement agencies in each county 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 p.m. – 3 a.m. This mobilization is scheduled to occur May 23 – July 8, 2025. A portion of patrols will be scheduled for noted weekends of increased drinking; Memorial Day weekend (5/23 - 5/27) and July 4th (7/4-7/8).

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
ACAE25-08	\$68,730.00	FY 2023, 154	ENF_AL-2025-AC-AE-08	No
ENFA25-06	\$26,880.00	FY 2024, 405D Low	FDLHVE-2025-EN-FA-06	No

FY25 DRIVE SOBER OR GET PULLED OVER PATROLS

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

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

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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 p.m. – 3 a.m. This mobilization is scheduled to occur August 15 – September 5, 2025. Extra patrols will be scheduled for Labor Day (9/5/2025) weekend due to increased DUI's.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
ACAE25-09	\$56,760.00	FY 2023, 154	ENF_AL-2025-AC-AE-09	No
ENFA25-07	\$20,160.00	FY 2024, 405D	FDLHVE-2025-EN-FA-07	No

FY25 DRIVE SOBER OR GET PULLED OVER CHECKPOINT

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

INTENDED SUB-RECIPIENTS: 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 DUI checkpoints in 2025. 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 p.m – 2 a.m. Locations are selected by Delaware State Police adhering to their standard operating procedure policies. This checkpoint is scheduled to occur on 9/5/2025.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
CHPT25-03	\$30,000.00	FY 2023, 154	ENF_AL-2025-CH-PT-03	No
ENFA25-08	\$15,000.00	FY 2024, 405D Low	FDLHVE-2025-EN-FA-08	No

FY25 DUI ALCOHOL PAID MEDIA

PRIMARY COUNTERMEASURE STRATEGY: Communications Campaign

INTENDED SUB-RECIPIENTS: State Agency: OHS | State Approved Vendor: Aloysius, Butler, & Clark; Deardorff & Associates

PLANNED ACTIVITY DESCRIPTION: OHS will work with contracted marketing partners to educate the appropriate demographic 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 engagement efforts and data analysis. Paid media efforts will be conducted in each county with an emphasis on areas of enforcement and crash clusters.

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PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
EAPZ25-01	\$50,000.00	FY 2022, 405D SUP Mid	M5PEM-2025-EA-PZ-01	No
EAPQ25-01	\$25,868.80	FY 2022, 405D Mid	FDLPEM-2025-EA-PQ-01	No
EAPY25-01	\$62,895.68	FY 2023, 405D SUP Low	FDLPEM-2025-EA-PY-01	No
EAPP25-01	\$400,000.00	FY 2023, 405D Low	FDLPEM-2025-EA-PP-01	No
EAPQ25-01	\$500,000.00	FY 2024, 405D Mid	FDLPEM-2025-EA-PQ-01	No
EAPX25-01	\$88,541.00	FY 2024, 405D SUP Mid	FDLPEM-2025-EA-PX-01	No
EAPR25-01	\$1,000.00	FY 2025 405D Mid	FDLPEM-2025-EA-PR-01	No
EAPW25-01	\$1,000.00	FY 2025 405D SUP Mid	FDLPEM-2025-EA-PW-01	No
DAPO25-01	\$440,492.79	FY 2022, 154	154PM-2025-DA-PQ-01	No
DAPR25-01	\$450,000.00	FY 2023, 154	154PM-2025-DA-PR-01	No
DAPS25-01	\$1,000.00	FY 2024, 154	154PM-2025-DA-PS-01	No
DAPT25-01	\$1,000.00	FY 2025, 154	154PM-2025-DA-PT-01	No

FY25 DUI DRUG PAID MEDIA

PRIMARY COUNTERMEASURE STRATEGY: Communications Campaign

INTENDED SUB-RECIPIENTS: State Agency: OHS | State Approved Vendor: Aloysius, Butler, & Clark; Deardorff & Associates

PLANNED ACTIVITY DESCRIPTION: OHS will work with contracted marketing partners to educate the appropriate demographic 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 engagement efforts and data analysis. Paid media efforts will be conducted in each county with an 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)
DRUF25-01	\$400,000.00	FY 2024, 405D Mid	M5PEM-2025-DR-UF-01	No
DRUG25-01	\$1,000.00	FY 2025, 405D Mid	M5PEM-2025-DR-UG-01	No

FY25 DRUG RECOGNITION EXPERT (DRE) PROGRAM

PRIMARY COUNTERMEASURE STRATEGY: Drug Recognition Expert Program

INTENDED SUB-RECIPIENTS: State Agency: OHS | Law Enforcement Agencies: Clayton Police, Dagsboro Police, DNREC-Natural Resources Police, Division of Alcohol and Tobacco Enforcement, Delaware River and Bay Authority Police, Delaware State Police, Dover Police, Laurel Police, Milford Police, Milton Police, New Castle City Police, New Castle County Police, Newark Police, Ocean View Police, Smyrna Police, University of Delaware Police, Wilmington Police and any Law Enforcement agency that will join the program

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, to include staffing coverage lost due to officers attending training, all associated equipment that assists with training and enforcement evaluations, DRE tablets and licensing fees for the ITSMR DRE database, and other administrative costs, overtime costs for callouts to conduct evaluations, and replacement of equipment. Costs associated with membership to the IACP DRE section for selected DRE's.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
ADAF25-01	\$200,000.00	FY 2023, 405D	M50T-2025-AD-AF-01	No

FY25 IMPAIRED DRIVING ENFORCEMENT EQUIPMENT

PRIMARY COUNTERMEASURE STRATEGY: Impaired Driving Enforcement Equipment

INTENDED SUB-RECIPIENTS: 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, and the maintenance of the equipment. This includes preliminary breath tests (PBTs), cylinders for PBT calibrations, blood draw kits, intoxilyzers, oral fluid machines, passive alcohol sensor flashlights and other items or 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 include signage, cones, lights, and/or vests. Equipment for the DSP Crime Lab and Division of Forensic Sciences that 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)
ENES25-01	\$30,000.00	FY 2022, 154	TOX_AL-2025-EN-ES-01	No
EAQD25-01	\$50,000.00	FY 2023, 405D	FDLBAC-2025-EA-QD-01	No

FY25 DUI COURT SUPPORT

PRIMARY COUNTERMEASURE STRATEGY: DUI Court

INTENDED SUB-RECIPIENTS: 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 countermeasure 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 training, or other costs as identified. Project efforts will be completed in each county as appropriate.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
ECRB25-01	\$50,000.00	FY 2022, 154	DUI_AL-2025-EC-RB-01	No

FY25 DUI COURTS – MONITORING DEVICES

PRIMARY COUNTERMEASURE STRATEGY: DUI Court

INTENDED SUB-RECIPIENTS: 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)
TADH25-01	\$90,000.00	FY 2022, 154	DUI_AL-2025-TA-DH-01	No

FY25 IMPAIRED DRIVING TRAVEL/TRAINING

PRIMARY COUNTERMEASURE STRATEGY: Impaired Driving Travel/Training

INTENDED SUB-RECIPIENTS: State Agency: OHS | Law Enforcement Agencies will be determined as requested. Other associated state vendors.

PLANNED ACTIVITY DESCRIPTION: Funds are set aside to allow OHS to support impaired driving training and travel. Funding of costs to include travel, lodging and registration expenses for impaired driving conferences, seminars, and similar events. Projects may include but are not limited to:

- Annual IPTM symposium in Orlando, Florida
 - 4 days of training
 - 2 days of travel
- Annual IACP IDTS Conference in Chicago, Illinois
 - 3 days of training
 - 1 day extra for Assistant and State Coordinator
 - 2 days of travel
- Breath and blood alcohol testing courses for the Delaware State Police Crime Lab
- Training materials for SFST, ARIDE, DRE section member group. This will include the instructor’s development training and materials for each listed course.
- Travel and related expenses for instructors from other states to assist with training when the need arises.
- Funds to purchase membership to the IACP DRE section member group. This will be for identified DRE’s that are in a leadership type position. Such as the agency coordinator, the assistant State coordinator, and the State coordinator.
- 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)
EDAJ25-01	\$75,000.00	FY 2023, 405D Low	FDLDATR-2025-ED-AJ-01	No

FY25 SAFE ALCOHOL SERVICE EVENTS AND COURSE UPDATES

PRIMARY COUNTERMEASURE STRATEGY: Impaired Driving Related Training

INTENDED SUB-RECIPIENTS: State Agency: OHS, DATE | Non-Profit: Delaware Restaurant Association, others as determined.

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 in-person/online events to train and educate servers on practices related to selling alcoholic beverages in a responsible manner. 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.

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PROMISED PROJECT: No				
PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
SERA25-01	\$60,000.00	FY 2022, 154	NLET_AL-2025-SE-RA-01	No

FY25 TRAFFIC SAFETY RESOURCE PROSECUTOR PROGRAM

PRIMARY COUNTERMEASURE STRATEGY: Traffic Safety Resource Prosecutor Program

INTENDED SUB-RECIPIENTS: 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) services each county. Further, there are two paralegal positions (one full-time and one casual/seasonal) to assist with all the TSRP responsibilities and initiatives. To reduce and assess fatal crashes, the TSRP is responsible for oversight of the prosecution of vehicular crimes (including 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 the 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 in each county. 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)
TSRE25-01	\$200,000.00	FY 2022, 405D Mid	M50T-2025-TS-RE-01	No
TSRF25-01	\$200,000.00	FY 2023, 405D Low	M60T-2025-TS-RF-01	No

FY25 STATE DRE/IMPAIRED DRIVING TRAINING COORDINATOR

PRIMARY COUNTERMEASURE STRATEGY: Highway Safety Staffing

INTENDED SUB-RECIPIENTS: State Agency: OHS

PLANNED ACTIVITY DESCRIPTION: This position will act as the State DRE Coordinator and is responsible for ensuring the international standards of the Drug and Evaluation and Classification Program are followed. The position will oversee the Drug Recognition Expert, Advanced Roadside Impaired Driving Enforcement, and Standardized Field Sobriety Testing training, certification, and re-certification procedures of the programs. This position will assist in establishing policy and procedure for agencies that have DRE's on staff. The DRE coordinator will be the liaison between OHS and the International Association of Chiefs of Police. The position will provide support to all training academies statewide regarding impaired driving related training. The position will also assist with community related training, such as Employee Drug Impaired Training, Drug Impaired Training for Educational Professionals and community related events and activities, such as driver's education teachers, school nurses and students. Additional responsibilities will be assigned as necessary.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
COOA25-01	\$100,000.00	FY 2022, 405D Mid	M60T-2025-CO-0A-01	No

FY25 IMPAIRED DRIVING PREVENTION TASK FORCE SUPPORT

PRIMARY COUNTERMEASURE STRATEGY: Impaired Driving Strategic Plan Implementation

INTENDED SUB-RECIPIENTS: 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, and other duties.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
IDSB25-01	\$15,000.00	FY 2023, 405D Low	M60T-2025-ID-SB-01	No

FY25 MADD DELAWARE PROGRAM SPECIALIST

PRIMARY COUNTERMEASURE STRATEGY: Alcohol Problem Assessment and Prevention

INTENDED SUB-RECIPIENTS: State Agency: OHS | Non-Profit: Mothers Against Drunk Drivers (MADD)

PLANNED ACTIVITY DESCRIPTION: Funding would be provided for a full-time Program Specialist position for 32 hours a week to reach the set goals and objectives regarding underage drinking, substance use prevention, and community awareness. MADD programs will be implemented across the state of Delaware with the following objectives: to reduce drunk driving incidents by educating youth to prevent underage drinking and substance abuse; influence youth and parenting behaviors to prevent underage drinking and its dangerous consequences; uphold the 21 minimum drinking age law; and involve new community partners as advocates of MADD's mission. MADD Delaware will collaborate with local community and local coalitions, community-based youth service departments, schools and parent support groups, PTA and sports groups, guidance departments and school resource officers, driver education schools, and law enforcement officials and agencies to present MADD's Power of Parents®, Power of You(th)®, Power of Me!, and "Promposal" presentations, and coordinate community-based material distribution events (both in person and virtually) during orientations, community and school event forums, community-sponsored events and conferences, and training in each county.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
MADD25-01	\$100,000.00	FY 2024, 405D Low	M60T-2025-MA-DD-10	No

FY25 MADD DELAWARE AWARDS LUNCHEON

PRIMARY COUNTERMEASURE STRATEGY: Alcohol Problem Assessment and Prevention

INTENDED SUB-RECIPIENTS: State Agency: OHS | Non-Profit: Mothers Against Drunk Drivers (MADD)

PLANNED ACTIVITY DESCRIPTION: Funding would be provided to support the MADD DUI awards luncheon. These awards recognize top law enforcement officers for their dedication to reducing impaired driving. It is important to recognize those who provide efforts to decrease those fatalities and injuries. Awards would be based on the officer's arrest history of impaired operators. There will be additional awards for leadership and education. Funds will be allocated to pay for the venue fees and other administrative services that are provided for hosting. The luncheon is tentatively scheduled for 11/14/2024 at the Hyatt Place in Dewey Beach, Delaware.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
MADD25-03	\$30,000.00	FY 2024, 405D Low	M60T-2025-MA-DD-30	No



PROGRAM AREA

MOTORCYCLIST SAFETY

FY25 MOTORCYCLIST SAFETY COMMUNICATIONS

PRIMARY COUNTERMEASURE STRATEGY: Motorcyclist Safety Communications and Outreach

INTENDED SUB-RECIPIENTS: 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 Safety 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)
OHMM25-01	\$100,000.00	FY 2025, 402	PM-2025-OH-MM-10	N/A
MCPF25-01	\$5,533.63	FY 2023, 405f	M11A-2025-MC-PF-10	N/A
MCPG25-01	\$43,713.90	FY 2024, 405f	M11A-2025-MC-PG-10	N/A
MCPX25-01	\$2,720.52	FY 2024, 405f SUP	M11A-2025-MC-PX-10	N/A
MCPH25-01	\$43,713.90	FY 2025, 405f	M11A-2025-MC-PH-10	N/A
MCPW25-01	\$2,720.52	FY 2025, 405f	M11A-2025-MC-PW-10	N/A

FY25 DELMARVA BIKE WEEK ENFORCEMENT (09/10/2025 – 09/14/2025)

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

INTENDED SUB-RECIPIENTS: 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 Police, and 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 a.m. – 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)
OHMB25-01	\$11,880.00	FY 2025, 402	MC-2025-OH-MB-10	N/A



PROGRAM AREA

NON-MOTORIZED (PEDESTRIANS AND BICYCLISTS)

FY25 NON-MOTORIZED SAFETY COMMUNICATIONS

PRIMARY COUNTERMEASURE STRATEGY: Non-Motorized Communications and Outreach

INTENDED SUB-RECIPIENTS: 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 for 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 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)
OHPM25-01	\$150,000.00	FY 2025, 402	PM-2025-OH-PM-10	N/A
PEDT24-01	\$73,722.00	FY 2024, 405g	BGPE-2025-PE-DT-10	N/A
PEDX25-01	\$12,662.87	FY 2024, 405g SUP	BGPE-2025-PE-DX-10	N/A
PEDU25-01	\$178,038.96	FY 2025, 405g	BGPE-2025-PE-DU-10	N/A
PEDY25-01	\$12,662.89	FY 2025, 405g	BGPE-2025-PE-DY-10	N/A
PEDS-25-01	\$85,500.00,	FY 2023, 405g	BGPE-2025-PE-DS-10	N/A

FY25 OCTOBER PEDESTRIAN (10/01/2024-10/31/2024)

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

INTENDED SUB-RECIPIENTS: Law Enforcement Agencies: Bethany Beach Police, Dewey Beach Police, Dover Police, Elsmere Police, Georgetown Police, Milford Police, Milton Police, New Castle County Police, Newark Police, Newport Police, Seaford Police, University of DE Police, Wilmington Police, and Delaware State Police

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PLANNED ACTIVITY DESCRIPTION: Non-motorized crashes and fatalities continue to be overrepresented in Delaware. OHS will support funding to 13 municipal agencies and the Delaware State Police for a total of 96 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. unless local agencies deem another time more appropriate. 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)
OHPA25-01	\$24,620.00	FY 2025, 402	PS-2025-OH-PA-10	N/A

FY25 SAFE FAMILY HOLIDAY PEDESTRIAN EDUCATION AND ENFORCEMENT (11/17/2024-12/30/2024)

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

INTENDED SUB-RECIPIENTS: Law Enforcement Agencies: Dover Police, Georgetown Police, New Castle County Police, Newark Police, Wilmington Police, and Delaware State Police

PLANNED ACTIVITY DESCRIPTION: Non-motorized crashes and fatalities continue to be overrepresented in Delaware, especially during the winter holidays. OHS will support funding to five (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. unless local agencies deem another time more appropriate. 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)
OHPA25-02	\$16,160.00	FY 2025, 402	PS-2025-OH-PA-20	N/A

FY25 MAY PEDESTRIAN EDUCATION AND ENFORCEMENT (05/04/2025-05/24/2025)

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

INTENDED SUB-RECIPIENTS: Law Enforcement Agencies: Bethany Beach Police, Delaware City Police, Dover Police, Elsmere Police, Lewes Police, Milford Police, New Castle County Police, Newark Police, Newport Police, Seaford Police, University of DE Police, Wilmington Police, and Delaware State Police

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PLANNED ACTIVITY DESCRIPTION: Non-motorized crashes and fatalities continue to be overrepresented in Delaware, especially during May. OHS will support funding to 12 municipal agencies and the Delaware State Police for a total of 94 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. unless local agencies deem another time more appropriate. 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)
OHPA25-03	\$25,640.00	FY 2025, 402	PS-2025-OH-PA-30	N/A

**FY25 SUMMER BEACH PEDESTRIAN EDUCATION AND ENFORCEMENT
(05/24/2025-09/01/2025)**

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

INTENDED SUB-RECIPIENTS: Law Enforcement Agencies: Bethany Beach Police, Dewey Beach Police, Fenwick Island Police, Lewes Police, Ocean View Police, Rehoboth Beach Police, and Delaware State Police

PLANNED ACTIVITY DESCRIPTION: Non-motorized crashes and fatalities continue to be overrepresented in Delaware, especially over the summer months in Delaware’s tourist beach areas. OHS will support funding to six (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. unless local agencies deem another time more appropriate. 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)
OHPL25-01	\$ 7,440.00	FY 2024, 405g	BGLE-2025-OH-PL-10	N/A
OHPN25-01	\$29,000.00	FY 2025, 405g	BGLE-2025-OH-PN-10	N/A

**FY25 AUGUST/SEPTEMBER PEDESTRIAN EDUCATION AND ENFORCEMENT
(08/16/2025-09/14/2025)**

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

INTENDED SUB-RECIPIENTS: Law Enforcement Agencies: Delaware City Police, Dover Police, Elsmere Police, Georgetown Police, Milton Police, New Castle County Police, Newark Police, University of DE Police, Wilmington Police, and Delaware State Police

PLANNED ACTIVITY DESCRIPTION: Non-motorized crashes and fatalities continue to be overrepresented in Delaware, especially during the summer months. OHS will support funding to nine (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. unless local agencies deem another time more appropriate. 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)
OHPL25-02	\$5,000.00	FY 2024, 405g	BGLE-2025-OH-PL-20	N/A
OHPN25-02	\$32,500.00	FY 2025, 405g	BGLE-2025-OH-PN-20	N/A



PROGRAM AREA

OCCUPANT PROTECTION

FY25 OCCUPANT PROTECTION COMMUNICATIONS

PRIMARY COUNTERMEASURE STRATEGY: Occupant Protection Communications and Outreach

INTENDED SUB-RECIPIENTS: 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 2025. 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 for 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)
PMOC25-01	\$51,646.20	FY 2022, 405b	M1PE-2025-PM-0C-10	N/A
PMOD25-01	\$185,000.00	FY 2023, 405b	M1PE-2025-PM-0D-10	N/A
PMOY25-01	\$101,000.00	FY 2023, 405b SUP	M1PE-2025-PM-0Y-10	N/A
PMOE25-01	\$125,000.00	FY 2024, 405b	M1PE-2025-PM-0E-10	N/A
PMOW25-01	\$22,113.40	FY 2024, 405b SUP	M1PE-2025-PM-0W-10	N/A
PMOF25-01	\$107,442.16	FY 2025, 405b	M1PE-2025-PM-0F-10	N/A
PMOZ25-01	\$22,113.40	FY 2025, 405b SUP	M1PE-2025-PM-0Z-10	N/A

FY25 CHILD PASSENGER SAFETY COMMUNICATIONS

PRIMARY COUNTERMEASURE STRATEGY: Occupant Protection Communications and Outreach

INTENDED SUB-RECIPIENTS: 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 effective July 2024, 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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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 for 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)
PMCP25-01	\$62,000.00	FY 2024, 405b	M1PE-2025-PM-CP-10	N/A
PMCQ25-01	\$62,000.00	FY 2025, 405b	M1PE-2025-PM-CQ-10	N/A

FY25 FITTING STATION COORDINATORS

PRIMARY COUNTERMEASURE STRATEGY: Occupant Protection for Children Program

INTENDED SUB-RECIPIENTS: State Agency: OHS

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

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
SALD25-01	\$8,000.00	FY 2023, 405b	M1CPS-2025-SA-LD-10	N/A
SALE25-01	\$35,000.00	FY 2024, 405b	M1CPS-2025-SA-LE-10	N/A
SALF25-01	\$100,000.00	FY 2025, 405b	M1CPS-2025-SA-LF-10	N/A

FY25 OCCUPANT PROTECTION/CHILD PASSENGER SAFETY TRAINING

PRIMARY COUNTERMEASURE STRATEGY: Occupant Protection for Children Program

INTENDED SUB-RECIPIENTS: State Agency: OHS | Various partners

PLANNED ACTIVITY DESCRIPTION: OHS will support training and recertification for individuals associated with OHS traffic safety agencies/non-profit agencies who want to become Certified OR Re-certified Child Passenger Safety Technicians. Expanding the network of CPSTs and partnering with healthcare systems will 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 and working with community partners to reach underserved communities, schools, daycares, health providers and other state agencies.

PROMISED PROJECT: No

Continued on the next page

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
TRAC25-01	\$3,000.00	FY 2022, 405b	M1TR-2025-TR-AC-10	N/A
TRAD25-01	\$15,000.00	FY 2023, 405b	M1TR-2025-TR-AD-10	N/A
TRAE25-01	\$15,000.00	FY 2024, 405b	M1TR-2025-TR-AE-10	N/A
TRAF25-01	\$18,000.00	FY 2025, 405b	M1TR-2025-TR-AF-10	N/A

FY25 CHILD SEAT DISTRIBUTION

PRIMARY COUNTERMEASURE STRATEGY: Occupant Protection for Children Program

INTENDED SUB-RECIPIENTS: State Agency: OHS

PLANNED ACTIVITY DESCRIPTION: Funding will support the purchase and distribution of child safety seats for CPS Technicians to use during outreach programs, inspection stations, and for the distribution of safety seats to low-income families/higher risk populations in each county.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
CSDA25-01	\$38,000.00	FY 2024, 405b	B1CPS-US-2025-CS-DA-10	N/A
CSDB25-01	\$38,000.00	FY 2025, 405b	B1CPS-US-2025-CS-DB-10	N/A

FY25 FITTING STATION SUPPLIES

PRIMARY COUNTERMEASURE STRATEGY: Occupant Protection for Children Program

INTENDED SUB-RECIPIENTS: State Agency: OHS

PLANNED ACTIVITY DESCRIPTION: In support of the three OHS Fitting Stations and the Child Passenger Safety Program, supplies including pool noodles, scales, 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)
SUPD25-01	\$5,000.00	FY 2023, 405b	M1CPS-2025-SU-PD-10	N/A
SUPE25-01	\$15,000.00	FY 2024, 405b	M1CPS-2025-SU-PE-10	N/A
SUPF25-01	\$15,000.00	FY 2025, 405b	M1CPS-2025-SU-PF-10	N/A

FY25 SEAT BELT SURVEY

PRIMARY COUNTERMEASURE STRATEGY: Data Program and Evaluation

INTENDED SUB-RECIPIENTS: State Agency: OHS | State Contracted Vendor: University of Delaware, Aloysius, Butler & Clark

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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. Funds will support data collection and data review.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
SRVG25-01	\$5,000.00	FY 2024, 405b	M10P-2025-SR-VG-10	N/A
SRVH25-01	\$50,000.00	FY 2025, 405b	M10P-2025-SR-VH-10	N/A

FY25 CLICK IT OR TICKET ENFORCEMENT

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

INTENDED SUB-RECIPIENTS: Law Enforcement Agencies: Bethany Beach Police, Blades Police, Bridgeville Police, Camden Police, Cheswold Police, Clayton Police, Dagsboro Police, Delaware City Police, DRBA, Delmar Police, Dewey Beach Police, Dover Police, Ellendale Police, Elsmere Police, Felton Police, Fenwick Island Police, Georgetown Police, Greenwood Police, Harrington Police, Frederica Police, Laurel Police, Lewes Police, Middletown Police, Milford Police, Millsboro Police, Milton Police, New Castle City Police, New Castle County Police, Newark Police, Newport Police, Ocean View Police, Rehoboth Beach Police, Seaford Police, Selbyville Police, Smyrna Police, South Bethany Police, Townsend Police, University of Delaware Police, Wilmington Police, Wyoming Police 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 2025. OHS will encourage 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 a.m. – 11:00 p.m. 41 agencies will be invited to participate with 243 patrols. This mobilization will occur from May 19 – June 8, 2025. Local agencies may be funded out of either 405b or 402.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
CIOT25-01	\$39,000.00	FY 2025, 402	OP-2025-CI-OT-10	N/A
CIEE25-01	\$5,000.00	FY 2024,405b	M1HVE-2025-CI-EE-10	N/A
CIED25-01	\$26,880.00	FY 2025, 405b	M1HVE-2025-CI-ED-10	N/A



PROGRAM AREA

PLANNING AND ADMINISTRATION

FY25 OHS TRAVEL/TRAINING

PRIMARY COUNTERMEASURE STRATEGY: Planning and Administration

INTENDED SUB-RECIPIENTS: 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)
OHHD25-01	\$40,000.00	FY 2025, 402	PA-2025-OH-HD-01	YES

FY25 OFFICE SUPPLIES

PRIMARY COUNTERMEASURE STRATEGY: Planning and Administration

INTENDED SUB-RECIPIENTS: 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)
OHHE25-01	\$10,000.00	FY 2025, 402	PA-2025-OH-HE-01	YES

FY25 GENERAL OPERATING EXPENSES

PRIMARY COUNTERMEASURE STRATEGY: Planning and Administration

INTENDED SUB-RECIPIENTS: 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, phone services, mail, subscription fees, fleet expenses, etc.

PROMISED PROJECT: No

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PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
OHHG25-01	\$42,000.00	FY 2025, 402	PA-2025-OH-HG-01	YES

FY25 TECHNOLOGY ENHANCEMENTS

PRIMARY COUNTERMEASURE STRATEGY: Planning and Administration
INTENDED SUB-RECIPIENTS: 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)
OHHH25-01	\$15,000.00	FY 2025, 402	PA-2025-OH-HH-01	YES

FY25 AUDIT FEES

PRIMARY COUNTERMEASURE STRATEGY: Planning and Administration
INTENDED SUB-RECIPIENTS: State Agency: OHS
PLANNED ACTIVITY DESCRIPTION: OHS establishes funds for use if a State of Delaware audit were to occur.
PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
OHHA25-01	\$20,000.00	FY 2025, 402	PA-2025-OH-HA-01	YES

FY25 ACCOUNTANT POSITION

PRIMARY COUNTERMEASURE STRATEGY: Planning and Administration
INTENDED SUB-RECIPIENTS: 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)
OHAB25-01	\$48,000.00	FY 2025, 402	PA-2025-OH-AB-01	YES

FY25 HSP/AGA/AR EFFORTS FOR COMMUNITY ENGAGEMENT, SHARE TO LOCAL, COMMUNITY COLLABORATION

PRIMARY COUNTERMEASURE STRATEGY: Planning and Administration

INTENDED SUB-RECIPIENTS: 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 2025 – 2026 Highway Safety Plan, FY 2026 Annual Grant Application and 2025 Annual Report. Additionally, WRA will provide graphic design services to support the publishing and outreach efforts related to the Highway Safety Plan, Annual Report, and the Annual Grant Application.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
HSPA25-01	\$80,000.00	FY 2025, 402	PA-2025-HS-PA-01	Yes



PROGRAM AREA

POLICE TRAFFIC SERVICES

FY25 LAW ENFORCEMENT LIAISON

PRIMARY COUNTERMEASURE STRATEGY: Police Traffic Services

INTENDED SUB-RECIPIENTS: 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)
OHBL25-01	\$41,000.00	FY 2025, 402	PT-2025-OH-BL-01	NO

FY25 MUNICIPAL SAFE STREETS

PRIMARY COUNTERMEASURE STRATEGY: Police Traffic Services: High Visibility Enforcement

INTENDED SUB-RECIPIENTS: State Agency: OHS | Local Municipal Law Enforcement

PLANNED ACTIVITY DESCRIPTION: Funding will support overtime hours for local law enforcement to enforce Title 21 of the Delaware Code as well as local traffic safety laws. Program areas to be included but not limited to are speed, distraction, occupant protection, and non-motorized safety.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
SSFA25-01	\$80,000.00	FY 2025, 402	PT-2025-SS-FA-10	N/A

FY25 PREVENTING ROADSIDE DEATH COMMUNICATIONS

PRIMARY COUNTERMEASURE STRATEGY: Preventing Roadside Death Communications and Outreach

INTENDED SUB-RECIPIENTS: State Agency: OHS | Marketing Vendor: Aloysius, Butler & Clark, Deardorff & Associates

Continued on the next page

PLANNED ACTIVITY DESCRIPTION: OHS will work with contracted marketing partners to educate the public on Preventing Roadside Death awareness. 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 overrepresented and underserved communities.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
PRSD25-01	\$41,808.39	FY 2024, 405h	M12BPE-2025-PR-SD-10	N/A
PRSZ25-01	\$3,846.63	FY 2024, 405h SUP	M12BPE-2025-PR-SZ-10	N/A
PRSE25-01	\$41,808.39	FY 2025, 405h	M12BPE-2025-PR-SE-10	N/A
PRSY25-01	\$3,846.63	FY 2025, 405h SUP	M12BPE-2025-PR-SY-10	N/A

FY25 PREVENTING ROADSIDE DEATHS ENFORCEMENT (05/11/2025-05/25/2025)

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

INTENDED SUB-RECIPIENTS: Law Enforcement Agencies: Dover Police, Felton Police, Greenwood Police, Middletown Police, Milford Police, Newport Police, and Delaware State Police

PLANNED ACTIVITY DESCRIPTION: Roadside related crashes and fatalities are a concern on Delaware roadways. OHS will support funding to 6 municipal agencies and the Delaware State Police for a total of 72 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 a.m. – 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)
PRDE25-01	\$20,000.00	FY 2024, 405h	M12BLE-2025-PR-DE-10	N/A
PRDF25-01	\$20,000.00	FY 2025, 405h	M12BLE-2025-PR-DF-10	N/A

FY25 LAW ENFORCEMENT COMMUNITY ENGAGEMENT/VULNERABLE ROAD USERS

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

INTENDED SUB-RECIPIENTS: Law Enforcement Agencies: TBD

Continued on the next page

PLANNED ACTIVITY DESCRIPTION: OHS will fund law enforcement agencies to develop and engage with the community on motorcyclist safety, non-motorized, 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)
LECE25-01	\$15,000.00	FY 2025, 402	PT-2025-LE-CE-10	N/A



PROGRAM AREA

AGING DRIVERS

FY25 AGING DRIVERS COMMUNICATIONS

PRIMARY COUNTERMEASURE STRATEGY: Aging Drivers Communication Program

INTENDED SUB-RECIPIENTS: 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)
SENR25-01	\$75,000.00	FY 2025, 402	PM-2025-SE-NR-10	N/A



PROGRAM AREA

SPEED MANAGEMENT

FY25 SPEED MANAGEMENT SAFETY COMMUNICATIONS

PRIMARY COUNTERMEASURE STRATEGY: Speed Management Communications and Outreach

INTENDED SUB-RECIPIENTS: 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 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)
OHSP25-01	\$150,000.00	FY 2025, 402	PM-2025-OH-SP-10	N/A

FY25 FALL SPEED ENFORCEMENT (10/14/2024-11/03/2024)

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

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

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PLANNED ACTIVITY DESCRIPTION: Speed related crashes and fatalities continue to be overrepresented in Delaware. OHS will support funding to 37 municipal agencies and the Delaware State Police for a total of 159 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 a.m. – 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)
SPED25-01	\$41,300.00	FY 2025, 402	SC-2025-SP-ED-10	N/A

FY25 SAFE FAMILY HOLIDAY SPEED ENFORCEMENT (12/13/2024-12/31/2024)

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

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

PLANNED ACTIVITY DESCRIPTION: Speed related crashes and fatalities continue to be overrepresented in Delaware during the winter holidays. OHS will support funding to 39 municipal agencies and the Delaware State Police for a total of 175 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 a.m. – 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)
SPED25-02	\$46,880.00	FY 2025, 402	SC-2025-SP-ED-20	N/A

FY25 WINTER SPEED ENFORCEMENT (01/12/2025-02/25/2025)

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

INTENDED SUB-RECIPIENTS: Law Enforcement Agencies: Bethany Beach Police, Blades Police, Bridgeville Police, Camden Police, Cheswold Police, Clayton Police, Dagsboro Police, Delaware City Police, DRBA Police, Delmar Police, Dover Police, Elsmere Police, Felton Police, Georgetown Police, Greenwood Police, Harrington Police, Frederica Police, Lewes Police, Middletown Police, Milford Police, Millsboro Police, Milton Police, New Castle City Police, New Castle County Police, Newark Police, Newport Police, Ocean View Police, Seaford Police, Selbyville Police, Smyrna Police, Townsend Police, Wilmington Police, and Delaware State Police

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PLANNED ACTIVITY DESCRIPTION: Speed related crashes and fatalities continue to be overrepresented in Delaware during the winter. OHS will support funding to 32 municipal agencies and the Delaware State Police for a total of 159 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 a.m. – 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)
SPED25-03	\$43,180.00	FY 2025, 402	SC-2025-SP-ED-30	N/A

FY25 SPRING SPEED ENFORCEMENT (03/01/2025-03/30/2025)

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

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

PLANNED ACTIVITY DESCRIPTION: Speed related crashes and fatalities continue to be overrepresented in Delaware during the spring. OHS will support funding to 38 municipal agencies and the Delaware State Police for a total of 178 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 a.m. – 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)
SPED25-04	\$47,340.00	FY 2025, 402	SC-2025-SP-ED-40	N/A

FY25 SUMMER SPEED ENFORCEMENT (06/22/2025-07/26/2025)

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

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

PLANNED ACTIVITY DESCRIPTION: Speed related crashes and fatalities continue to be overrepresented in Delaware during the 100 Deadly Days of Summer. OHS will support funding to 40 municipal agencies and the Delaware State Police for a total of 325 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 a.m. – 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)
SPED25-05	\$84,440.00	FY 2025, 402	SC-2025-SP-ED-50	N/A

FY25 SEPTEMBER SPEED ENFORCEMENT (09/01/2025-09/28/2025)

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

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

PLANNED ACTIVITY DESCRIPTION: Speed related crashes and fatalities continue to be overrepresented in Delaware during the month of September. OHS will support funding to 40 municipal agencies and the Delaware State Police for a total of 180 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 a.m. – 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)
SPED25-06	\$48,900.00	FY 2025, 402	SC-2025-SP-ED-60	N/A



PROGRAM AREA

TRAFFIC RECORDS

FY 25 TRAFFIC RECORDS ANTICIPATED PROJECTS

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

INTENDED SUB-RECIPIENTS: 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)
CBAE25-01	\$104,973.75	FY 2022, 405c	M3X-2025-CB-AE-01	N/A
CBAX25-01	\$25,600.24	FY 2022, 405c SUP	M3X-2025-CB-AX-01	N/A
CBAF25-01	\$154,873.75	FY 2023, 405c	M3X-2025-CB-AF-01	N/A
CBBZ25-01	\$24,601.54	FY 2023, 405c SUP	M3X-2025-CB-BZ-01	N/A
CBAG25-01	\$154,873.75	FY 2024, 405c	M3X-2025-CB-AG-01	N/A
CBBY25-01	\$25,038.47	FY 2024, 405c SUP	M3X-2025-CB-BY-01	N/A
CBAH25-01	\$169,873.75	FY 2025, 405c	M3X-2025-CB-AH-01	N/A
CBBW25-01	\$25,038.47	FY 2025, 405c SUP	M3X-2025-CB-BW-01	N/A

FY25 DATA ANALYST

PRIMARY COUNTERMEASURE STRATEGY: Traffic Records

INTENDED SUB-RECIPIENTS: State Agency: OHS

PLANNED ACTIVITY DESCRIPTION: Funds are provided for a full-time position to provide an 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)
DATE25-01	\$80,000.00	FY 2022, 405c	B3SP-2025-DA-TE-10	N/A
DATF25-01	\$80,000.00	FY 2023, 405c	B3SP-2025-DA-TF-10	N/A
DATG25-01	\$80,000.00	FY 2024, 405c	B3SP-2025-DA-TG-10	N/A
DATH25-01	\$80,000.00	FY 2025, 405c	B3SP-2025-DA-TH-10	N/A

FY25 QA/QC E-CRASH/E-TICKET ASSESSMENT/CONTROL AND ENHANCEMENTS

PRIMARY COUNTERMEASURE STRATEGY: Traffic Records

INTENDED SUB-RECIPIENTS: 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 of 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 provides training in required areas to enable officers to complete their records more accurately. 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)
CABE25-01	\$120,000.00	FY 2022, 405c	B3SA-2025-CA-BE-10	N/A
CABF25-01	\$90,306.70	FY 2023, 405c	B3SA-2025-CA-BF-10	N/A
CABG25-01	\$90,306.70	FY 2024, 405c	B3SA-2025-CA-BG-10	N/A
CABH25-01	\$90,306.70	FY 2025, 405c	B2SA-2025-CA-BH-10	N/A

FY25 TRAFFIC RECORDS COORDINATING COMMITTEE (TRCC) AND STRATEGIC PLAN IMPLEMENTATION SUPPORT

PRIMARY COUNTERMEASURE STRATEGY: Comprehensive Traffic Safety Programs: Traffic Records

INTENDED SUB-RECIPIENTS: 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

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
CACE25-01	\$5,000.00	FY 2022, 405c	B3SP-2025-CA-CE-10	N/A
CACF25-01	\$5,000.00	FY 2023, 405c	B3SP-2025-CA-CF-10	N/A
CACG25-01	\$5,000.00	FY 2024, 405c	B3SP-2025-CA-CG-10	N/A
CACH25-01	\$5,000.00	FY 2025, 405c	B3SP-2025-CA-CH-10	N/A

FY25 TRAUMA/EMS REGISTRY – OFFICE OF EMERGENCY MEDICAL SERVICES

PRIMARY COUNTERMEASURE STRATEGY: Comprehensive Traffic Safety Programs: Traffic Records

INTENDED SUB-RECIPIENTS: State Agency: OHS | Delaware Department of Health and Social Services

PLANNED ACTIVITY DESCRIPTION: Funds are provided to the Office of Emergency Medical Services to maintain and improve the Trauma/EMS Registries which provide high level and specific data reports to various traffic safety partners and stakeholders.

PROMISED PROJECT: No

PROJECT CODE	ESTIMATED FUNDING AMOUNT	FUNDING SOURCE	ELIGIBLE USE OF FUNDS	P&A COSTS (IF APPLICABLE)
EMSA25-01	\$55,152.75	FY 2022, 405c	B3DSA-2025-EM-SA-10	N/A
EMSB25-01	\$55,152.75	FY 2023, 405c	B3DSA-2025-EM-SB-10	N/A
EMSC25-01	\$55,152.75	FY 2024, 405c	B3DSA-2025-EM-SC-10	N/A
EMSD25-01	\$55,152.75	FY 2025, 405c	B3DSA-2025-EM-SD-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:

Blades Police Department	Lewes Police Department
Bridgeville Police Department	Middletown Police Department
Camden Police Department	Milford Police Department
Cheswold 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 River & Bay Authority Police	Newark Police Department
Delaware State Police	Newport Police Department
Delmar Police Department	Ocean View Police Department
Dewey Beach Police Department	Rehoboth Beach Police Department
Dover Police Department	Seaford Police Department
Ellendale Police Department	Selbyville Police Department
Elsmere Police Department	Smyrna Police Department
Felton Police Department	South Bethany Police Department
Fenwick Island Police Department	Townsend Police Department

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Frederica Police Department	University of Delaware Police Department
Georgetown Police Department	Wilmington Police Department
Greenwood Police Department	Wyoming Police Department
Harrington Police Department	

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

PLANNED PARTICIPATION IN CLICK-IT-OR-TICKET

2025 Click it or Ticket Occupant Protection Mobilization

Delaware will be participating in Click It or Ticket beginning May 19, 2025 and ending June 8, 2025. OHS will partner with 41 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
SALF25-01	Fitting Station Coordinators
SUPF25-01	Fitting Station Supplies
PMOF25-01	OP Paid Media and Outreach
PMCQ25-01	Child Passenger Communications

TOTAL NUMBER OF PLANNED INSPECTION STATIONS AND/OR EVENTS IN THE THREE (3) COUNTIES.

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:

CPS Program for Delaware

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

UNIQUE IDENTIFIER	PLANNED ACTIVITY NAME
TRAF25-01	CPS Training
SALF25-01	Fitting Station Coordinators
SUPF25-01	Fitting Station Supplies
PMOF25-01	OP Paid Media and Outreach
PMCQ25-01	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
1/30/2024
5/16/2024
7/24/2024

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	Delaware Justice Information System (Crash, Enforcement/Adjudication)
Steven Blessing	Director	Division Of Public Health

CORE TEAM MEMBERSHIP		
NAME	TITLE	HOME ORGANIZATION
Amy Anthony	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	DeIDOT – 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)
Brian Karst	Data Analyst - TRCC Coordinator	Office Of Highway Safety (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	DeIDOT – Traffic (Crash, Roadway)
Spencer Price	Executive Director	Delaware Justice Information System (Crash, Enforcement/Adjudication)
Michael Reader	Traffic Section Captain	Delaware State Police – Traffic Section (Crash, Enforcement/Adjudication)
Teresa Vander Schel	N/A	Department Of Technology And Information (Driver, Vehicle)
Philip Strohm	State Programs Specialist	FMCSA Delaware Division (Crash)
Paul Westlake	Systems Of Care Coordinator	Department Of Health And Social Services (Injury Surveillance)
Michael Wysock	Lieutenant	Delaware State Police (Crash, Enforcement/Adjudication)

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, 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	DeIJS 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
			PROJECT ON HOLD		

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>-</p>
<p>July 1, 2020 - June 14, 2021 (State FY 2022)</p>			<p>274</p>	<p>40%</p>	
PROJECT COMPLETE					
Data Integration	<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>					
			<table border="1"> <thead> <tr> <th>YEAR</th> <th>ACTUAL</th> <th>GOAL</th> </tr> </thead> </table>			YEAR	ACTUAL	GOAL
			YEAR	ACTUAL	GOAL			
			<table border="1"> <tbody> <tr> <td>June 2017</td> <td>98% (50 of 51)</td> <td>-</td> </tr> </tbody> </table>			June 2017	98% (50 of 51)	-
			June 2017	98% (50 of 51)	-			
			<table border="1"> <tbody> <tr> <td>June 2018</td> <td>98% (50 of 51)</td> <td>100% (51 of 51)</td> </tr> </tbody> </table>			June 2018	98% (50 of 51)	100% (51 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>					
			<table border="1"> <thead> <tr> <th>YEAR</th> <th>ACTUAL</th> <th>GOAL</th> </tr> </thead> </table>			YEAR	ACTUAL	GOAL
			YEAR	ACTUAL	GOAL			
			<table border="1"> <tbody> <tr> <td>June 2017</td> <td>25% (13 of 51)</td> <td>-</td> </tr> </tbody> </table>			June 2017	25% (13 of 51)	-
			June 2017	25% (13 of 51)	-			
			<table border="1"> <tbody> <tr> <td>June 2018</td> <td>25% (13 of 51)</td> <td>35% (18 of 51)</td> </tr> </tbody> </table>			June 2018	25% (13 of 51)	35% (18 of 51)
			June 2018	25% (13 of 51)	35% (18 of 51)			
			<table border="1"> <tbody> <tr> <td>June 2019</td> <td>-</td> <td>45% (23 of 51)</td> </tr> </tbody> </table>			June 2019	-	45% (23 of 51)
			June 2019	-	45% (23 of 51)			
<table border="1"> <tbody> <tr> <td>June 2020</td> <td>-</td> <td>55% (28 of 51)</td> </tr> </tbody> </table>			June 2020	-	55% (28 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>								
<table border="1"> <thead> <tr> <th>YEAR</th> <th>ACTUAL</th> <th>GOAL</th> </tr> </thead> </table>			YEAR	ACTUAL	GOAL			
YEAR	ACTUAL	GOAL						
<table border="1"> <tbody> <tr> <td>June 2017</td> <td>78% (40 of 51)</td> <td>-</td> </tr> </tbody> </table>			June 2017	78% (40 of 51)	-			
June 2017	78% (40 of 51)	-						
<table border="1"> <tbody> <tr> <td>June 2018</td> <td>78% (40 of 51)</td> <td>82% (42 of 51)</td> </tr> </tbody> </table>			June 2018	78% (40 of 51)	82% (42 of 51)			
June 2018	78% (40 of 51)	82% (42 of 51)						
<table border="1"> <tbody> <tr> <td>June 2019</td> <td>-</td> <td>86% (44 of 51)</td> </tr> </tbody> </table>			June 2019	-	86% (44 of 51)			
June 2019	-	86% (44 of 51)						
<table border="1"> <tbody> <tr> <td>June 2020</td> <td>-</td> <td>90% (46 of 51)</td> </tr> </tbody> </table>			June 2020	-	90% (46 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 AAMVAnet.</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.		
	The drivers' license file cleansing project and the implementation of the Social Security Online Verification System (SSOLV) has improved data accuracy.		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/ DEFICIENCY	GOAL/ OBJECTIVE	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	The vehicle file is contained within DMV's Motor Vehicle Licensing System (MVALS) and is updated and maintained in real-time. DMV has provided DelJIS with real-time access to the vehicle files to allow for queries and data analysis.	Decrease the amount of time required to perform queries and analysis of vehicle data contained in MVALS by creating a web-based application.	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	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.	Electronically populate patient care reports with pre-hospital (dispatch) data.	Increase % of EMS reports electronically populated with dispatch data.																			
	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. The vendor contract was signed and one County has data for testing presently underway.		<table border="1"> <thead> <tr> <th data-bbox="935 688 1114 743">YEAR</th> <th data-bbox="1114 688 1292 743">ACTUAL</th> <th data-bbox="1292 688 1472 743">GOAL</th> </tr> </thead> <tbody> <tr> <td data-bbox="935 743 1114 940">2012</td> <td data-bbox="1114 743 1292 940">0%</td> <td data-bbox="1292 743 1472 940">-</td> </tr> <tr> <td data-bbox="935 940 1114 1138">2013</td> <td data-bbox="1114 940 1292 1138">0%</td> <td data-bbox="1292 940 1472 1138">-</td> </tr> <tr> <td data-bbox="935 1138 1114 1335">2014</td> <td data-bbox="1114 1138 1292 1335">0%</td> <td data-bbox="1292 1138 1472 1335">60%</td> </tr> <tr> <td data-bbox="935 1335 1114 1533">2015</td> <td data-bbox="1114 1335 1292 1533">-</td> <td data-bbox="1292 1335 1472 1533">75%</td> </tr> <tr> <td data-bbox="935 1533 1114 1730">2016</td> <td data-bbox="1114 1533 1292 1730">Not available</td> <td data-bbox="1292 1533 1472 1730">75%</td> </tr> </tbody> </table>	YEAR	ACTUAL	GOAL	2012	0%	-	2013	0%	-	2014	0%	60%	2015	-	75%	2016	Not available	75%	PROJECT COMPLETE
			YEAR	ACTUAL	GOAL																	
			2012	0%	-																	
			2013	0%	-																	
			2014	0%	60%																	
			2015	-	75%																	
2016	Not available	75%																				

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: **7/23/2023**Submitted by: **Adam Weiser**

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

Percentage of Impaired Driving Reports where the "Place of Last Drink" field was completed.

IMPROVEMENT(S) ACHIEVED OR ANTICIPATED

Narrative of the Improvement(s)

Completeness of the Impaired Driving Reports to include data related to the location of the "Place of Last Drink". This data attribute was requested by the Division of Alcohol and Tobacco Enforcement (DATE) during development of the revised Impaired Driving Report. The data element is a free form box where the user can type in the name of the location of the place of last drink for an impaired driver. This data element was added to the Impaired Driving Report on September 1, 2023.

Narrative Description of Calculation / Estimation Method

Data was obtained through request from the Delaware Criminal Justice Information System (DELJIS).

6/1/2022 - 5/31/2023

Impaired Driving Crashes with Place of Last Drink field completed = **0**

Total Impaired Driving Crashes during baseline period = **4,561**

% Impaired Driving Report with Place of Last Drink = **0%**

DATE AND CURRENT VALUE FOR THE MEASURE

6/1/2023 - 5/31/2024

Impaired Driving Crashes with Place of Last Drink field completed = 1,433

Total Impaired Driving Crashes during performance period = 3,942

% Impaired Driving Reports with Place of Last Drink = 36%

DOCUMENTATION OF MEASURABLE PROGRESS

MONTH	NO. IMPAIRED DRIVING REPORTS W/O PLACE OF LAST DRINK	NO. IMPAIRED DRIVING REPORTS W/ PLACE OF LAST DRINK	% IMPAIRED DRIVING REPORTS W/ PLACE OF LAST DRINK
Jun-22	330	0	0%
Jul-22	372	0	0%
Aug-22	405	0	0%
Sep-22	375	0	0%
Oct-22	420	0	0%
Nov-22	374	0	0%
Dec-22	398	0	0%
Jan-23	361	0	0%
Feb-23	351	0	0%
Mar-23	408	0	0%
Apr-23	379	0	0%
May-23	388	0	0%
Total During Baseline Period	4561	0	0%
Jun-23	369	0	0%
Jul-23	346	0	0%
Aug-23	331	0	0%
Sep-23**	334	25	7%
Oct-23	323	198	61%
Nov-23	322	178	55%
Dec-23	327	176	54%
Jan-24	282	158	56%
Feb-24	299	174	58%
Mar-24	331	188	57%
Apr-24	309	157	51%
May-24	369	179	49%
Total During Performance Period	3942	1433	36%

** Place of Last Drink field available 9/1/2023



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 FY2025 - FY2027 Impaired Driving Prevention Strategic Plan.

IMPAIRED DRIVING TASK FORCE MEMBERSHIP

NAME	TITLE	AGENCY	DISCIPLINE
Barzilai Axelrod	Traffic Safety Resource Prosecutor	Department of Justice	Prosecution
Roy Bryant (DRE Coordinator)	Training/Education Administrator I	Office of Highway Safety	Enforcement/Training
Sharon Bryson (Chair)	Director	Office of Highway Safety	Outreach
Tamara Burton	Deputy Court Administrator	Court of Common Pleas New Castle County	Probation & Parole, Monitoring
Hon. Carl C. Danberg	Chief Judge	Court of Common Pleas	Adjudication/Sentencing
Frank Enko	Region 3 Program Manager	NHTSA	Outreach

Continued on the next page

NAME	TITLE	AGENCY	DISCIPLINE
Peter Haag	Chief of Traffic Engineering	Department of Transportation	Engineering Solutions
Susan Holloway	Deputy Director	Division of Substance Abuse & Mental Health	Education and Treatment, Public Health
Melissa Kearney	Senior Probation and Parole Officer	Probation & Parole	Monitoring
Peter Leccia	Lieutenant	City of Wilmington Police Department	Enforcement
Patrick McCloskey	Sergeant	University of Delaware Police	Enforcement
Jordan Miller	Lieutenant	Dover Police	Enforcement
Wesley Neeman	Sergeant	New Castle County 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
Michael Reader	Captain	Delaware State Police	Enforcement
Andrew Rubin	Lieutenant	Newark Police	Enforcement
John Sebastian	Deputy Chief	Department of Corrections	Probation & Parole, Monitoring
Jessica Smith	Chief Forensic Toxicologist	Division of Forensic Science	DUI Blood Analysis
Stephanie Stachoni	DUI Services Coordinator	Division of Substance Abuse & Mental Health	Substance Abuse Education and Treatment, Public Health
Terra Taylor	Director	Probation & Parole	Monitoring
Jana Tidwell	Manager	AAA	Public Education
Caleb Vicks	Chief of Driver Services	Division of Motor Vehicles	Driver Licensing
Julie Willey	Director	Delaware State Police Crime Lab	Breath and Blood Analysis

Continued on the next page

NAME	TITLE	AGENCY	DISCIPLINE
Michael Wysock	Lieutenant	Delaware State Police	Enforcement
John Yeomans	Chief	Division of Alcohol & Tobacco Enforcement	Prevention/Enforcement, Licensee Monitoring
Vacant	Deputy Director	Office of Highway Safety	Outreach

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

Date impaired driving plan approved by the task force: **8/1/2024**

Page 3 of the Statewide Impaired Driving Strategic Plan identifies the basis of the Impaired Driving Task Force to develop the Strategic Plan and the process used to develop and approve the plan.

STRATEGIC PLAN DETAILS

Please note the Delaware Impaired Driving Prevention Strategic Plan is attached. **New Plan**

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

Communication program:	Pgs. 33 - 34
Criminal justice system:	Pgs. 25 - 32
Program evaluation and data:	Pg. 11 - 21, 37
Prevention:	Pgs. 22 - 25
Alcohol and other drug misuse, including screening, treatment, assessment, and rehabilitation:	Pgs. 35 - 36



405(e)

DISTRACTED DRIVING GRANT

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

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

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

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.

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.

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

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, Director Amy Anthony.

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 FY2025 in Kent, Sussex and New Castle counties.

COUNTY	NUMBER OF REGISTERED MC (AS OF 1/1/24)
Kent	5,178
Sussex	7,277
New Castle	10,010
Total	22,465

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 2025 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):

- [FY2025 State of Delaware Operating Budget \(page 47\)](#)



405(g)

NON-MOTORIZED SAFETY GRANT

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

NON-MOTORIZED SAFETY GRANT

NHTSA has identified the state of Delaware as eligible because the State annual combined non-motorized road user fatalities exceeds 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 32 - 35](#).



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 [pages 43 - 44](#).



CERTIFICATIONS AND ASSURANCES

Appendix A to Part 1300—Certifications and Assurances for Highway Safety Grants

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

State: Delaware

Fiscal Year: 2025

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

GENERAL REQUIREMENTS

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

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended;
- Sec. 1906, Public Law 109-59, as amended by Sec. 25024, Public Law 117-58;
- 23 CFR part 1300—Uniform Procedures for State Highway Safety Grant Programs;
- 2 CFR part 200—Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards;
- 2 CFR part 1201—Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

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

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

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

NONDISCRIMINATION

(applies to subrecipients as well as States)

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

- *Title VI of the Civil Rights Act of 1964* (42 U.S.C. 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- 49 CFR part 21 (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- 28 CFR 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- *Federal-Aid Highway Act of 1973*, (23 U.S.C. 324 et seq.), and *Title IX of the Education Amendments of 1972*, as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- *Section 504 of the Rehabilitation Act of 1973*, (29 U.S.C. 794 et seq.), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- *The Age Discrimination Act of 1975*, as amended, (42 U.S.C. 6101 et seq.), (prohibits discrimination on the basis of age);
- *The Civil Rights Restoration Act of 1987*, (Pub. L. 100-209), (broadens scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the

Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);

- *Titles II and III of the Americans with Disabilities Act (42 U.S.C. 12131-12189)* (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and *49 CFR parts 37 and 38*;
- *Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (preventing discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations);
- *Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency* (requiring that recipients of Federal financial assistance provide meaningful access for applicants and beneficiaries who have limited English proficiency (LEP));
- *Executive Order 13985, Advancing Racial Equity and Support for Underserved Communities through the Federal Government* (advancing equity across the Federal Government); and
- *Executive Order 13988, Preventing and Combating Discrimination on the Basis of Gender Identity or Sexual Orientation* (clarifying that sex discrimination includes discrimination on the grounds of gender identity or sexual orientation).

The preceding statutory and regulatory cites hereinafter are referred to as the “Acts” and “Regulations,” respectively.

GENERAL ASSURANCES

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including NHTSA.”

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI of the Civil Rights Act of 1964 and other non-discrimination requirements (the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

SPECIFIC ASSURANCES

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted Highway Safety Grant Program:

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in § 21.23(b) and (e) of 49 CFR part 21 will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:
“The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”
3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT Order 1050.2A) ⁽¹⁾ in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or

structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

- a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the State highway safety agency also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing NHTSA's access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by NHTSA. You must keep records, reports, and submit the material for review upon request to NHTSA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The State highway safety agency gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Highway Safety Grant Program. This ASSURANCE is binding on the State highway safety agency, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Highway Safety Grant Program. The person(s) signing below is/are authorized to sign this ASSURANCE on behalf of the Recipient.

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

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace, and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace;
 2. The grantee's policy of maintaining a drug-free workplace;

3. Any available drug counseling, rehabilitation, and employee assistance programs;
4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
 1. Abide by the terms of the statement;
 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted—
 1. Taking appropriate personnel action against such an employee, up to and including termination;
 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)

(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to subrecipients as well as States)

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

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

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

Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

(applies to subrecipients as well as States)

INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an

erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov>).
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate the transaction for cause or default.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS—PRIMARY TIER COVERED TRANSACTIONS

1. The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:
 - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;
 - b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
2. Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

INSTRUCTIONS FOR LOWER TIER PARTICIPANT CERTIFICATION

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov>).
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION—LOWER TIER COVERED TRANSACTIONS

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

BUY AMERICA

(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

CERTIFICATION ON CONFLICT OF INTEREST

(applies to subrecipients as well as States)

GENERAL REQUIREMENTS

No employee, officer, or agent of a State or its subrecipient who is authorized in an official capacity to negotiate, make, accept, or approve, or to take part in negotiating, making, accepting, or approving any subaward, including contracts or subcontracts, in connection with this grant shall have, directly or indirectly, any financial or personal interest in any such subaward. Such a financial or personal interest would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or personal interest in or a tangible personal benefit from an entity considered for a subaward. Based on this policy:

1. The recipient shall maintain a written code or standards of conduct that provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents.
 - a. The code or standards shall provide that the recipient's officers, employees, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from present or potential subawardees, including contractors or parties to subcontracts.
 - b. The code or standards shall establish penalties, sanctions, or other disciplinary actions for violations, as permitted by State or local law or regulations.
2. The recipient shall maintain responsibility to enforce the requirements of the written code or standards of conduct.

DISCLOSURE REQUIREMENTS

No State or its subrecipient, including its officers, employees, or agents, shall perform or continue to perform under a grant or cooperative agreement, whose objectivity may be impaired because of any related past, present, or currently planned interest, financial or otherwise, in

organizations regulated by NHTSA or in organizations whose interests may be substantially affected by NHTSA activities. Based on this policy:

1. The recipient shall disclose any conflict of interest identified as soon as reasonably possible, making an immediate and full disclosure in writing to NHTSA. The disclosure shall include a description of the action which the recipient has taken or proposes to take to avoid or mitigate such conflict.
2. NHTSA will review the disclosure and may require additional relevant information from the recipient. If a conflict of interest is found to exist, NHTSA may (a) terminate the award, or (b) determine that it is otherwise in the best interest of NHTSA to continue the award and include appropriate provisions to mitigate or avoid such conflict.
3. Conflicts of interest that require disclosure include all past, present, or currently planned organizational, financial, contractual, or other interest(s) with an organization regulated by NHTSA or with an organization whose interests may be substantially affected by NHTSA activities, and which are related to this award. The interest(s) that require disclosure include those of any recipient, affiliate, proposed consultant, proposed subcontractor, and key personnel of any of the above. Past interest shall be limited to within one year of the date of award. Key personnel shall include any person owning more than a 20 percent interest in a recipient, and the officers, employees or agents of a recipient who are responsible for making a decision or taking an action under an award where the decision or action can have an economic or other impact on the interests of a regulated or affected organization.

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

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

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at www.trafficsafety.org. The NHTSA website (www.nhtsa.gov) also provides information on statistics, campaigns, and program evaluations and references.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the annual grant application in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))
3. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or on behalf of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and on behalf of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
4. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))
5. As part of a comprehensive program, the State will support a data-based traffic safety enforcement program that fosters effective community collaboration to increase public safety, and data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities. (23 U.S.C. 402(b)(1)(E))
6. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to—
 - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - Increase use of seat belts by occupants of motor vehicles;
 - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
 - An annual statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
 - Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
 - Coordination of triennial Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a); and
 - Participation in the Fatality Analysis Reporting System (FARS), except for American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, or the United States Virgin Islands
7. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
 8. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system, except in a work zone or school zone. (23 U.S.C. 402(c)(4))

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

[Click here to validate form fields and permit signature](#)



Signature Governor's Representative for Highway Safety

8/1/24

Date

Nathaniel McQueen Jr.

Printed name of Governor's Representative for Highway Safety

Appendix B to Part 1300—Application Requirements for Section 405 and Section 1906 Grants

[Each fiscal year, to apply for a grant under 23 U.S.C. 405 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]

State: Delaware

Fiscal Year: 2025

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the Highway Safety Plan. Attachments may be submitted electronically.

PART 1: OCCUPANT PROTECTION GRANTS (23 CFR 1300.21)

[Check the box above only if applying for this grant.]

ALL STATES

[Fill in all blanks below.]

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at pg 36 - 39 (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the annual grant application at pg 34 (location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at pg 55 (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at pg 56 (location), that include estimates of the total number of classes and 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.

LOWER SEAT BELT USE STATES ONLY

[Check at least 3 boxes below and fill in all blanks under those checked boxes.]

The State's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citation(s):*

The State's occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on _____ (date) and last amended on _____ (date) and is in effect and will be enforced during the fiscal year of the grant.

o *Legal citation(s):*

▪ Requirement for all occupants to be secured in seat belt or age-appropriate child restraint;

▪ Coverage of all passenger motor vehicles;

▪ Minimum fine of at least \$25;

▪ Exemptions from restraint requirements.

Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at

_____ (location).

The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at

_____ (location).

The State's comprehensive occupant protection program is provided as follows:

o Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: _____ (date);

o Multi-year strategic plan: annual grant application or triennial HSP at _____ (location);

o The name and title of the State's designated occupant protection coordinator is _____

o The list that contains the names, titles, and organizations of the statewide occupant protection task force membership: annual grant application at _____ (location).

- The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted on _____ (date) (within 5 years of the application due date);

PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)

[Check the box above only if applying for this grant.]

ALL STATES

- 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.
- [Fill in the blank below.]* 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 at
pg 57-85 _____ (location).

PART 3: IMPAIRED DRIVING COUNTERMEASURES (23 CFR 1300.23(D)-(F))

[Check the box above only if applying for this grant.]

ALL STATES

- The State will use the funds awarded under [23 U.S.C. 405\(d\)](#) only for the implementation of programs as provided in [23 CFR 1300.23\(j\)](#).

MID-RANGE STATES ONLY

[Check one box below and fill in all blanks under that checked box.]

- The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on 8/1/24 (date). Specifically:

- Annual grant application at _____ (location) describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at _____ (location) contains the list of names, titles, and organizations of all task force members;
- Annual grant application at _____ (location) contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving.

The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) and continues to use this plan.

[For fiscal year 2024 grant applications only.]

The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

HIGH-RANGE STATE ONLY

[Check one box below and fill in all blanks under that checked box.]

The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on _____ (date).

Specifically:

- Annual grant application at _____ (location) describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at _____ (location) contains the list of names, titles, and organizations of all task force members;
- Annual grant application at _____ (location) contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving;
- Annual grant application at _____ (location) addresses any related recommendations from the assessment of the State's impaired driving program;
- Annual grant application at _____ (location) contains the projects, in detail, for spending grant funds;

- Annual grant application at _____ (location) describes how the spending supports the State's impaired driving program and achievement of its performance targets.

The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) and updates its assessment review and spending plan provided in the annual grant application at _____ (location).

[For fiscal year 2024 grant applications only.]

- The State's NHTSA-facilitated assessment was conducted on _____ (date) (within 3 years of the application due date); OR
- The State will conduct a NHTSA-facilitated assessment during the grant year; AND The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

PART 4: ALCOHOL-IGNITION INTERLOCK LAWS (23 CFR 1300.23(G))

[Check the box above only if applying for this grant.]

[Check one box below and fill in all blanks under that checked box.]

The State's alcohol-ignition interlock law, requiring all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Requirement for alcohol-ignition interlocks for all DUI offenders for not less than 180 days;

- Identify all alcohol-ignition interlock use exceptions.

The State's alcohol-ignition interlock law, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, and does not permit the individual to receive any driving privilege or driver's license unless the individual installs on each motor vehicle registered, owned, or leased by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
 - Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

 - Identify all alcohol-ignition interlock use exceptions.

The State's alcohol-ignition interlock law, requiring an individual convicted of, or the driving privilege of whom is revoked or denied, for refusing to submit to a chemical or other appropriate test for the purpose of determining the presence or concentration of any intoxicating substance, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

The State's compliance-based removal program, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

State's compliance-based removal program, requiring completion of a minimum consecutive period of not less than 40 percent of the required period of alcohol-ignition interlock installation immediately prior to the end of the individual's installation requirement, without a confirmed violation of the State's alcohol-ignition interlock program use requirements, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
 - Requirement for installation of alcohol-ignition interlocks for refusal to submit to a test for 180 days;

 - Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

 - Requirement for completion of minimum consecutive period of not less than 40 percent of the required period of alcohol-interlock use;

- Identify list of alcohol-ignition interlock program use violations;

-
- Identify all alcohol-ignition interlock use exceptions.
-

PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))

[Check the box above only if applying for this grant.]

[Fill in all blanks.]

- The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citation(s):*

[Check at least one of the boxes below and fill in all blanks under that checked box.]

- Law citation.* The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citation(s):*

- Program information.* The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided in the annual grant application at _____ (location).

PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)

[Check the box above only if applying for this grant and check the box(es) below for each grant for which you wish to apply.]

- The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (*i.e.*, the State's most

recent crash report with distracted driving data element(s)) within 30 days after notification of award.

DISTRACTED DRIVING AWARENESS GRANT

- The State provides sample distracted driving questions from the State's driver's license examination in the annual grant application at pg 89 _____ (location).

DISTRACTED DRIVING LAW GRANTS

- Prohibition on Texting While Driving**
State's texting ban statute, prohibiting texting while driving and requiring a fine, was enacted on 6/28/12 (date) and last amended on 4/17/18 (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citations:*

- Prohibition on texting while driving;
<https://delcode.delaware.gov/title21/c041/sc09/index.html#4176c>
- Definition of covered wireless communication devices;
<https://delcode.delaware.gov/title21/c041/sc09/index.html#4176c>
- Fine for an offense;
<https://delcode.delaware.gov/title21/c041/sc09/index.html#4176c>
- Exemptions from texting ban.
<https://delcode.delaware.gov/title21/c041/sc09/index.html#4176c>

- 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 6/28/12 (date) and last amended on 4/17/18 (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citations:*

- Prohibition on handheld phone use;
<https://delcode.delaware.gov/title21/c041/sc09/index.html#4176c>
- Definition of covered wireless communication devices;
<https://delcode.delaware.gov/title21/c041/sc09/index.html#4176c>
- Fine for an offense;
<https://delcode.delaware.gov/title21/c041/sc09/index.html#4176c>
- Exemptions from handheld phone use ban.
<https://delcode.delaware.gov/title21/c041/sc09/index.html#4176c>

- Prohibition on Youth Cell Phone Use While Driving**
The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, and requiring a fine, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
 - Prohibition on youth cell phone use while driving;
 - _____
 - Definition of covered wireless communication devices;
 - _____
 - Fine for an offense;
 - _____
 - Exemptions from youth cell phone use ban
 - _____

Prohibition on Viewing Devices While Driving
 The State's viewing devices ban statute, prohibiting drivers from viewing a device while driving, was enacted on 6/28/12 (date) and last amended on 4/17/18 (date), is in effect, and will be enforced during the fiscal year of the grant

- *Legal citations:*
 - Prohibition on viewing devices while driving;
<https://delcode.delaware.gov/title21/c041/sc09/index.html#4176c>
 - _____
 - Definition of covered wireless communication devices;
<https://delcode.delaware.gov/title21/c041/sc09/index.html#4176c>
 - _____

PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)

[Check the box above only if applying for this grant.]

[Check at least 2 boxes below and fill in all blanks under those checked boxes only.]

- 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:
[Check at least one of the following boxes below and fill in any blanks.]
 - Motorcycle Safety Foundation Basic Rider Course;
 - TEAM OREGON Basic Rider Training;
 - Idaho STAR Basic I;
 - California Motorcyclist Safety Program Motorcyclist Training Course;
 - Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.
 - In the annual grant application at pg 90
 (location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the

grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

Motorcyclist Awareness Program

- The name and organization of the head of the designated State authority over motorcyclist safety issues is _____.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the annual grant application at _____ (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the annual grant application at _____ (location), the projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

Helmet Law

- The State's motorcycle helmet law, requiring the use of a helmet for each motorcycle rider under the age of 18, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
 - *Legal citation(s):*

Reduction of Fatalities and Crashes Involving Motorcycles

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the annual grant application at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at _____ (location).

Impaired Motorcycle Driving Program

- In the annual grant application or triennial HSP at _____ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the annual grant application at _____ (location), countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (*i.e.*, the majority of counties or political

subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

- Reduction of Fatalities and Crashes Involving Impaired Motorcyclists**
- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators are provided in the annual grant application at _____ n _____ (location).
 - Description of the State's methods for collecting and analyzing data is provided in the annual grant application at _____ n _____ (location).

- Use of Fees Collected From Motorcyclists for Motorcycle Programs**
[Check one box only below and fill in all blanks under the checked box only.]

- 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):
<https://delcode.delaware.gov/title21/c021/sc04/#2151>

AND

The State's law appropriating funds for FYn__ 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):
<https://delcode.delaware.gov/title21/c027/sc01/>

- Applying as a Data State—
- Data and/or documentation from official State records from the previous fiscal year showing that *all* fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the annual grant application at _____ (location).

PART 8: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.26)

[Check the box above only if applying for this grant and only if NHTSA has identified the State 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, then fill in the blank below.]

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 at pg 91 _____ (location(s)).

PART 9: PREVENTING ROADSIDE DEATHS GRANTS (23 CFR 1300.27)

[Check the box above only if applying for this grant, then fill in the blank below.]

The State's plan describing the method by which the State will use grant funds is provided in the annual grant application at pg 92 _____ (location(s)).

PART 10: DRIVER AND OFFICER SAFETY EDUCATION GRANTS (23 CFR 1300.28)

[Check the box above only if applying for this grant.]

[Check one box only below and fill in required blanks under the checked box only.]

Driver Education and Driving Safety Courses

[Check one box only below and fill in all blanks under the checked box only.]

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 _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):* _____

Applying as a documentation State—

- The State has developed and is implementing a driver education and driving safety course throughout the State that require driver education and driver safety courses to include instruction and testing related to law enforcement practices during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at _____ (location).

Peace Officer Training Programs

[Check one box only below and fill in all blanks under the checked box only.]

Applying as a law State—

- The State law requiring that the State has developed and implemented a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops was

enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*

- Applying as a documentation State—
 - The State has developed and is implementing a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops.
 - Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at _____ (location).

- Applying as a qualifying State—
 - A proposed bill or planning or strategy documents that identify meaningful actions that the State has taken and plans to take to develop and implement a qualifying law or program is provided in the annual grant application at _____ (location).
 - A timetable for implementation of a qualifying law or program within 5 years of initial application for a grant under this section is provided in the annual grant application at _____ (location).

PART 11: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.29)

[Check the box above only if applying for this grant.]

[Check one box only below and fill in all blanks under the checked box only.]

- The official document(s) (*i.e.*, a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at _____ (location).
- The projects that the State will undertake during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at _____ (location).

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

- I have reviewed the above information in support of the State's application for [23 U.S.C. 405](#) and Section 1906 grants, and, based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

Click here to validate form fields and permit signature



Signature Governor's Representative for Highway Safety

8/1/24

Date

Nathaniel McQueen, Jr.

Printed name of Governor's Representative for Highway Safety

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FY25 HIGHWAY SAFETY ANNUAL GRANT APPLICATION

