

**DELAWARE DEPARTMENT OF
TRANSPORTATION
OFFICE OF CIVIL RIGHTS
TITLE VI PROGRAM
COMPLIANCE PLAN
FMCSA**

Applicable to FMCSA Grants for FFY 2026

July 2026



I	Non-Discrimination Policy Statement
2	Title VI Program Non-Discrimination Assurances
5	Appendix A
6	Appendix B
7	Appendix C
8	Appendix D
9	Appendix E
10	Descriptions For Projects HP-ITD and HP-CMV 2026 Grant Applications
13	Description for Project HP-ITD-2024 Grant Application
14	FFY26 CDLPI Improvement Grant
25	Description for Project FM-CDLPI-2025 Grant Application
26	CDL Self-Assessment – Program Overview
28	DelDOT Non-Discrimination Policies
30	Sub-Recipient Compliance
31	Training
32	Access to Records
33	Complaint Disposition Process
35	Status of Corrective Actions
36	Community Participation Process
37	Public Notice of Title VI Program Rights
38	CMV Inspection Selection and Unbiased Enforcement Policies

NONDISCRIMINATION POLICY STATEMENT

DelDOT presents the Nondiscrimination Policy Statement endorsed by the Secretary of the Delaware Department of Transportation and shown below to demonstrate its commitment to nondiscrimination and its understanding of responsibilities for the effective implementation of the Title VI Program. Further, DelDOT has signed the FMCSA Title VI Program Assurance document in compliance with 49 CFR part 21 and 49 CFR part 303, and will ensure that sub- recipients, sub-grantees, contractors, successors, transferees, and/or assignees sign an Assurance document as well.

State of Delaware, Department of Transportation

It is the policy of the Delaware Department of Transportation that no person shall on the grounds of race, color, national origin, sex, age, or handicap/disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in any program or activity which is administered by the Delaware Department of Transportation, regardless of the funding source, (i.e. State, Federal Highway Administration (FHWA), or Federal Transit Authority (FTA)).

The Secretary of the Delaware Department of Transportation is ultimately responsible for the effective implementation of the Title VI Nondiscrimination Program. The Secretary will not perform the day to day implementation duties. Those duties are delegated to the Civil Rights Administrator, who has been delegated sufficient authority to carry out her or his duties and responsibilities, which include overseeing a committee of Liaisons from each Program Area. Those Liaisons will perform data collection, data analysis, process reviews and reporting related to DelDOT' s Title VI program.

Date: 6/12/26

By: [Signature]

Shante Hastings, Cabinet Secretary
Delaware Department of Transportation

**The United States Department of Transportation
Standard Title VI/Non-Discrimination Assurances**

DOT Order No. 1050.2A

The Delaware Department of Transportation (herein referred to as the “Recipient”), **HEREBY AGREES THAT**, as a condition to receiving any Federal financial assistance from the United States Department of Transportation (DOT), through the **Federal Motor Carrier Safety Administration (FMCSA)**, is subject to and will comply with the following:

Statutory/Regulatory Authorities

- 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);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 *et seq.*), (prohibits discrimination on the basis of sex);
- Title IX of the Education Amendments of 1972, as amended, (20 U.S.C. § 1681 *et seq.*), (prohibits discrimination on the basis of sex in education programs or activities);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability);
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq.*), (prohibits discrimination on the basis of age);
- Americans with Disabilities Act of 1990, as amended, (42 U.S.C. § 12101 *et seq.*), (prohibits discrimination on the basis of disability);
- 49 C.F.R. Part 21, including any amendments thereto (entitled *Nondiscrimination In Federally-Assisted Programs Of The Department Of Transportation—Effectuation Of Title VI Of The Civil Rights Act Of 1964*);
- 49 C.F.R. Part 27 (entitled *Nondiscrimination On The Basis Of Disability In Programs Or Activities Receiving Federal Financial Assistance*);
- 49 C.F.R. Part 28 (entitled *Enforcement Of Nondiscrimination On The Basis Of Handicap In Programs Or Activities Conducted By The Department Of Transportation*);
- 49 C.F.R. Part 37 (entitled *Transportation Services For Individuals With Disabilities (ADA)*);
- 49 C.F.R. Part 303 (FMCSA’s Title VI/Nondiscrimination Regulation);
- 28 C.F.R. Part 35 (entitled *Discrimination On The Basis Of Disability In State And Local Government Services*);
- 28 C.F.R. section 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);

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, national origin, sex, age, or disability, 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 the FMCSA.”

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI 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 non-discrimination 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 Assurances, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted **FMCSA Program**:

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in 49 C.F.R. Part 21.23 (b) and 21.23 (e), including any amendments thereto, 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 the FMCSA Program and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

“The Delaware Department of Transportation, 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 any contract entered into pursuant to this advertisement, all contractors will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of the owner’s race, color, national origin, sex, age, or disability, in consideration for an award.”;

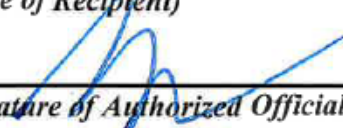
3. The Recipient will insert the clauses of Appendix A and E of this Assurance in every contract or agreement subject to the Acts and the Regulations;
4. The Recipient will insert the clauses of Appendix B of this Assurance, as a covenant running with the land, in any deed from the United States effecting 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, 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 Assurance, 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, Delaware Department of Transportation also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing the **FMCSA** 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 the **FMCSA**. You must keep records, reports, and submit the material for review upon request to **FMCSA**, 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.

Delaware Department of Transportation 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 Department of Transportation under the **FMCSA Program**. This ASSURANCE is binding on Delaware, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the **FMCSA Program**. The person (s) signing below is authorized to sign this ASSURANCE on behalf of the Recipient.

Delaware Department of Transportation
(Name of Recipient)

By: 
(Signature of Authorized Official)

Date: 6/12/26

APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the “contractor”) agrees as follows:

- A. **Compliance with Regulations:** The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation, Federal Motor Carrier Safety Administration (FMCSA), as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
- B. **Nondiscrimination:** The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, national origin, sex, age, or disability, in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations as set forth in Appendix E, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 C.F.R. Part 21, including any amendments thereto.
- C. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment:** In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor’s obligations under this contract and the Acts and the Regulations relative to Non-discrimination on the grounds of race, color, national origin, sex, age, or disability.
- D. **Information and Reports:** The contractor will provide all information and reports required by the Acts, the Regulations and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the FMCSA to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the FMCSA, as appropriate, and will set forth what efforts it has made to obtain the information.
- E. **Sanctions for Noncompliance:** In the event of a contractor’s noncompliance with the Non-discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the FMCSA may determine to be appropriate, including, but not limited to:
 - a. withholding payments to the contractor under the contract until the contractor complies; and/or
 - b. cancelling, terminating, or suspending a contract, in whole or in part.
- F. **Incorporation of Provisions:** The contractor will include the provisions of paragraphs one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the FMCSA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

CLAUSES FOR DEEDS TRANSFERRING UNITED STATES PROPERTY

APPENDIX B

The following clauses will be included in deeds effecting or recording the transfer of real property, structures, or improvements thereon, or granting interest therein from the United States pursuant to the provisions of Assurance 4:

NOW, THEREFORE, the Department of Transportation as authorized by law and upon the condition that the Delaware Division of Motor Vehicles will accept title to the lands and maintain the project constructed thereon in accordance with (*Name of Appropriate Legislative Authority*), the Regulations for the Administration of **Federal Motor Carrier Safety Administration (FMCSA) Program**, and the policies and procedures prescribed by the **FMCSA** of the Department of Transportation in accordance and in compliance with all requirements imposed by Title 49, Code of Federal Regulations, Department of Transportation, subtitle A, Office of the Secretary, part 21, Non-discrimination in Federally-assisted programs of the Department of Transportation, including any amendments thereto, pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. § 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the Delaware Division of Motor Vehicles all the right, title and interest of the Department of Transportation in and to said lands described in Exhibit "A" attached hereto and made a part hereof.

(HABENDUM CLAUSE)

TO HAVE AND TO HOLD said lands and interests therein unto Delaware Division of Motor Vehicles and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and will be binding on the Delaware Division of Motor Vehicles, its successors and assigns.

The Delaware Division of Motor Vehicles, in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person will on the grounds of race, color, national origin, sex, age, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such lands hereby conveyed [,] [and]* (2) that the Delaware Division of Motor Vehicles will use the lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, subtitle A, Office of the Secretary, part 21, Non-discrimination in Federally-assisted programs of the Department of Transportation, including any amendments thereto, Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations and Acts may be amended, and (3) that in the event of breach of any of the above-mentioned non-discrimination conditions, the Department will have a right to enter or re-enter said lands and facilities on said land, and that above described land and facilities will thereon revert to and vest in and become the absolute property of the Department of Transportation and its assigns as such interest existed prior to this instruction.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to effectuate the purpose of Title VI.)

CLAUSES FOR TRANSFER OF REAL PROPERTY ACQUIRED OR IMPROVED UNDER THE ACTIVITY, FACILITY OR PROGRAM

APPENDIX C

The following clauses will be included in deeds, licenses, leases, permits, or similar instruments entered into by the Delaware Division of Motor Vehicles pursuant to the provisions of Assurance 7(a):

- A. The (grantee, lessee, permittee, etc. as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add “as a covenant running with the land”] that:
 - 1. In the event facilities are constructed, maintained, or otherwise operated on the property described in this (deed, license, lease, permit, etc.) for a purpose for which a Department of Transportation activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) will maintain and operate such facilities and services in compliance with all requirements imposed by the Acts and Regulations (as may be amended) such that no person on the grounds of race, color, national origin, sex, age, or disability, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.
- B. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Non-discrimination covenants, Delaware Division of Motor Vehicles will have the right to terminate the (lease, license, permit, etc.) and to enter, re-enter, and repossess said lands and facilities thereon, and hold the same as if the (lease, license, permit, etc.) had never been made or issued.*
- C. With respect to a deed, in the event of breach of any of the above Non-discrimination covenants, the Delaware Division of Motor Vehicles will have the right to enter or re-enter the lands and facilities thereon, and the above described lands and facilities will there upon revert to and vest in and become the absolute property of the Delaware Division of Motor Vehicles and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to effectuate the purpose of Title VI.)

CLAUSES FOR CONSTRUCTION/USE/ACCESS TO REAL PROPERTY ACQUIRED UNDER THE ACTIVITY, FACILITY OR PROGRAM

APPENDIX D

The following clauses will be included in deeds, licenses, permits, or similar instruments/ agreements entered into by Delaware Division of Motor Vehicles pursuant to the provisions of Assurance 7(b):

- A. The (grantee, licensee, permittee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add, “as a covenant running with the land”) that (1) no person on the ground of race, color, national origin, sex, age, or disability, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishing of services thereon, no person on the ground of race, color, national origin, sex, age, or disability, will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) will use the premises in compliance with all other requirements imposed by or pursuant to the Acts and Regulations, as amended, set forth in this Assurance.
- B. With respect to (licenses, leases, permits, etc.), in the event of breach of any of the above Non-discrimination covenants, Delaware Division of Motor Vehicles will have the right to terminate the (license, permit, etc., as appropriate) and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, permit, etc., as appropriate) had never been made or issued.*
- C. With respect to deeds, in the event of breach of any of the above Non-discrimination covenants, Delaware Division of Motor Vehicles will there upon revert to and vest in and become the absolute property of Delaware Division of Motor Vehicles and its assigns. *

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to effectuate the purpose of Title VI.)

APPENDIX E

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the “contractor”) agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

- Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. § 2000d *et seq.*), (prohibits discrimination on the basis of race, color, national origin), as implemented by 49 C.F.R. Part 21.1 *et seq.*, including any amendments thereto, and 49 C.F.R. part 303;
- 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.*) (prohibits discrimination on the basis of sex);
- Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. § 794 *et seq.*) (prohibits discrimination on the basis of disability); and 49 C.F.R. part 27;
- The Age Discrimination Act of 1975, as amended (42 U.S.C. § 6101 *et seq.*) (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982 (Pub. L. 97-248 (1982)), as amended (prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987 (102 Stat. 28) (“.... which restore[d] the broad scope of coverage and to clarify the application of title IX of the Education Amendments of 1972, section 504 of the Rehabilitation Act of 1973, the Age Discrimination Act of 1975, and title VI of the Civil Rights Act of 1964.”);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 -- 12189), as implemented by Department of Justice regulations at 28 C.F.R. parts 35 and 36, and Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration’s Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);
- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. § 1681 *et seq.*).

DESCRIPTIONS FOR PROJECTS IN DELAWARE HP-ITD AND HP-CMV 2026 GRANT APPLICATIONS

The High Priority Commercial Motor Vehicle (HP-CMV) and Innovative Technology Deployment (HP-ITD) grant programs are administered and sponsored by the Federal Motor Carrier Safety Administration (FMCSA) to support FMCSA's high priority to improve commercial motor vehicle safety, and to reduce accidents and fatalities.

The objectives of the HP-ITD program are to advance the technological capability and promote the deployment of intelligent transportation system applications for CMV operations, including CMV, commercial driver, and carrier- specific information systems and networks, and to support/maintain CMV information systems and networks to (i) link Federal motor carrier safety information systems with State CMV systems; (ii) improve safety and productivity of CMVs and commercial drivers; (iii) and reduce costs associated with CMV operations and regulatory requirements.

The objectives of the HP-CMV program are to support, enrich, and evaluate CMV safety programs and to target unsafe driving of CMVs and non-CMV in areas identified as high-risk crash corridors, promote the safe and secure movement of hazardous materials, improve safety of transportation of goods and passengers in foreign commerce, demonstrate new technologies to improve CMV safety, support participation in the Performance Registration Information

Systems Management (PRISM) program, support safety data improvement projects, increase public awareness and education on CMV safety, and otherwise improve CMV safety.

HP-ITD Project 1: Virtual Weigh Station – Harrington Site

This project will provide funding for the development of a new VWS site in Harrington, Delaware. The innovative technology for VWS deployment includes the installation of electronic screening devices to screen vehicle, size, weight, safety, and credential information while the vehicle is in motion. The site will be used for mainline screening in advance of a weigh pad location where the State Police conduct 'portable' size and weight enforcement.

The VWS site will weigh-in-motion screening, over-height detection, and cameras with optical character recognition to capture license plate information, USDOT number information and HAZMAT Placard information, as well as wireless communications that allow the site to transmit information to enforcement officers located at fixed weigh stations and/or patrol vehicles for enforcement purposes. Installation of VWS technology provides a cost-effective screening and enforcement mechanism for DelDOT and DSP. The screening of commercial vehicles at VWS locations enables DSP enforcement resources to target suspected violators and violation trends based on data from the VWS, resulting in increased efficiency and effectiveness of targeted weight enforcement and roadside inspections.

The deployment of one new VWS site will complement the four current VWS sites and allow DSP to implement cost-effective route monitoring and better comply with weigh regulations. It will help the State of Delaware to avoid the need for additional fixed, brick and mortar, staffed weigh stations. This additional VWS site, planned for SR-13 Southbound in Harrington, DE will provide greater coverage and flexibility for enforcement officers.

Project 2: Operation, Maintenance and Minor Enhancements of Core ITD Systems: IRP, IFTA, CVIEW.

Through this project DelDOT seeks funding to support ongoing operation and maintenance (O&M) of Delaware's Core ITD system: International Registration Plan (IRP), International Fuel Task Agreement (IFTA) and Commercial Vehicle Information Exchange Window (CVIEW) for two years. Grant funding would support vendor payments for ongoing operation and maintenance and periodic upgrades and minor enhancements of referenced systems.

- Delaware's vendor-supported Commercial-off-the-Shelf (COTS) International Registration Program (IRP) software system allows the Delaware Division of Motor Vehicles (DMV) to process commercial vehicle credentials (registration) and payments electronically for IRP commercial vehicles. This includes online processing of new, renewal, and supplemental applications for credentials, as well as electronic payment options. Motor carrier users log in to the system to access and update their IRP information over the Internet, including payments and credential renewals.
- Delaware's vendor-supported COTS International Fuel Tax Agreement (IFTA) Electronic Tax Filing and Credentialing software system enables online IFTA credential issuance, quarterly tax filing, electronic payment, decal orders and self-registration functionality. DMV personnel and motor carriers to access and update their IFTA information over the Internet.
- Delaware's vendor-supported COTS Commercial Vehicle Information Exchange Window (CVIEW) software system facilitates data exchange with internal and external applications including Federal government and Delaware systems. Specifically, it provides streamlined access to information from the following commercial vehicle systems: IRP, IFTA, SAFER (Safety and Fitness Electronic Records System), PRISM, Oversize/Overweight Hauling Permit, E-Screening/Virtual Weigh Stations technologies. DMV personnel and Delaware State Police enforcement officers have access to CVIEW system.

Project 3: Participation in ITD-Affiliated Organizations and Associations

Through this project DelDOT seeks funding to support participation in ITD-affiliated Organizations and Associations, specifically IRP and IFTA, to maintain compliance with Core ITD requirements and to stay up to date with organization and association activities, rules, regulations, and policies.

- This project will provide funding for International Registration Plan, Inc. (IRP Inc.) annual dues and membership fees for two years. IRP, Inc. is a nonprofit organization that manages the IRP Plan, which Delaware became a member of on January 1, 1995. Payment of annual IRP membership dues and fees will allow the State of Delaware to continue to vote on IRP ballot proposals, transmit fees and data to other member jurisdictions, and enforce IRP requirements.
- This project will provide funding for International Fuel Tax Agreement, Inc. (IFTA, Inc.) annual dues and membership fees for two years. IFTA, Inc. is a non-profit organization that manages the IFTA Program which Delaware became a member of on July 1, 1996. Payment of IFTA, Inc. annual membership dues and fees will allow the State of Delaware to continue to vote on IFTA ballot proposals, transmit fees and data to other member jurisdictions, and enforce IFTA requirements, rules, and regulations.

HP-ITD Project 4: Program Management Support and Travel

This project will provide funding for ITD Program Management support and travel costs associated with ITD Program participation for two years. A program management consultant assists the program manager and system architect with day-to-day project management support for the ITD/PRISM Program and related CMV projects. The PM consultant supports activities such as CVO outreach, procurement support, meeting coordination, grant requirements collections, grant application development, grant financial planning, and grant progress reporting in accordance with FMCSA requirements. This task also includes funding for representatives from DelDOT and DSP to participate in FMCSA's Annual MCSAP Conference and ITD/PRISM Workshop.

HP-CMV Project 1: Share the Road New Driver Training Program

This project will provide funding a New Driver Training Program Initiative called Share the Road. DelDOT seeks to implement this supplemental driver education program developed by the Virginia Tech Transportation Institute (VTTI) that aims to instruct young and older drivers alike on sharing the road with heavy vehicles in order to help support the State's goal of reducing motor vehicle fatalities. This program involves two components: (1) a hands-on truck experience developed by VTTI, which demonstrates proper procedures for sharing the road (STR) with trucks and other heavy vehicles along with the danger areas around these heavy vehicles; and (2) promoting the Tips for Sharing the Road with Commercial Motor Vehicles website (www.cmvroadsharing.org), which incorporates video clips of real-world driving events captured during VTTI naturalistic driving studies. The website is operational and available requiring only identification and maintenance. The proposed program will promote safe driving practices among teen drivers and the general driving population while interacting with commercial motor vehicles.

This project will include a DelDOT professional to oversee the program in Delaware and three VTTI research personnel to conduct each of the hands-on demonstrations. Additionally, the Delaware Motor Transport Association (DMTA) will be a critical partner in serving as liaison with local truck carriers to provide a Class 8 truck-trailer combination unit for each of these events.

(remainder of page intentionally left blank)

HP-ITD-2024 Grant Application Projects

Project 1: Commercial Vehicle Safety Alert System:

This project will fund a vendor-provided commercial motor vehicle driver safety alert service based on real time traffic data regarding congestion, incidents and work zones. The service incorporates traffic intelligence to alert drivers through on-board devices of real-time road conditions, including work zones, congestion and incidents, enabling the driver to make safer driving decisions, and helping to improve overall road safety. Upon successful demonstration of the CVSA system through a one-year pilot, DelDOT is planning to continue offering this service to CMV drivers while they are operating in the State of Delaware. This grant seeks funding to support provision of this service for a period of three (3) years. *

Project 2: Tire Abnormality Detection System Expansion:

Through this project, DelDOT seeks to integrate Tire Abnormality Detection capabilities at existing and planned commercial motor vehicle e-screening locations (Virtual Weigh Stations) in the State of Delaware. The system, which has already been successfully integrated at one VWS location in Delaware, can identify underinflated, missing, mismatched, and flat tires at ramp to mainline speeds (1 to 100 mph). Anomalous tires can also be identified on the inside of a dual set of tires, which would be difficult to spot at mainline speeds. Anomalous or flat tires decrease a driver's directional control, increasing the risk of an accident. It also reduces the useful life of the tire and impacts fuel economy. In the case of missing or mismatched tires (old and new in dual set), the vehicle loading can become imbalanced, also increasing the risk of an accident. This project requests funding for the deployment of up to four (4) Tire Abnormality Detection System sites.

These two projects will also meet FMCSA's High Priority - Innovative Technology Development (HP-ITD) Program's objective in advancing technological capability and promoting the deployment of intelligent transportation systems (ITS) applications for commercial vehicle operations.

*This grant has been extended for another three (3) years for a total of six (6) years.

(remainder of page intentionally left blank)

FFY26 CDLPI Improvement Grant

Directors Overview

Program Narrative

Objectives of the program through the life cycle of the grant

The Delaware Division of Motor Vehicles is deeply committed to enhancing the Commercial Driver License (CDL) program to promote highway safety, security, and save lives. DMV's program is dedicated to exceeding federal compliance standards and meeting deadlines.

Delaware became a state that supports Real ID and has been issuing federally compliant driver's licenses since 2010. In recent years, in addition to implementing the requirements of MCSIA, ELDT, CDLIS Modernization, EEE, DACH, Medical Certification program, and NRII, the DMV has gone to great lengths to combat fraud and increase the oversight and monitoring of the DMV's CDL program and processes and Delaware's CDL Drivers. Delaware has successfully implemented the integration of CDL test scores with the Motor Vehicle and Licensing System (MVALS) and instituted a platform to electronically score, record, and audit CDL skills testing to assist in the deterrence and detection of fraudulent activity.

Delaware's FM-CDL-26-20.232 grant application initiatives will align with the FY2026 CDLPI Grant Program's National Priority Category #1: Basic CDLPI Grant for projects that update and improve CDL programs' processes and procedures to ensure drivers of large trucks, school buses, or vehicles containing hazardous materials meet the qualification requirement and possess the knowledge and skills necessary to operate those vehicles safely. DMV's strategies include removing any barriers to compliance and ensuring the continued accuracy, completeness, and timeliness of CDL data, and achieving a status of zero open findings in SCORE.

While Delaware has made great progress in achieving these goals, attention and enhancements are still needed for our CDL program to remain innovative and forward-thinking.

The Delaware DMV strives to maintain full compliance with 49 CFR Parts 383 and 384. This grant application assists the DMV in achieving this goal by focusing on the one (1) objective:

- **UNI Mainframe Migration – REST/NIEM Web Service**

Delaware seeks the award of the FY2026 CDLPI Grant Program in the amount of **\$1,516,312.00**. The award of this grant opportunity will ensure Delaware's ability to maintain compliance with 49 CFR Parts 383 and 384, meet federal rule-making compliance dates, and fund implementation of initiatives that support best practices and the resolution of barriers to compliance.

DMV's performance objective is to strengthen the CDL program, control, and management oversight, support enhancements, and implement upgrades to existing programs. These goals can be accomplished through this one (1) objective:

UNI Mainframe\Windows Migration – RESTful Web Services

applications to be developed in this new solution will include SSOLV, HAVV, PDPS (including DLDV), and SPEXS (including CDLIS, DACH, and NRII).

Due to AAMVA’s decision to sunset the UNI-Mainframe in February 2024, the future sunsetting of UNI-Windows in 2026, and AMIE applications by January 2028, Delaware plans to migrate all AAMVA interfaces and processes to the AAMVA REST/NIEM solution.

There are three (3) phases Delaware DMV will implement this migration:

- Phase 1 SSOLV and HAVV –2026
- Phase 2 SPEXS –2026 – 2027
- Phase 3 PDPS –2027 – 2028

Funding Year One and Two

UNI- Migration – REST/NIEM Web Services

Funding Year Two, Three and Four

UNI- Migration – REST/NIEM Web Services

During this funding period, grant monies will be utilized in support of the migration from a UNI–Windows to REST web services. Delaware DTI will work with AAMVA unified network to implement the proposed solution.

Summary

The Delaware DMV’s primary objective is to successfully implement REST/NIEM architecture that supports ongoing compliance with federal CDL requirements. This modernization effort will enhance system reliability, reduce reliance on legacy technologies, and position the agency to support future initiatives led by AAMVA.

Planned modifications and enhancements to MVALS will enable the DMV to continue querying and receiving CDL driver notifications throughout transactions processing, ensuring uninterrupted access to critical driver information.

The initiatives will maintain Delaware’s compliance with current and future program requirements while minimizing implementation risks through a phased deployment approach, parallel testing, coordination with AAMVA stakeholders, formal user acceptance testing, and established rollback procedures. These measures will help ensure uninterrupted operation of CDLIS, SPEXS, PDPS, HAVV, and SSOLV services throughout the implementation process.

Signature

_____

Amy Anthony

Director, Division of Motor Vehicles

06/16/2026

Date

FY2026 CDLPI Grant Proposal

I. BRIEF INTRODUCTION

The Delaware Division of Motor Vehicles (“DMV”) strives to maintain full compliance with FMCSA regulations concerning driver’s license standards and programs outlined in 49 CFR Parts 383 and 384 and is committed to establishing new initiatives that will support Delaware’s CDL program and benefit Delaware constituents. Successful implementation of REST/NIEM architecture will ensure uninterrupted compliance with federal CDL requirements, improve system reliability, reduce dependence on legacy technology, and position Delaware DMV to meet future AAMVA modernization initiatives. This grant application assists the Delaware DMV in achieving this goal by focusing on one (1) performance objective:

- UNI Migration – REST/NIEM Web Service

DMV’s strategies include the removal of any barriers to compliance and ensuring the continued accuracy, completeness, and timeliness of CDL data, and to achieve a status of zero open findings in the State Compliance Records Enterprise (SCORE) system.

II. CDL PROGRAM SELF-ASSESSMENT (PROGRAM OVERVIEW)

A. SCORE Findings

Delaware has one current open finding in SCORE

- FD-104111: Out-of-State Transactions that are missing from CDLIS Driver History Record (DHR)
 - As noted in the 2023 CDL Records Analysis performed by FMCSA, there are 101 records where out-of-state transactions were not posted to the CDLIS Driver History Record within 10 days. The State is required to review the report and identified records to determine the reason that the transaction wasn’t reported in a timely manner, The DE Division Office has Excel Reports available that notate a sampling of records that need to be corrected.
 - Proposed Solution: The DMV’s CDL Department will focus on reviewing the CD90.7.4 and CD90.4.1 AAMVA reports. These reports will be examined to identify transactions that failed to post to the DHRs and may require us to reach out to the SOC/SOWs to work together and resolve the errors. Additional training will be provided for staff to identify errors and monitor these reports in case action is required. This is an ongoing process and would include monthly review of CD90.7.4 reports, CD90.4.1 reports, and Quarterly management audits.

B. Open CDLPI Grant Awards

- **FY 2023 CDLPI, CDFA 20.232**
- Agreement number FM-CDL-23-001
- Grant award amount \$253,217.00
- Purpose - This grant provides programming in support of three (3) project efforts:
 - Drug and Alcohol Clearinghouse (DACH)
 - Exclusively Electronic Exchange (EEE)
 - Maintenance of Program – CDL Manuals and Supplies

- Progress to Date:
 - Drug and Alcohol Clearinghouse (DACH)
 - DMV implemented DACH on 11/18/2024
 - Exclusively Electronic Exchange (EEE)
 - DMV implemented EEE on 8/16/2024
 - Maintenance of Program – Supplies
 - CDL manuals and training supplies have not been ordered to date.

This grant ends in September 2027. Delaware does not anticipate any barriers to meeting deadlines for the grant deliverables with the performance period. However, Delaware DMV submitted an amendment request move remaining funds for a budget modification to Maintenance of Program – Supplies.

- **FY 2024 CDLPI, CDFA 20.232**
- Agreement number FM-CDL-24-002
- Grant award amount: \$251,537.00
- Purpose - This grant provides programming in support of two (2) project efforts:
 - MAP21 CDL 5.3.3 Medical Examiners Certification Integration Rule
 - CDL Skills Test Modernization
- Progress to Date:
 - MAP21 CDL 5.3.3 Medical Examiners Certification Integration Rule
 - DMV implemented on April 13, 2025.
 - CDL Skills Test Modernization
 - DMV implemented Modernization CDL Skills Testing System on February 26, 2025.
 - DMV has met with a vendor to stripe all four DMV CDL Testing Pads
 - DMV has met with ITI to update Road Scholar application
 - Maintenance of Program – Supplies
 - CDL manuals and training supplies have been ordered to date.

This grant ends in September 2028. Delaware does not anticipate any barriers to meeting deadlines for the grant deliverables with the performance period. However, Delaware DMV submitted an amendment request to modify activity on NRIL.

C. Non-Commercial Driver's License

2025	
TYPE	Number Issued Annually
D	34,482
LP	1,768
NA	16
NB	22
TOTAL	36,288

2024

TYPE	Number Issued Annually
D	34,361
LP	3,308
NA	3
NB	18
TOTAL	37,690

D. Commercial Driver's License

2025

Type	Number Issued Annually
CA	351
CB	181
CC	3
TOTAL	535

2024

Type	Number Issued Annually
CA	353
CB	196
CC	3
TOTAL	552

E. Commercial Learner's Permit

Year	Number Issued Annually
2025	2,911
2024	2,973

F. Total number of valid CDLs

Year	Valid CDLs Currently in DE
2025	31,889
2024	32,064

G. CD31 Missing and Broken Pointers

The CD31 Action Plan from January 2025 shows that Delaware has no missing or broken pointers.

H. Timeliness of Transmitting/Posting of Convictions and Withdrawals for CDL Drivers

The following statistics are from December 2025 CDLIS Timeliness and Accuracy Summary Workbook:

CDLIS Timeliness of Convictions			CDLIS Timeliness of Withdrawals		
January 2025 - December 2025			January 2025 - December 2025		
# Sent Successfully ²	# Sent within 10 days	% Sent within 10 days ³	# Sent Successfully ²	# Sent within 10 days	% Sent within 10 days ³
967	870	89.97%	48	34	70.83%

III. PROBLEM STATEMENT

The DMV is deeply committed to improving the Commercial Driver License (CDL) program to advance highway safety, security, and save lives. DMV's program is devoted to exceeding federal compliance standards and meeting compliance deadlines.

Delaware became a state that supports Real ID and has been issuing federally compliant driver licenses since 2010. In recent years, in addition to implementing the requirements of MCSIA, ELDT, CDLIS Modernization, EEE, DACH, Medical Certification program and NRII, the DMV has gone to great lengths to combat fraud and increase the oversight and monitoring of the DMV's CDL program and processes and Delaware's CDL Drivers. Delaware has successfully implemented the integration of CDL test scores with the Motor Vehicle and Licensing System (MVALS) and instituted a platform to electronically score, record, and audit CDL skills testing to assist in the deterrence and detection of fraudulent activity.

Due to AAMVA's decision to sunset support for the UNI-Mainframe platform in January 2025 and UNI Windows July 2026, and all AAMVAnet Message Interchange Envelope (AMIE) applications by January 2028, the Delaware DMV initiated a project to replace the existing platforms to maintain communication with 49 CFR Parts 393 and 384 and to continue its communication with AAMVA's AAMVAnet. Originally, Delaware's proposed solution was outlined in the UNI Mainframe Migration Project, which aimed to use UNI-Windows to replace the UNI Mainframe as mentioned in the FY2021 CDLPI Grant Proposal awarded on August 1, 2021. However, AAMVA announced in February 2024 the future sunset of support for UNI-Windows July 2026, and all AAMVAnet Message Interchange Envelope (AMIE) applications will be phased out by January 2028. This eliminates the option of continuing with UNI Windows and requires Delaware to pivot and transition from UNI/AMIE to REST/NIEM web services utilizing a .Net platform.

Delaware's FM-CDL-26-001 grant application initiatives will align with the FY2026 CDLPI Grant Program's National Priority Category #1: Basic CDLPI Grant for projects that update and improve CDL programs' processes and procedures to ensure drivers of large trucks, school buses or vehicles containing hazardous materials meet the qualification requirement and possess the knowledge and skills necessary to operate those vehicles safely. DMV's strategies include the removal of any barriers to compliance and ensuring the continued accuracy, completeness, and timeliness of CDL data, and to achieve a status of zero open findings in SCORE.

While Delaware has made great progress in achieving these goals, there are still areas that require attention and enhancement for Delaware's CDL program to remain innovative and forward-thinking.

Delaware seeks the award of the FY2026 CDLPI Grant Program in the amount of **\$1,516,312.00**. The award of this grant opportunity will ensure Delaware's ability to maintain compliance with 49 CFR Parts 383 and 384, meet federal rule-making compliance dates, and fund implementation of initiatives that support best practices and the resolution of barriers to compliance.

IV. PERFORMANCE OBJECTIVE

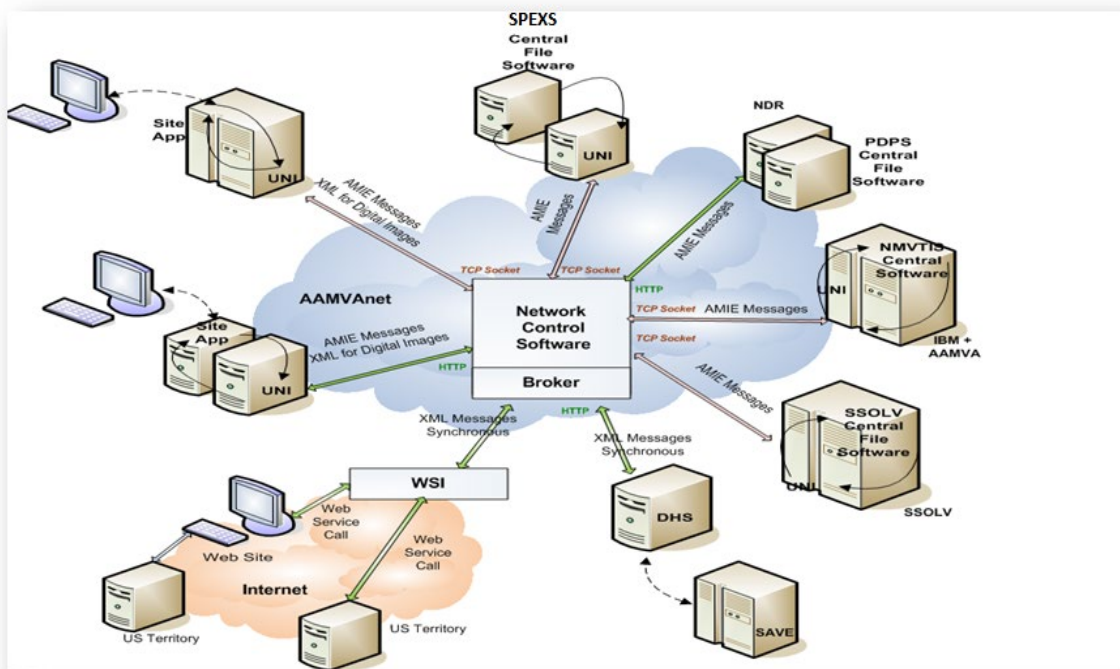
DMV's performance objectives are to strengthen the CDL program control and management oversight, support enhancements and upgrades to existing programs and infrastructures, and ensure compliance with all FMCSA requirements. This goal can be accomplished with the objective:

UNI Mainframe/Windows Migration – RESTful Web Services

The objective is to ensure Delaware will support the migration from UNI/AMIE (Mainframe and Windows) to UNI REST/NIEM web services. Delaware is in the process of creating a new application using REST web services and utilizing a .Net platform to replace the current UNI applications' (Mainframe and Windows) communication with AAMVA. The four applications in this new solution will include SSOLV, HAVV, PDPS (including DLDV), and SPEXS (including CDLIS, DACH, and NRII).

Currently, the Division of Motor Vehicles (DMV) utilizes the American Association of Motor Vehicle Administrators' (AAMVA) Unified Network Interface (UNI), which is one of AAMVA's interface software solutions for a site's application system to exchange messages with other parties. The UNI product resides on a site's host and provides a set of APIs that allow the site's outbound and inbound application programs to exchange messages with UNI. UNI is a critical aspect of the DMV's Mainframe Application (Motor Vehicle and Licensing System - MVALS) as it facilitates the sharing and retrieval of Driver License and Identification Card transactions, data validations, and historical information with external agencies and AAMVA's central data repository. This sharing of data allows Delaware to be considered a federally compliant state, maintain timely transmission of identification information to safeguard individuals' identities, and protect against fraudulent activity.

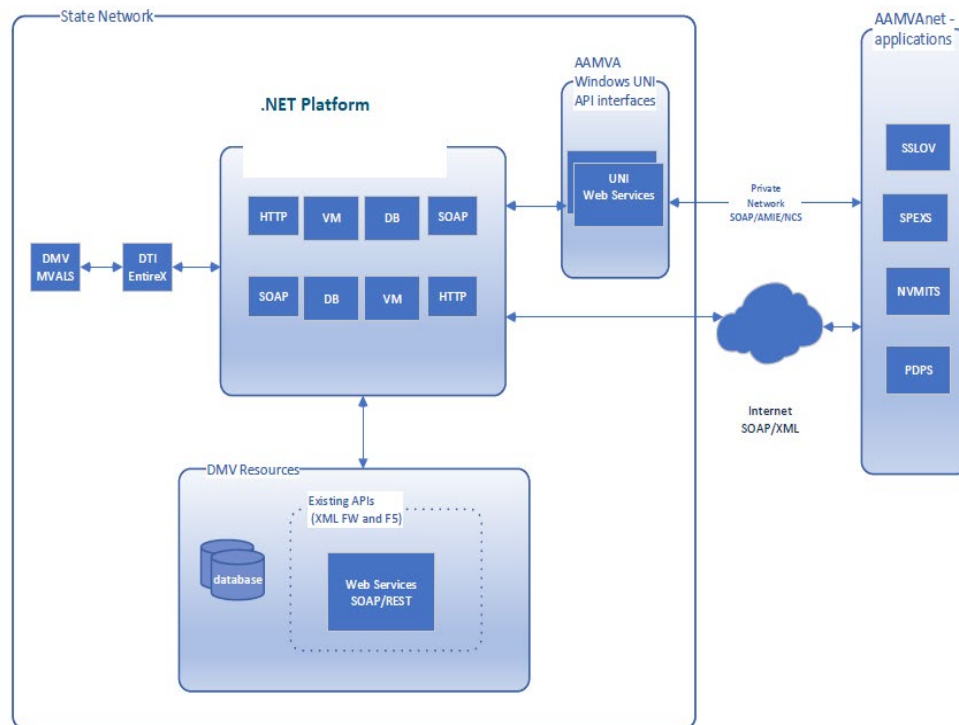
UNI Mainframe was developed in 1991-1992 to provide message translation, message grouping, site application notification, store and forward, and logging. UNI mainframe resides between Delaware's DL/Titling application and the AAMV Anet network as shown below.



Many Motor Vehicle Administrators (MVAs) use the mainframe versions of UNI. This UNI version is written in PACBASE COBOL, and the technology is now dated and is becoming hard to staff and obtain continued support for the platform.

Upon discovery of the sunseting of UNI Mainframe Support by AAMVA, Delaware began migrating the UNI transactions to UNI Windows. SSOLV was the first process implemented into UNI Windows by DE DMV May 13, 2022. Upon successful completion, DE DMV developers began working to migrate PDPS, but this work was halted once AAMVA announced the sunseting of UNI Windows/AMIE.

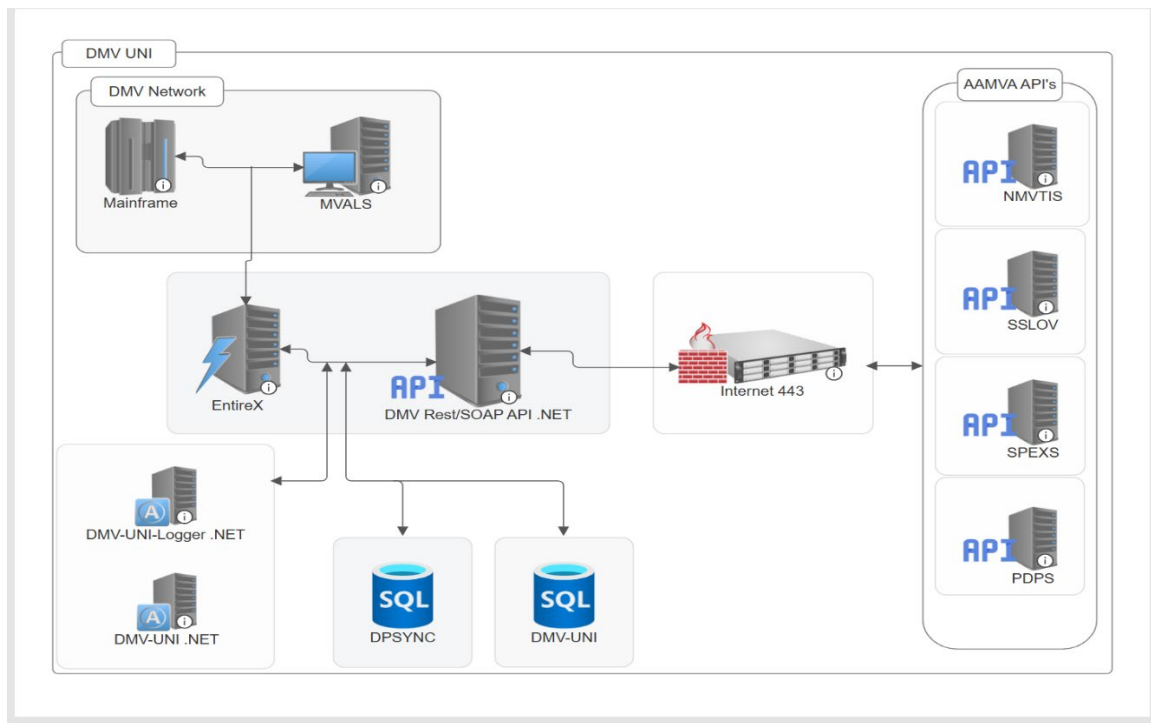
The following diagram depicts Delaware’s Windows UNI \AMIE Solution (currently only in use for SSOLV):



Due to AAMVA’s decision to sunset the UNI-Mainframe in February 2024, the future sunseting of UNI-Windows in 2026, and AMIE applications by January 2028, Delaware plans to migrate all AAMVA interfaces and processes to the AAMVA REST/NIEM solution. This document outlines, at a high level, the reasoning for the team’s decision to move forward with REST/NIEM.

Delaware is creating a new application using REST/NIEM web services and utilizing a .Net platform to replace the current UNI applications’ (Mainframe and Windows) communications with AAMVA. The four applications to be developed in this new solution will include SSOLV, HAVV, PDPS (includes DLDV), and SPEXS (includes CDLIS, DACH, and NRII). The UNI Mainframe/AMIE and UNI Windows/AMIE will be eliminated and no longer exist.

The following diagram depicts the revised workflow utilizing newly created RESTful web services:



There is three (3) phases Delaware DMV will implement this migration:

- Phase 1 SSOLV and HAVV – 2026
- Phase 2 SPEXS –2026 – 2027
- Phase 3 PDPS –2027 – 2028

V. PROGRAM ACTIVITY PLAN

DMV's program activity plan includes:

UNI – Mainframe/Windows Migration to REST Solution

1. DMV will follow up with AAMVA for lessons learned and obtain contacts from other jurisdictions.
2. DTI/DMV will document the approach to implementation
3. Gather requirements to utilize Restful Web Services provided by AAMVA
4. Evaluate RESTful Web Services and MuleSoft
 - a. High Availability and Disaster Recovery
 - b. Security of data at rest and in transit
 - c. Document current mainframe processes to be replaced by .Net programs
5. Development of testing and implementation plans for new solutions, with corresponding decommission plans for the current UNI applications
6. Migrate current programs and transactions to RESTful Solution:
 - i. SSOLV & HAVV
 - ii. PDPS
 - iii. SPEXS
7. Ensure that:
 - a. All three (3) DMV current platforms (Over the Counter, Kiosks, and MyDMV customer web site) are converted

- i. Will require working with IDEMIA (Driver License Vendor) and MyDMV teams due to how 'calls' are configured
- ii. Transaction times do not increase
- iii. Existing business-related functionality continues without issues:
 - DMV Help Desk Functions
 - DMV Driver Improvement transactions (specifically sending/negating OOS convictions and withdrawals)
 - All Other DMV Driver License/ID Cards options
- iv. The most current AAMVA PDPS/SPEXS specifications are applied
- v. SSOLV verification is intact and meets SSA contract requirements
- vi. Implement any improvements to assist DMV business where it is reasonable to do so

VI. PERFORMANCE MEASUREMENT PLAN

DMV's performance measurement plan includes:

1. The sustained ability to electronically communicate incoming and outgoing CDLIS/SPEXS transactions and driver history to other jurisdictions and external partners in a timely manner.
2. The sustained ability for Delaware's UNI product to fill an interface role between Delaware's application system and the AAMVA telecommunication network.

VII. BUDGET NARRATIVE

Contractual Cost Budget Narrative	
Description of Services	Total Cost
UNI Mainframe\Windows Migration - REST	\$1,516,312.00
Sub-Total Contractual	\$1,516,312.00
UNI – Mainframe Migration – REST\NIEM Program cost includes: • One (1) Mainframe UNI SME will utilize approximately 7,500 programming hours at a cost of \$72.85 per hour. • Three (3) Mainframe Developers will utilize approximately 7,500 programming hours at a cost of \$72.85 per hour per person. • Three (3) .NET Developers will utilize approximately 9,000 programming hours at a cost of \$85.59 per hour. • One (1) Quality Acceptance Analyst II will utilize approximately 1,200 hours at a cost of \$50.24.	

Budget Summary	
Budget Class Categories	Total Cost
Contractual	\$1,516,312.00
Delaware Audit fee (0.3% of Total Project Cost)	
Total Cost for Budget Class Categories:	\$1,516,312.00

FY26 CDLPI 0% Project Match Requirement

FMCSA will reimburse 100% of total project costs supporting the implementation of rulemaking and/or activities that directly impact a State's compliance with the CDL program. FMCSA will not require a matching share for fiscal year 2026 awards.

Class Category	Federal 100%	Total
Contractual	\$ \$1,516,312.00	
Total Request	\$1,516,312.00	\$ \$1,516,312.00

VIII. KEY CONTACTS

Delaware Division of Motor Vehicles

Name	Title	Roll	Address	Phone
Amy Anthony	Director, DMV	Authorizing Official	PO Box 698 Dover, DE 19903	302-744-2545
Karen Carson	Deputy Director	Authorizing Official	PO Box 698 Dover, DE 19903	302-744-2534
Caleb Vicks	Chief of Driver Services	Project Manager/ Grant Administrator	PO Box 698 Dover, DE 19903	302-744-2561
Sherry Griffith	Driver Services Program Manager	Assistant Project Manager	PO Box 698 Dover, DE 19903	302-744-2563
Tammy Wiley	Management Analyst II/CDL Coordinator	Program Director/Principal Investigator	PO Box 698 Dover, DE 19903	302-744-2650
Amy Clough	Fiscal Administrative Officer	Financial Administration	800 Bay Rd Dover, DE 1990	302-760-2039

FY 2025 CDLPI Grant Application

The DMV is deeply committed to improving the Commercial Driver License (CDL) program to advance highway safety, security, and save lives. DMV's program is devoted to exceeding federal compliance standards and meeting compliance deadlines.

Delaware's FM-CDL-25-003-116996 grant application initiatives will align with the FY2025 CDLPI Grant Program's National Priority Category #1: Basic CDLPI Grant for projects that update and improve CDL programs' processes and procedures to ensure drivers of large trucks, school buses or vehicles containing hazardous materials meet the qualification requirement and possess the knowledge and skills necessary to operate those vehicles safely. DMV's strategies include the removal of any barriers to compliance and ensuring the continued accuracy, completeness, and timeliness of CDL data, and to achieve a status of zero open findings in SCORE.

While Delaware has made great progress in achieving these goals, there are still areas that require attention and enhancement for Delaware's CDL program to remain innovative and forward-thinking.

DMV's performance objectives are to strengthen the CDL program control and management oversight, support enhancements and upgrades to existing programs and infrastructures, and ensure compliance with all FMCSA requirements. These goals can be accomplished through the following three (3) objectives:

- UNI Migration – REST/NIEM Web Service
- Maintenance of Program – Third-Party Auditing and Training Supplies
- Maintenance of Program – CDL Manuals

UNI Mainframe/Windows Migration – RESTful Web Services

The first objective is to ensure Delaware will support the migration from UNI/AMIE (Mainframe and Windows) to UNI REST/NIEM web services. Delaware will create a new application using REST web services and utilize a .Net platform to replace the current UNI applications' (Mainframe and Windows) communication with AAMVA.

Maintenance of Program – Third-Party Auditing and Training Supplies

The second performance objective is to enhance the Third-Party Auditing and Training Supplies. The proposal incorporates Third-Party Auditors to provide independent oversight, ensuring compliance with regulatory standards and promoting transparency and accountability while performing covert and overt monitoring of the examination being performed.

The Delaware DMV will administer Certified Commercial Knowledge Examiner (CCKE) and Certified Commercial Examiner (CCE) training for examiners for new, existing, and any Delaware CDL Third-Party Testing Organization (TPTO). At every training session, each examiner candidate receives a student binder, individual training modules, Commercial Driver Examiners Manual, CDL Safety regulations 49 CFR Part 383 and 384, process flow documents, and any specific jurisdictional information.

Maintenance of Program – CDL Manuals

The third objective is for the purchase of CDL manuals. Delaware DMV contracts with vendor (s) for print/reprint services of the current or new releases of the CDL Driver's Manual approved by the American Association of Motor Vehicle Administrators (AAMVA).

CDL PROGRAM SELF-ASSESSMENT (PROGRAM OVERVIEW)

SCORE Findings

Delaware has one current open finding in SCORE

- FD-104008: Out-of-State Transactions that are missing from CDLIS Driver History Record (DHR)
 - As noted in the 2023 CDL Records Analysis performed by FMCSA, there are 101 records where out-of-state transactions were not posted to the CDLIS Driver History Record within 10 days. The State is required to review the report and identified records to determine the reason that the transaction wasn't reported in a timely manner, The DE Division Office has Excel Reports available that notate a sampling of records that need to be corrected.
 - Proposed Solution: The DMV's CDL Department will focus on reviewing the CD90.7.4 and CD90.4.1 AAMVA reports. These reports will be examined to identify transactions that failed to post to the DHRs and may require us to reach out to the SOC/SOWs to work together and resolve the errors. Additional training will be provided for staff to identify errors and monitor these reports in case action is required. This is an ongoing process.

Open CDLPI Grant Awards

FY 2023 CDLPI, CDFA 20.232

- Agreement number FM-CDL-23-001
- Grant award amount \$253,217.00
- Purpose - This grant provides programming in support of three (3) project efforts:
 - Drug and Alcohol Clearinghouse (DACH)
 - Exclusively Electronic Exchange (EEE)
 - Maintenance of Program – CDL Manuals and Supplies
- Progress to Date:
 - Drug and Alcohol Clearinghouse (DACH)
 - DMV has implemented DACH on 11/18/2024.
 - Exclusively Electronic Exchange (EEE)
 - DMV implemented EEE on 8/16/2024.
 - Maintenance of Program – Supplies
 - CDL manuals and training supplies have not been ordered to date.

This grant ends in September 2027. Delaware does not anticipate any barriers to meeting deadlines for the grant deliverables with the performance period.

FY 2024 CDLPI, CDFA 20.232

- Agreement number FM-CDL-24-002
- Grant award amount: \$251,537.00
- Purpose - This grant provides programming in support of two (2) project efforts:
 - MAP21 CDL 5.3.3 Medical Examiners Certification Integration Rule
 - CDL Skills Test Modernization
- Progress to Date:
 - MAP21 CDL 5.3.3 Medical Examiners Certification Integration Rule
 - DMV implemented on April 13, 2025.

- CDL Skills Test Modernization
 - DMV implemented Modernization CDL Skills Testing System on February 26, 2025.
 - DMV has met with a vendor to stripe all four DMV CDL Testing Pads
 - DMV has met with ITI to update Road Scholar application
- Maintenance of Program – Supplies
 - CDL manuals and training supplies have been ordered to date.

This grant ends in September 2027. Delaware does not anticipate any barriers to meeting deadlines for the grant deliverables with the performance period.

(remainder of page intentionally left blank)

DELAWARE DEPARTMENT OF TRANSPORTATION

NON-DISCRIMINATION POLICIES

Your Rights Under The Title VI Program

What is Title VI?

Title VI of the Civil Rights Act of 1964 states 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 subjected to discrimination under any program or activity receiving Federal financial assistance.

The Delaware Department of Transportation (DelDOT) conducts its programs, activities and facilities without regard to race, color, national origin, sex, age, or disability.

Recipient/Sub-recipient

Any State, territory, possession, political subdivision, instrumentality, public or private agency, institution, organization entity, or individual who receives Federal financial assistance directly (recipient) or through another recipient (sub-recipient), but who is not the ultimate beneficiary.

Non-discrimination Compliance

The Delaware Department of Transportation (DelDOT) operates programs and activities without regard to race, color, national origin, sex, age, or disability, and prohibits discriminatory acts (or inaction) whether intentional or unintentional directed toward any group or individual as previously noted.

Who can file a complaint?

Any person or any specific class of persons (group) may file a complaint by themselves or by a representative, if they believe they have been subjected to discrimination or retaliation by DelDOT or DelDOT's sub-recipient based on race, color, national origin, sex, age, or disability.

DelDOT has posted the Notice to the Public as posters in all publicly accessed facilities, and has uploaded the Notice to the DelDOT website.

Complaint procedures

A complaint is a written or electronic statement concerning discrimination that requests the receiving office to take action.

Complaints must be signed, and can be mailed, faxed, delivered in person, or sent by email.

Complaints must contain the name of the complainant (person or group filing the complaint) and information such as phone number and address.

Complaints must be filed within 180 days of the last date of alleged discrimination.

If a Complainant is dissatisfied with the ultimate disposition of his/her complaint by DelDOT, the Complainant may file a separate complaint with the FMCSA. FMCSA will request the case file from DelDOT and will review the case file prior to making the determination as to whether a separate complaint investigation is warranted. If the complaint is against DelDOT's sub-recipient, DelDOT will conduct the investigation.

DelDOT's External Complaint Procedure is located at the link below:

<http://regulations.delaware.gov/AdminCode/title2/2000/2500/2501.shtml#TopOfPage> If you have questions

or need assistance, you may contact:

Wendy B. Henry, Civil Rights Administrator, (302)760-2555, wendy.henry@delaware.gov
Tom Nickel, ADA Title II/Section 504 Coordinator, (302)760-2048, tom.nickel@delaware.gov
Crystal Crump, Contract Services Administrator, (302)760-2036, crystal.crump@delaware.gov

Delaware Department of Transportation
Attn: Civil Rights Administrator
800 Bay Road
PO Box 778
Dover, DE 19903

You may also file complaints with:

US Department of Justice Civil Rights Division
950 Pennsylvania Avenue, NW Washington, DC 20530

Click on the link below to find additional information on our website:

<https://deldot.gov/Business/titleVI/index.shtml>

SUB-RECIPIENT COMPLIANCE

DelDOT does not currently provide awards of FMCSA funds to any sub-recipients.

TRAINING (Internal and External)

DelDOT conducts Title VI Program-related training annually to its personnel regarding the Title VI Program. The Title VI Program Coordinator conducts this training in-person (or via web-based training). The training consists of a PowerPoint presentation and periodical distribution of the Nondiscrimination Policy Statement. DelDOT employees requiring periodic Title VI non-discrimination training include the Secretary, Senior Management, Division Directors, Civil Rights Staff, and Committee Liaisons (assigned to each federal program area) Planning staff and project managers and other staff as deemed necessary.

ACCESS TO RECORDS

All records and documents related to implementation of the Title VI Program requirements, including those required for compliance reviews and investigations, are available for review by FMCSA upon request. FMCSA must provide a written request (letter or email) to the DelDOT Civil Rights Administrator (Title VI Program Coordinator) and specify the format that records are requested to be presented. If the format is not specified, documents will be provided in electronic format. DelDOT will acknowledge all requests upon receipt and should be allowed a minimum of ten business days to provide records. Arrangements can also be made if the FMCSA reviewer prefers to view the records on site at a DelDOT location.

COMPLAINT DISPOSITION PROCESS

Discrimination under DelDOT's Title VI program is defined as an act, intentional or unintentional, through which a person or group of persons, has been subjected to unequal treatment or impact under any program or activity receiving Federal financial assistance based on race, color, national origin, disability, sex, or age.

An individual or group that believes they have been subjected to discrimination by DelDOT or by one of DelDOT's sub-recipients based on their race, color, national origin, sex, age, or disability, may file a complaint. Complaints should be submitted in writing and must be signed. Complaints must contain the name of the person or group filing the complaint (the complainant) and must contain contact information such as phone number and address. Complaints may be submitted to:

DelDOT Civil Rights Administrator, or
DelDOT ADA Title II/Section 504 Coordinator, or DelDOT Contract Administrator

Mail to the following address:

Delaware Department of Transportation
800 Bay Road, PO Box 778
Dover, DE 19903

Title VI complaints of discrimination will be investigated by the Civil Rights Administrator (Title VI Program Coordinator). When a complaint is filed against DelDOT and it cannot be resolved to the satisfaction of the Complainant, the Complainant will be notified of his/her opportunity to file a separate complaint with the FMCSA. The FMCSA will then request the case file from DelDOT and will review the case file prior to making the determination as to whether a separate complaint investigation is warranted. Complaints may also be filed with:

Federal Coordination and Compliance Section - NWB
Civil Rights Division
U.S. Department of Justice
950 Pennsylvania Avenue, N.W. Washington, D.C. 20530

The Civil Rights Administrator (Title VI Program Coordinator) is responsible for investigating complaints against sub-recipients, and, once completed, the Report of Investigation and the complaint file will be forwarded to the Federal Coordination and Compliance Section for Letter of Finding. The Complainant will be formally notified in writing of the final disposition of their complaints.

When DelDOT conducts an investigation the following steps shall be taken (at a minimum):

- Determine the scope
- Develop an investigative plan
- Prepare a Request for Information for the respondent
- Interview appropriate witnesses, personnel, etc.

- Conduct an on-site visit, as necessary. (ADA complaints involving public right -of-way require on-site review.)
- Analyze the evidence.
- Prepare the Report of Investigation (ROI)

Click here to view DelDOT's detailed complaint procedure or go to:

<http://regulations.delaware.gov/AdminCode/title2/2000/2500/2501.shtml#TopOfPage>

(Note: this procedure is located on the official website for the State of Delaware.)

Additional information related to the Title VI Program can be found on DelDOT's website by clicking the web address below:

[Title VI - Delaware Department of Transportation \(deldot.gov\)](http://deldot.gov/TitleVI)

The Title VI Complaint Form can be found here: <https://Delaware Department of Transportation Title VI Complaint Form>

DelDOT records each complaint in a log and maintains detailed files regarding the allegations and all other pertinent information related to each complaint, including disposition. This information is available to FMCSA upon request.

**STATUS OF CORRECTIVE ACTIONS IMPLMENTED BY APPLICANT TO ADDRESS
DEFICIENCIES PREVIOUSLY IDENTIFIED DURING A TITLE VI PROGRAM
COMPLIANCE REVIEW**

DeLDOT has no active deficiencies.

COMMUNITY PARTICIPATION PROCESS

State laws require governmental agencies to remain “transparent” and provide information vital to the public by publishing or broadcasting program information in the news media. Advertisements must state the program is an equal opportunity program and/or indicate that Federal non-discrimination authorities prohibit discrimination. Additionally, reasonable steps shall be taken to publish information in languages understood by the population eligible to be served or likely to be directly affected by the program. These policies and procedures are articulated in greater detail in the Departments’ Public Participation Plan and Limited English Proficiency Plan which are made available to the public through request and on the Department’s website. Following is a sample public notice used by the Department.

Delaware Department of Transportation hereby gives public notice that is the policy of the Department to assure full compliance with title VI of the Civil rights Act of 1964, the Civil Rights Restoration Act of 1987 and related non-discrimination authorities in all programs and activities. It is our policy that no person in the United States of America shall, on the grounds of race, color, national origin, sex, disability, or age, be excluded from the participation in, be denied the benefits of or be otherwise subjected to discrimination under any of our programs or activities.

The Division of Motor Vehicles is required to follow the DelDOT Public Participation Plan when DelDOT determines that an intensive Public Outreach effort is necessary (i.e., in the event that one or more facilities are closed, services offered at the facilities are changed/hours of operation changed, etc.) The Public Notice of Title VI Program Rights has been posted at all the Division of Motor Vehicles facilities and on the DelDOT/DMV website. The Division of Motor Vehicles conducts the intensive Public Outreach effort and DelDOT will provide a written summary of the effort to the Federal Motor Carrier Safety Administration (FMCSA).

DelDOT has reviewed the Community Participation Process section of the FMCSA Title VI Program Compliance Plan Checklist and has determined that the existing DelDOT Public Participation Plan includes all items identified in this section of the Plan Checklist (except for the FMCSA notification requirement).

Following is a sample public notice used by the Department:

PUBLIC NOTICE OF TITLE VI PROGRAM RIGHTS

The Delaware Department of Transportation gives public notice of its' policy to uphold and assure full compliance with the non-discrimination requirements of Title VI of the Civil Rights Act of 1964 and related Nondiscrimination authorities. Title VI and related Nondiscrimination authorities stipulate that no person in the United States of America shall on the grounds of race, color, national origin, sex, age, or disability, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving Federal financial assistance.

Any person who desires more information regarding Delaware Department of Transportation's Title VI Program can contact its Title VI Program Coordinator – Ms. Wendy B. Henry -- at the address noted below.

Any person who believes they have, individually or as a member of any specific class of persons, been subjected to discrimination on the basis of race, color, national origin, sex, age, or disability, has the right to file a formal complaint. Any such complaint must be in writing and submitted within 180 days following the date of the alleged occurrence to:

Ms. Wendy B. Henry - Title VI Program Coordinator
Delaware Department of Transportation
800 Bay Road
Dover, DE 19901
(302) 760-2555
Wendy.Henry@Delaware.gov

CMV INSPECTION SELECTION AND UNBIASED ENFORCEMENT POLICIES

DelDOT does not conduct enforcement activities.

