



District Department of Transportation

Fiscal Year 2011 Highway Safety Performance Plan

Submitted to the
National Highway Traffic Safety Administration

Transportation Safety Office
Policy, Planning, and Sustainability Administration
District Department of Transportation

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Executive Summary

On behalf of the Mayor of the District of Columbia, and the Director of the District Department of Transportation (DDOT), the D.C. Highway Safety Office (HSO) is pleased to present the Fiscal Year 2011 Highway Safety Performance Plan (HSPP).

This Highway Safety Performance Plan (HSPP) contains the goals, strategies, performance measures and objectives that the District of Columbia has set for fiscal year 2011 (October 1, 2010 – September 31, 2011). The HSPP is required by the U.S. Department of Transportation (U.S. DOT), National Highway Traffic Safety Administration (NHTSA) regulations, in order to provide the district with Highway Safety Funds. The District Highway Safety program operates under the provisions of the Federal Highway Safety Act of 1966, 23 Chapter 4, Section 402. Section 402 funds can be used for a variety of safety initiatives including data analyses, developing safety education programs, and conducting community-wide pedestrian safety campaigns. Since the 402 Program is jointly administered by NHTSA and FHWA, Highway Safety Funds can also be used for some limited safety-related engineering projects. In the District, these funds are used to reduce crashes, fatalities, injuries and property damage by addressing road user behavioral issues, police traffic services, emergency medical services, motorcycle safety, and traffic records improvements.

Consistent with the requirements for the application for these funds, the FY2011 HSPP consists of four major sections: Performance Plan, Highway Safety Plan (HSP), Certifications and Assurances and HS Form 217 Cost Summary.

The **Performance Plan** includes a list of objectives and measurable highway safety goals and a brief description of the processes used by the District/jurisdiction to identify its highway safety problems, define its highway safety goals and performance measures, and develop projects and activities to address its problems and achieve its goals. The Plan also includes performance measures for each goal to help DDOT track progress from a baseline toward meeting the goal by the specified target date.

The **Highway Safety Plan** describes the projects and activities the District plans to implement to reach the goals identified in the Performance Plan. The HSP and Performance Plan are the District's planning management, and grant delivery vehicles. This plan is submitted on a yearly basis, September 1st, and must be submitted to NHTSA, along with the other two documents described here for review to ensure that the HSO complies with the requirements of the Section 402 program.

The **Certification Statement** of the application includes applicable laws and regulations, financial and programmatic requirements, and in accordance with 23 CFR Part 1200.11, the special funding conditions of the Section 402 programs. The Mayor's Representative for Highway Safety must sign these certifications prior to September 1st, providing assurances that the District will comply with the laws and statements mentioned above.

The **Program Cost Summary** of the application is the completed highway safety form 217 (HS 217). The HS 217 reflects the District's proposed allocations of funds (including carry-forward funds) by program area, based on the goals identified in the Performance Plan and the projects

identified in the HSP. The funding level used shall be an estimate of available funding for the upcoming fiscal year.

The HSPP is a multi-year plan developed and updated annually by the HSO to describe how Federal highway safety funds will be apportioned. The HSPP is intergovernmental in nature and functions either directly or indirectly, through grant agreements, contracts, requisitions, purchase orders, and work orders. Projects can be activated only after the District HSPP has received Federal funding approval. The ultimate goal is to have all of the agreements negotiated and ready for activation on October 1st, the beginning of the Federal fiscal year.

Highway Safety Office and Programs

The District of Columbia's Highway Safety Office (HSO) was established in accordance with the Highway Safety Act of 1966. The HSO and its activities are primarily funded through federal grants from NHTSA.

The HSO's mission is to provide a safe and efficient transportation system, improving the mobility of people and goods, increasing transit and walking, enhancing economic prosperity, preserving the quality of the environment, and ensuring that communities are fully realized. The HSO works in tandem with NHTSA to implement programs focusing on occupant protection, impaired driving, speed enforcement, pedestrian and bicycle safety and Traffic records.

Organizational Structure

The Federal Highway Act of 1966 makes the District's Mayor responsible for preparing and administering a District-wide highway safety program. The Mayor has named the Director of the District Department of Transportation (DDOT), Mr. Gabe Klein to act as his representative for the District's highway safety program. The HSO is an office within the DDOT.

The Highway Safety Office is within the Policy, Planning and Sustainability Administration (PPSA). The Transportation Safety Office (TSO) Chief is also the District's HSO Coordinator, who administers the District's highway safety program.

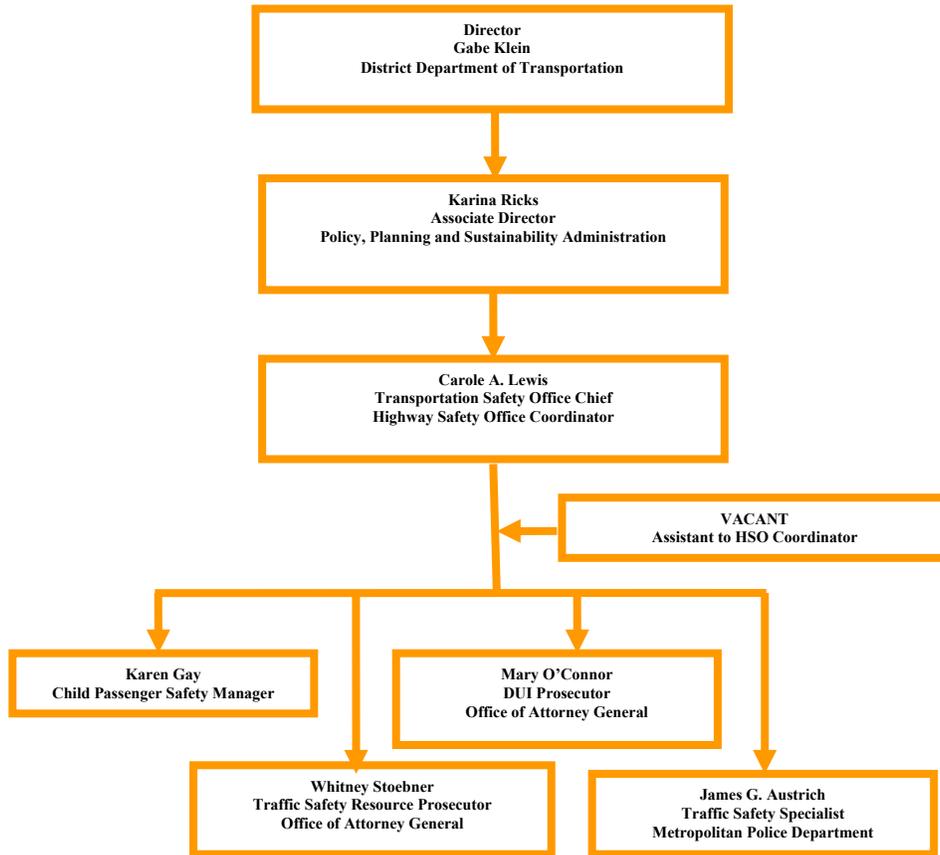
The PPSA Organization Chart depicts three (3) Divisions:

1. Policy Development Division
 - Public Space Policy Branch.
 - Transportation Systems Policy Branch.
 - Research & Development Branch.
2. Strategic Transportation Planning Division
 - Transportation Systems Planning Branch.
 - Regional Planning Branch.
3. Plan Review & Compliance Division
 - Environmental Management and Compliance Branch.
 - Plan Review Branch.

- Public Space Permits Branch.

The District of Columbia’s HSO reports directly to the Associate Director of the Policy, Planning and Sustainability Administration, DDOT. Carole A. Lewis is the TSO Chief and serves as the Coordinator of the District’s highway safety program. The organization structure and all positions are outlined below:

Figure 1: DDOT Organizational Chart



Carole Lewis, Traffic Safety Office Chief/Highway Safety Office Coordinator – Administers the safety programs for the District. This includes planning, organizing, and directing the operations and programs in accordance with Federal and District rules, regulations, and guidelines.

Karen Gay, Child Passenger Safety – Directs and monitors the day-to-day operations of the District’s Child Passenger Safety Program.

Mary O’Connor, DUI Prosecutor – Prosecutes serious offender DUI/DWI cases.

Whitney Stoebner, Traffic Safety Resource Prosecutor – Criminal Section’s expert on traffic safety issues, also coordinates with law enforcement officials concerning traffic safety enforcement to help foster improved law enforcement/prosecutor cooperation.

James G. Austrich, Traffic Safety Specialist Metropolitan Police Department (MPD) – Coordinates all NHTSA traffic safety programs housed within the MPD, such as alcohol countermeasures, pedestrian safety, aggressive driving and occupant protection. Focus areas include incident management, intelligent transportation systems, traffic operations, and work zone safety.

Key Partnerships

The HSO office works with law enforcement, judicial personnel, private sector organizations, and community advocates to coordinate activities and initiatives relating to behavioral issues in traffic safety. Working together to achieve the HSO vision for a safe and efficient transportation system that has zero traffic-related deaths and disabling injuries. These partners are:

- Metropolitan Police Department (MPD)
- Office of the Attorney General (OAG)
- Office of the Chief Medical Examiner (OCME)
- Department of Motor Vehicles (DMV)
- Superior Court of the District of Columbia (SCDC)
- McAndrew Company
- University of the District of Columbia
- Washington Area Bicyclist Association (WABA)
- Washington Regional Alcohol Program (WRAP)

Grant Selection Process

The Coordinator of the HSO, through the problem identification process, identifies the top priority areas and sends out a memo requesting grant proposals to address these issues. Because the District's program is city based, this allows for a less structured and more open-grants solicitation process. The Coordinator's experience and knowledge, as well as the ongoing partnerships, further allow for direct solicitation of grant proposals. For example, all enforcement-based grants go directly to the MPD, as it is the only law enforcement agency in the City eligible to receive Federal grant funds.

Effective in 2010, the Coordinator holds a half-day seminar inviting past/existing grantee recipients as well as others who have expressed interest in the program. Through the seminar, the coordinator provides information on the priority areas, grant application process, application format, content, performance measures, etc. With the approval of the Mayor's Representative (Director, District Department of Transportation), the Highway Safety Office (HSO) Coordinator, who is also the Chief of the Transportation Safety Office (TSO) approves all sub-grants.

A small group, comprised of key DC agency personnel assists the coordinator in the project selection process.

Who Can Apply

Any District Government agency or non-profit organization that can show an identified highway safety problem may apply for Federal funding. The problem must fall within one of the District's emphasis/priority areas or in an area where there is documented evidence of a safety problem.

A "Project Director" of each non-profit organization must submit its application/proposal. The Project Director is designated to represent the sub grantee agency and is responsible for ensuring that project/program objectives are met, expenditures are within the approved budget, and reimbursements and required reports are submitted in a timely manner.

When to Apply

All agencies requesting funds must submit a completed application/proposal to the Highway Safety Office, Policy, Planning and Sustainability Administration, District Department of Transportation, no later than mid-June. This will enable the HSO Coordinator to review all applications/proposals and select projects for inclusion in the HSP/Application for Federal highway safety funds. Applications can be accepted as is, rejected with comments for re-submission, or rejected based on not in line with the safety goals.

The HSO then develops a comprehensive Highway Safety Performance Plan, which contains proposed projects/programs most relevant to the overall goals and priorities of the Department and the District of Columbia.

Pre-Award Notice

For each agency that receiving Federal funding, the Project Director will be required to attend a pre-award session held generally in September. At this session, the project objectives, performance measures, and problem solution plan are reviewed for clarification. Upon final approval from the HSO Coordinator, each project director is notified of the approved amount of funding and advised of individual fiscal and administrative reporting/evaluation requirements.

Additionally, reporting requirements are established based on the individual project proposal. Project directors are required to review and sign off on the quarterly reporting requirement stipulations at the pre-award meeting.

All projects are monitored by the Highway Safety Office on a regular basis, which includes on-site monitoring. Project directors are required to submit a quarterly administrative report indicating project progress. **If project goals are not being achieved, then the Highway Safety Office reserves the right to terminate the project or require changes to the project action plan.**

The Project Director shall, by the 15th of the month following the end of each quarter, submit an Administrative Report, which outlines activities from the previous quarter as detailed in the reporting requirements obtained at the pre-award meeting. See reporting schedule below:

Table 1: Reporting Schedule

Reporting Month	Fiscal Quarter	Report Due
October November December	First Quarter	January 15
January February March	Second Quarter	April 15
April May June	Third Quarter	July 15
July August September	Fourth Quarter	October 15

All grants are reimbursable in nature, meaning that the agency must first spend the funds and then request reimbursement from the HSO by submitting a reimbursement voucher. This reimbursement voucher indicates the amount of Federal funding spent. Backup documentation must be attached to the submitted reimbursement voucher. This documentation would include receipts, timesheets, etc. A final administrative report must be submitted at the end of the project period. This report must provide an in-depth cumulative summary of the tasks performed and goals achieved during the project period. This report is due no later than November 30th of each year that the grant is in place.

Top priorities based on problem identification

The following provides a brief summary of the problems identified by the District of Columbia in need of special attention in order to decrease injuries and fatalities. Each is expanded into a more detailed section in the main body of the report in the pages that follow. At the time of the report crash and injury data for 2009 were not available.

- Impaired Driving – 15 alcohol related fatalities and 132 injuries in 2008. The consumption of alcohol contributed to 1.1 percent of all reported traffic related crashes (16,147). In 2009 there were 10 out of 33 fatalities were alcohol related (30.3 percent).
- Speeding – 14 speed related fatalities and 367 injuries in 2008. Speeding contributed to 3.7 percent of all reported traffic related crashes (16,147). In 2009 there were 12 out of 33 fatalities were speed related (36.4 percent).
- Pedestrian and Bicyclist – 14 pedestrians and 1 bicyclist were involved in a fatal crash in 2008, approximately 38.5 percent of all fatalities (39). Pedestrian and bicycle injuries for 2008 were 833, approximately 12.3 percent of all injuries (6,792). In 2009, there were 16 pedestrians’ fatalities, approximately 48.5 percent of all fatalities. No bicyclist fatalities occurred in 2009.
- Motorcycle – 7 motorcycle-related fatalities and 91 injuries in 2008. Motorcyclists were involved in 1.4 percent of all reported traffic related crashes (16,147). In 2009 there were 3 out of 33 fatalities were motorcyclist-related (9.1 percent).
- Occupant Protection – Safety Belt usage reached 92.3 percent in 2010 (2010 Seatbelt Usage Survey) for front seat drivers and passengers.

Crash Data Summary

Table 2 below shows the District’s crash data trend from 2000 to 2009. It should be noted that fatalities, alcohol-related fatalities, and speed-related fatalities are on a downward trend, while seat belt used are on an upward trend.

Table 2: Crash Data Summary

Year	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Fatalities (Actual)	52	72	50	68	45	49	41	54	39	33
Fatality Rate/(100 million VMT)	1.37	1.81	1.33	1.87	1.15	1.29	1.13	1.50	1.08	N/A
Injuries (Actual)	10,107	10,758	8,804	8,050	8,109	7,555	7,061	6,571	6,792	N/A
Crashes	18,583	18,261	17,734	18,143	18,494	17,717	16,204	15,106	16,147	N/A

Alcohol-Related Fatalities w\geq BAC	15	24	20	25	15	20	18	24	10	8
Unrestrained Passenger Vehicle Occupant Fatalities	7	16	13	22	11	10	8	4	5	2
Speed-Related Fatalities	25	39	29	32	30	22	22	10	14	12
Motorcyclist-Related Fatalities	7	5	7	7	7	6	1	2	8	3
Pedestrian Fatalities	18	11	7	18	9	16	17	25	14	16
Bicyclist Fatalities	1	2	1	0	3	4	1	2	1	0
% Observed Belt Use for Passenger Vehicles	83	84	84.56	84.93	87.02	88.78	85.36	87.13	90	92.3

Major Strategies

The following are the major strategies that need to be in place in order for the District of Columbia to achieve its goal of reducing serious injuries and fatal by 50 percent in 2025:

Enforcement – examples include:

- Expand enforcement powers of traffic control officers.
- Expand traffic safety checkpoints to high crime areas.
- Expand mobile photo enforcement unit.

Engineering – examples include:

- Joint planning on federal requirements like the Strategic Highway Safety plan (SHSP) and the Highway Safety Improvement Program.
- Implement leading pedestrian intervals at 100 high volume pedestrian intersections.
- Require contractors to establish proper work zones.
- Use technology to improve system performance and enhance safety.
- Implement improvements at top 50 high crash intersections.
- Improve incident management functions through enhanced communications and proactive deployment.

Education and Outreach

- Education examples includes working in schools and adult populations on educating them on key crash contributing circumstances such as alcohol, speeding, seat belt benefits, etc. and overall building a regional campaign.
- Outreach examples include the development and implementation of various campaigns like Street Smart, Click-or-Ticket, Smooth Operator, etc. and the development of the HSO web site.

Emergency Medical Services

- Examples include the automation of the FEMs runs, development of CODES, etc.

Evaluation

- Examples include the ongoing evaluation of the HSPP via the Annual Report and other project tracking such as the TRCC and SHSP annual reports.

Encouragement

- Examples include meeting with various safety stakeholders (from District Agencies, Grantees, and other interested organizations) to assess the safety issues and solicit feedback on critical issues such as legislation, enforcement, technological advancements, etc. and hosting/providing materials/one-to-one consultation on a range of issues such as incident management, car safety seats, etc.

Performance Measures

The following is a summary of all the performance measures recommended in the District’s 2011 HSPP, as further explained in each focus area. These performance measures are also identified as NHTSA’s 14 core performance measure.

Traffic-related Fatalities Performance Measures

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012
# Traffic-Related Fatalities	49	41	54	39	33	41	40	39
# Fatalities (SHSP District Goal)		56	54	53	51	50	49	47

Traffic-related Injuries Performance Measures

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012
# Traffic-Related Injuries	7,525	7,061	6,571	6,792	6,638	6,472	6,310	6,152
# Injuries (SHSP District Goal)		8,457	8,246	8,040	7,839	7,643	7,452	7,265

Alcohol-related Fatalities Performance Measures

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012
# Impaired Fatalities	24	19	26	15	10	16	16	15
# Impaired Fatalities (SHSP District Goal)		25	25	24	23	23	22	22

Alcohol-related Injuries Performance Measures

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012
# Impaired Injuries Crashes	75	121	129	132	100	79	62	49
# Impaired Injuries Crashes (SHSP District Goals)		56	55	54	52	51	50	49

Unrestrained Fatalities Performance Measures

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012
# Unrestraint Fatalities	19	16	13	15	14	14	13	12
# Unrestraint Fatalities (SHSP District Goal)		14	13	13	13	12	12	12

Seatbelt Usage Rate

Performance Measures	2006	2007	2008	2009	2010	2011	2012
% Usage Rate Goal	85.36%	87.13%	90%	93%	92.3%	>90%	>90%

Aggressive Driving Fatality Performance Measures

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012
# Aggressive Driving Fatalities	22	22	10	14	15	14	14	13
# Aggressive Driving Fatalities (SHSP District Goal)		21	21	20	19	19	19	19

Aggressive Driving Injury Performance Measures

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012
# Aggressive Driving Injuries	731	696	650	367	548	526	505	485
# Aggressive Driving Injuries (SHSP District Goal)		713	695	678	661	644	628	613

Pedestrian Fatality Performance Measures

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012
# Pedestrian Fatalities	16	17	25	14	16	17	15	13
# Pedestrian Fatalities (SHSP District Goal)		16	15	15	14	14	14	13

Pedestrian Injury Performance Measures

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012
# Pedestrian Injuries	702	626	507	577	547	525	504	484
# Pedestrian Injuries (SHSP District Goal)		761	741	723	705	687	670	653

Bicyclist Fatality Performance Measures

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012
# Bicyclist Fatalities	4	1	2	1	0	1	1	1
# Bicycle Fatalities (SHSP District Goal)		3						

Bicyclist Injury Performance Measures

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012
# Bicyclist Injuries	172	181	197	256	199	188	178	168
# Bicyclist Injuries (SHSP District Goal)		195	190	185	181	176	172	168

Motorcyclist Fatality Performance Measures

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012
# Motorcyclist Fatalities	6	1	2	7	3	4	3	3
# Motorcyclist Fatalities (SHSP District Goal)		6	6	6	5	5	5	5

Motorcyclist Injury Performance Measures

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012
# Motorcyclist Injuries	196	149	163	91	124	114	105	96
# Motorcyclist Injuries (SHSP District Goal)		150	146	143	139	136	132	129

1.0 Performance Plan

This section of the HSPP consists of a brief description of the District’s problem identification process used each year by the HSO to identify its highway safety grant problems. It also includes the crash trends and activities proposed in reaching the District’s goal, by focus area.

Problem Identification Process

Each year the HSO performs a problem identification process to determine the most effective plan for the most appropriate use of Federal highway safety grant funds. The highway safety problem areas are identified and prioritized by reviewing the crash data to determine the where, when, how, and why crashes occur.

Step 1 – Identifying Data Sources

The data and informational sources used by the District are:

- Traffic Accident Reporting and Analysis System (TARAS)
- Fatality Analysis Reporting System (FARS)
- Department of Motor Vehicles – Number of licensed drivers and registered vehicles.
- Census and demographic data from the District Department of Labor – Workforce data
- Metropolitan Police Department – traffic citations and convictions
- Annual observational belt use surveys
- Previous HSPs are reviewed and past performance is evaluated
- The District Strategic Highway Safety Plan
- Other states HSPs and ARs (as referenced documents) – Alaska, Texas, Virginia, Delaware and Colorado
- National Publications, studies, and State of the Practice reports. Examples include – Countermeasures that Work, Motorcycle Safety Programs, Occupant Protection for Children Best Practices and other materials presented at GHSA conference/s.
- Priority Letter

Step 2 – Data Analysis and Interpretation

The data are reviewed to help answer the following questions in the Table 3 below to ultimately identify the problem.

Table 3: Example Questions to Help with Data Analysis and Program Identification

Questions	Examples
Are high crash incidence locations identified?	Specific road sections, streets, and intersections, etc.
What appear to be the major contributing factors to	Alcohol, other drugs, speed, other traffic violations, weather, road conditions, age, etc.

crashes?	
What characteristics are overrepresented or occur more frequently than would be expected in the crash picture?	Number of crashes involving 16- to 19-year-olds versus other age groups, or, number of alcohol crashes occurring on a particular roadway segment as compared with other segments.
Are there factors that increase crash severity which are or should be addressed?	Non-use of occupant protection devices (safety belts, motorcycle helmets, etc.)

In the problem identification process the District uses array of information that is applied in the analysis of a crash problem, as shown in Table 4.

Table 4: Information That May Be Applied to Problem Analysis

Crash Factors	Crash Characteristics	Factors Affecting Severity
<ul style="list-style-type: none"> • Alcohol involvement 	<ul style="list-style-type: none"> • Time of day 	<ul style="list-style-type: none"> • Speed
<ul style="list-style-type: none"> • Roadway design 	<ul style="list-style-type: none"> • Day of week 	<ul style="list-style-type: none"> • Roadway elements (markings, guardrail, shoulders, surface, etc.)
<ul style="list-style-type: none"> • Loss of control 	<ul style="list-style-type: none"> • Age of driver 	<ul style="list-style-type: none"> • Occupant protection non-use
<ul style="list-style-type: none"> • Violation • Weather 	<ul style="list-style-type: none"> • Gender of driver 	<ul style="list-style-type: none"> • Position in vehicle

Some factors impede effective problem identification by the District such as:

- Inability to link data files.
- Lack of location-specific data.
- Poor data quality (accuracy, completeness).
- Reporting threshold fluctuations (example: variations among officers in the crash severity they routinely report).

In 2007, the HSO, in conjunction with other District transportation officials, systematically analyzed the District highway safety problems and corrective strategies as part of the District of Columbia Strategic Highway Safety Plan, 2007 (SHSP). This plan identified five Critical Emphasis Areas (CEAs) to improve traffic safety and decrease injuries and fatalities in the District. These five CEAs were:

- CEA 1 – High-Risk Drivers
 - Aggressive Drivers.
 - Impaired Drivers.
 - Driver Competency and Licensing.
- CEA 2 – Pedestrian and Bicyclist Safety
- CEA 3 – Engineering/Facilities Infrastructure
- CEA 4 – Special Vehicles

CEA 5 – Special Target Areas

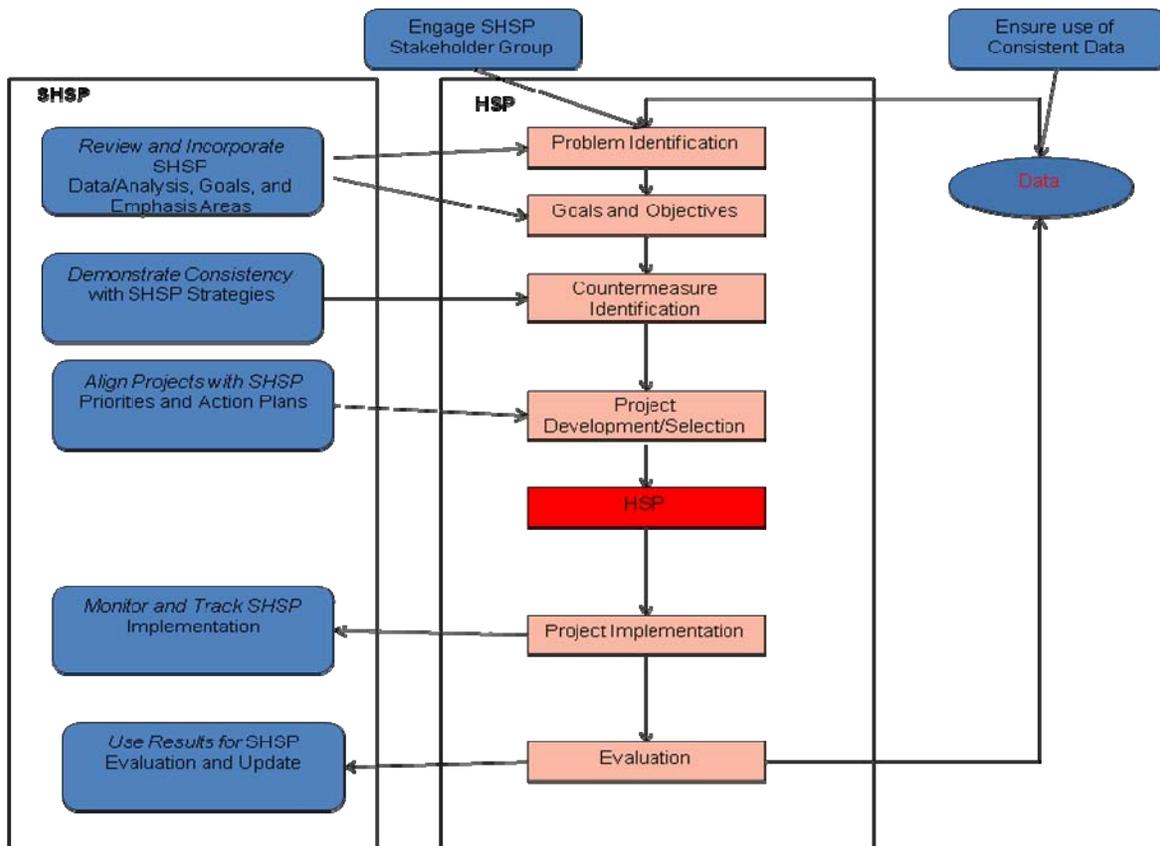
- Emergency Medical Services.
- Occupant Protection.

(Improvement of Traffic Records was listed as a CEA but all work in this area was deferred to the Traffic Records Coordinating Committee, TRCC).

Highway Safety Performance Plan and Strategic Highway Safety Plan

The HSPP is one part of the overall SHSP, as set forward by the Executive Committee for Highway Safety. As Figure 2 illustrates below, the SHSP influences problem identification, goals and objectives, countermeasures identification, and project development within the HSPP. After the development and approval of the HSPP, project implementation and evaluation activities provide feedback to both SHSP and the HSPP planning process. While the goals and objectives of the SHSP and HSPP may not all be identical, they are based on consistent data. As such, the two documents are meant to complement each other and jointly support the District’s safety priorities.

Figure 2: SHSP Relationship with HSP



Emphasis Areas

On May 21, 2010, the HSO held a stakeholders meeting with representatives from Metropolitan Police Department (MPD), Office of the Attorney General (OAG), Washington Regional Alcohol Association (WRAP), The McAndrew Company, and others to review the District's safety performance, safety goals and future needs. Based on the results of this analysis, it was determined that the District can make a positive impact on improving highway safety by placing a major emphasis and/or continuing on the following program areas under the HSPP:

1. Impaired Driving.
2. Occupant Protection.
3. Aggressive Driving.
4. Pedestrian/Bicycle Safety (including School Safety).
5. Motorcycle Safety.
6. Traffic Records.

Demographics

The demographics of the District of Columbia reflect an ethnically diverse, cosmopolitan, mid-size capitol city. The District of Columbia is unique among major U.S. cities in that its foundation was established as a result of a political compromise.

According to the U.S. Census Bureau data, the District had a population of 599,657 people in 2009. Approximately 54.4 percent of the population is African-American, 40.1 percent Caucasian, 8.6 percent Hispanic, 3.4 percent Asian, 0.5 percent Native Americans/Pacific Islanders/Alaskans/Hawaiians, and 1.6 percent mixed raced. The demographic of the District show females outnumber males, 52.7 to 47.3 percent. People aged 65 and older, and younger than 18 years old comprise of 11.9 and 18.9 percent respectively of the total population in 2009.

During the workweek, however, the number of commuters from the suburbs into the city swells the District's population by an estimated 71.8 percent, to a daytime population of over 1 million people.

The District of Columbia has a land area of 61.4 square miles with a population density of 9,766 people per square mile, and is comprised of eight wards. The District's transportation system is critical to the District's residents and businesses, the Federal Government, and millions of tourists who visit the nation's capitol annually. There are 1,153 road miles: 60 percent are local roads, 15 percent are minor arterial, 13 percent are collectors, 8 percent are principal arterials, and 5 percent are classified as freeways and expressways.

In 2007, the annual vehicle-miles of travel had increased to 4.2 billion miles. The number of licensed drivers was 339,137, which represents 57.6 percent of the total population. There are also over 268,000 registered vehicles.

Table 5: Motor Vehicle Data

	Licensed Drivers (in thousands)	Registered Vehicles (in thousands)	VMT (Billions)
1998	350	230	3
1999	349	237	3
2000	348	244	3
2001	328	250	4
2002	328	250	4
2003	313	230	4
2004	349	240	4
2005	330	238	4
2006	358	220	4
2007	339	268	4

Law Enforcement

The Law Enforcement Agency (LEA) of the District is one of the ten largest local police agencies in the United States. The Metropolitan Police Department (MPD) comprises more than 4,601 members – 4,040 sworn police officers and 561 civilian personnel. The District is made up of seven police districts. Each district is further divided into 5-8 Police Service Areas (PSAs), for a total of 46 PSAs citywide. The mission of the MPD is to safeguard the District of Columbia and protect its residents and visitors by providing the highest quality of police service with integrity, compassion, and a commitment to innovation that integrates people, technology and progressive business systems.

Medical Community

There are 14 hospitals and 4 accredited trauma centers in the District. The Mission of the Department of Health is to promote and protect the health, safety, and quality of life of residents, visitors and those doing business in the District of Columbia.

The Department’s responsibilities include identifying health risks; educating the public; preventing and controlling diseases, injuries and exposure to environmental hazards; promoting effective community collaborations; and optimizing equitable access to community resources.

Workforce

In May 2009, the District of Columbia had a workforce of 637 thousand people; 166.8 thousand of these employed are with the Federal and District governments. The total number employed in the private sector is 219.8 thousand. Some of the largest employers are medical institutions such as The George Washington University, Georgetown University, Washington Hospital Center and Howard University Hospital, which employ approximately 26.3 thousand employees. Over 164.4 thousand people are employed by some type of professional, scientific or technical services.

Elected Officials

The Mayor of the District of Columbia, **Adrian M. Fenty**, was inaugurated January 2, 2007. Mayor Fenty serves as the fifth-elected Mayor of the District of Columbia. The DC Council has 13 elected members, one from each of the eight wards and five elected at-large. The elected delegate to the U.S. House of Representatives is **Eleanor Holmes Norton**; she is now in her tenth term as the Representative for the District of Columbia. The District of Columbia Congressional Delegation is composed of two Senators and a Representative, **Paul Strauss**, **Michael D. Brown** and **Michael Panetta** respectively.

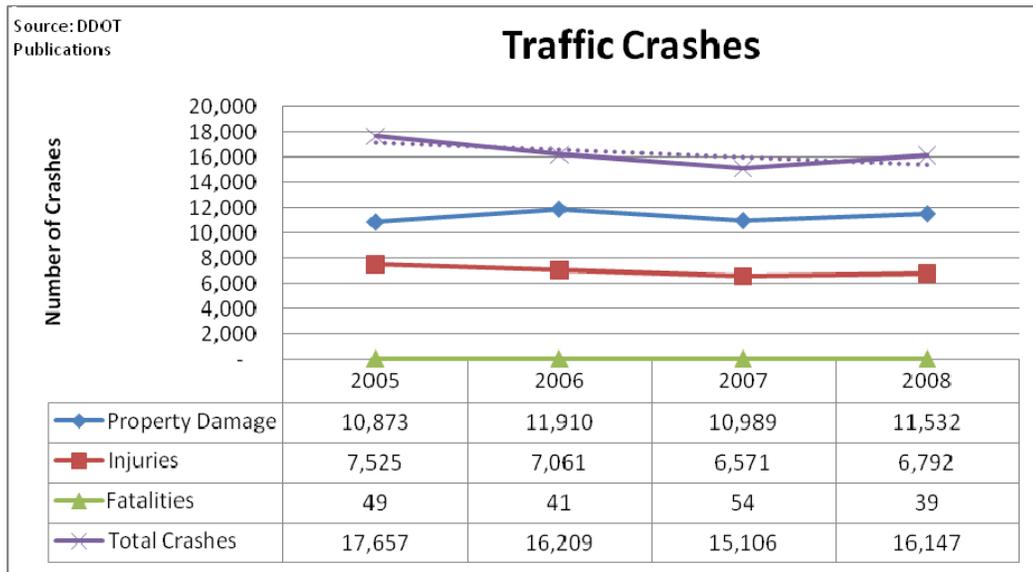
Legislative and Major District Issues

The Safe Routes to School Program was created during Mayor Fenty's tenure. Through a partnership between DDOT and District of Columbia Public Schools (DCPS), the program seeks to create safer and convenient routes for students to get to school on foot or by bike. The Metropolitan Police, working in partnership with the HSO, also stepped up its enforcement efforts for traffic violations in general.

Crashes, Fatalities and Injuries

In the District based on previous years, traffic-related crashes are declining. In 2008, however there was a 7 percent increase in crashes when compared to 2007 in which 15,106 traffic-related crashes occurred, slightly above the current trend, as shown in Figure 3. The data also reveals that Property damage crashes increased by 5 percent in 2008 as compared to 10,989 in 2007.

Figure 3: Traffic Crashes



There is a significant downward trend in fatalities in the District. In 2009, there were 33 traffic-related fatalities, as shown in Figure 4 – below the current trend.

Figure 4: Fatality Trends

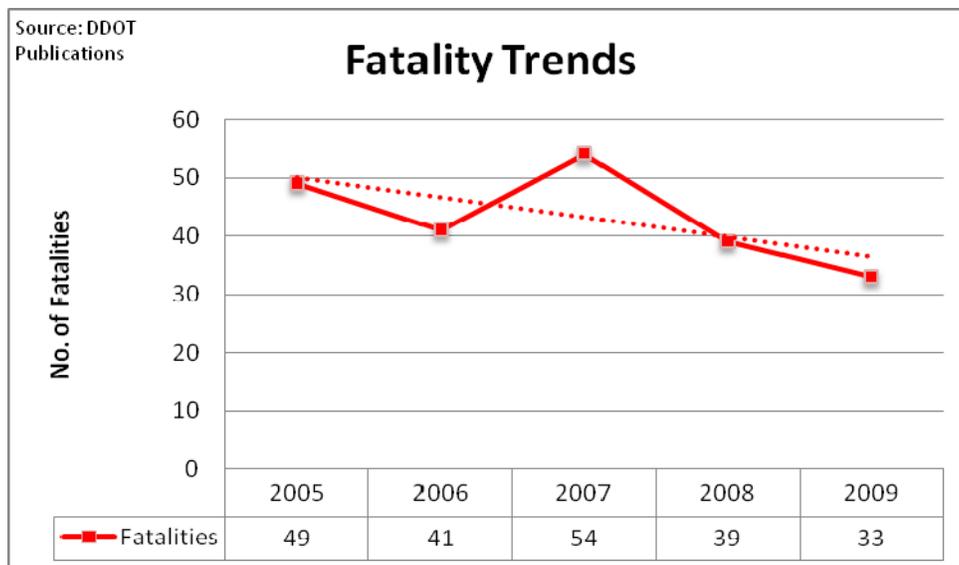
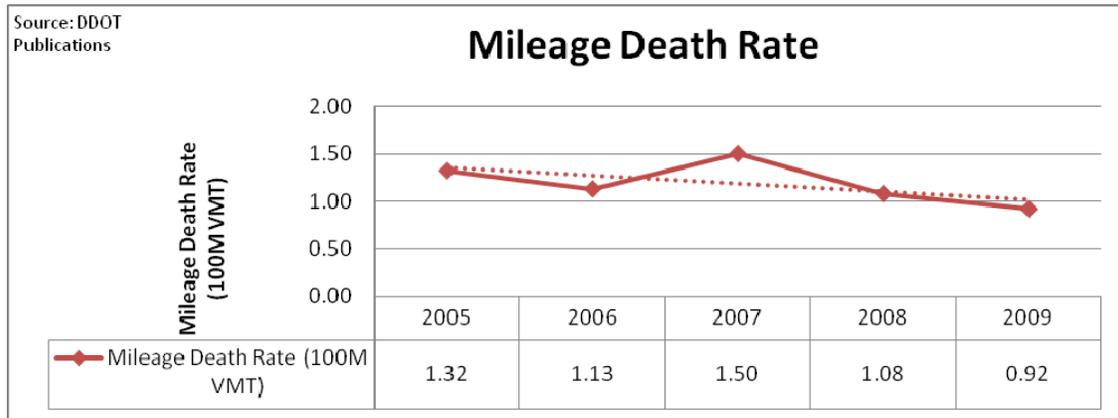


Figure 5 illustrate a 15 percent decrease in fatality rate in 2009, as compared to 2008.

Figure 5: Mileage Death Rate



However, the number of injuries increased slightly from 6,571 in 2007 to 6,792 in 2008 as shown in Figure 3. Figure 6 illustrates a breakdown in injuries by severity. In 2008 there was a 13 percent decrease in disabling injuries of 306 in 2008 compared to 352 in 2007.

Figure 6: Injured Persons by Severity

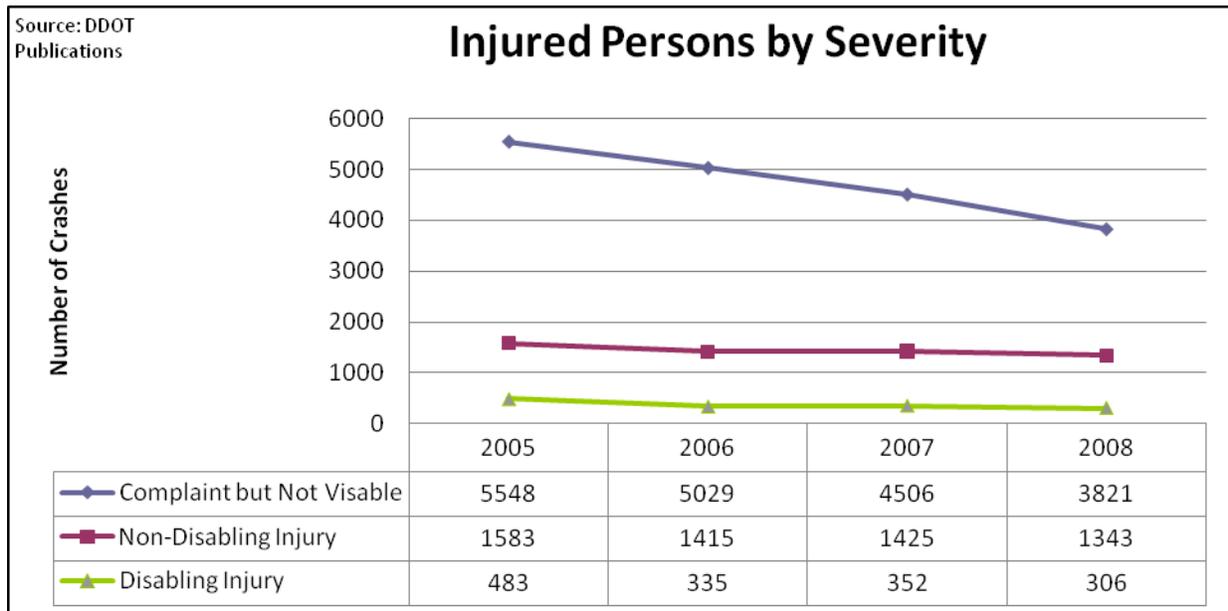


Figure 7 indicates that injuries in 2008 increased by 3.3 percent above 2007, however, when compared with the last four years the trend in injuries is significantly downward.

Figure 7: Injury Trends

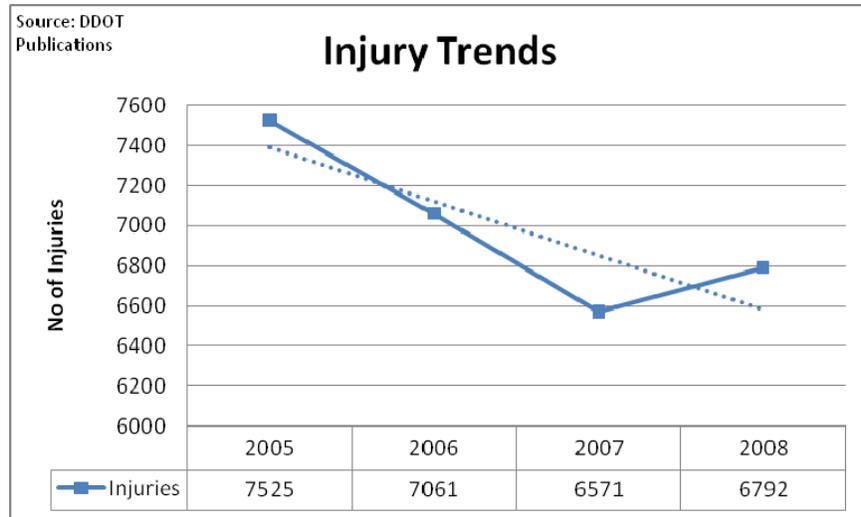
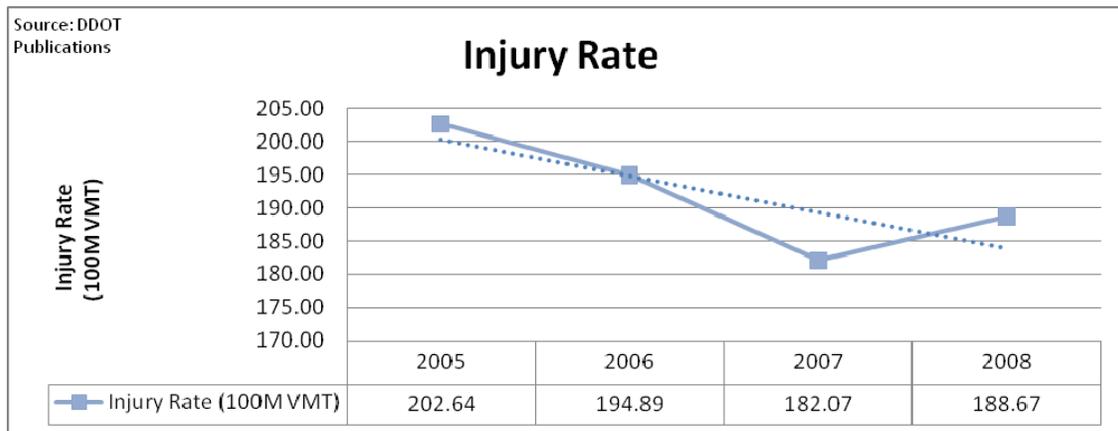


Figure 8 illustrate a 3.6 percent increase in injury rate in 2009, as compared to 2008.

Figure 8: Serious Injury Rate



In the District, Wards 1 and 3 appear to have the least number of crashes and serious injuries, these wards have also the highest population, ranking third and second, respectively, based on 2000 census data. Wards 1 and 3 have a population of 73,334 and 73,753 respectively, as shown in Figure 11.

Figure 9: Fatalities by Ward

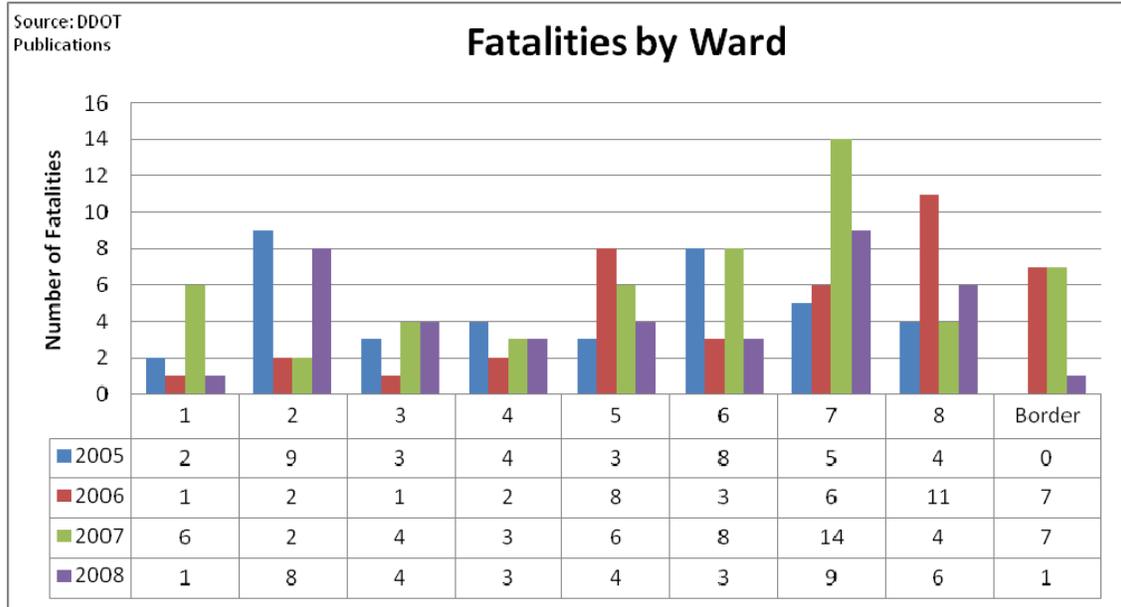


Figure 10: Injuries by Ward

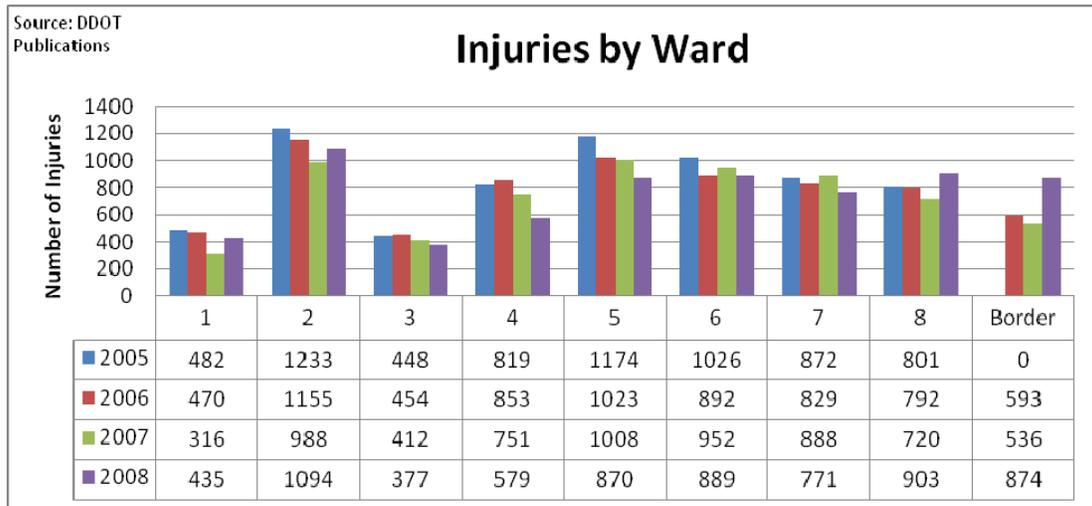
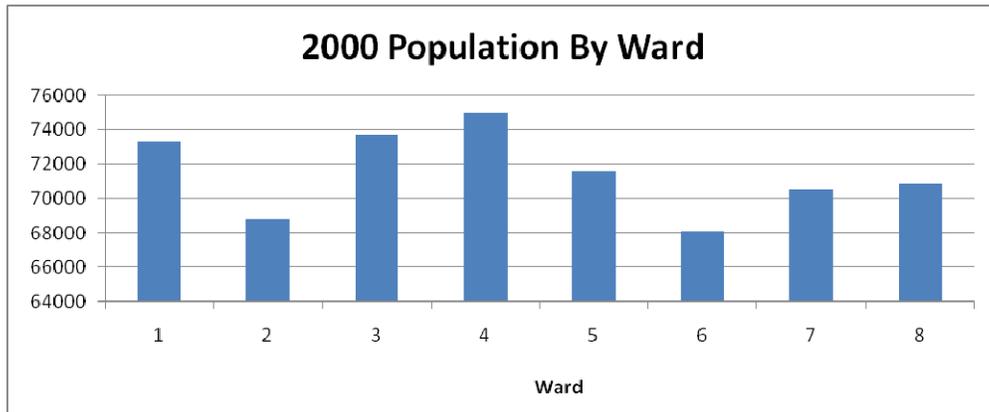


Figure 11: 2000 Population Data



Performance Goals

The District of Columbia seeks to reduce the number of serious and fatal injuries in the District by 50 percent by 2025 using the 2001-2005 five-year average as the starting baseline¹. To achieve the goal relating to a reduction in traffic fatalities, the District must consistently record 1.4 fewer fatalities each year for the next 15 years.

Intermediate Goals

To decrease traffic fatalities by 7 percent from a three-year (2007-2009) weighted average of 42 to 39 by December 31, 2012.

To decrease traffic-related injuries by 9.6 percent from a three-year (2006-2008) weighted average of 6,808 to 6,152 by December 31, 2012.

Performance Measures

Table 6: Fatalities Performance Measures

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012
# Traffic-Related Fatalities	49	41	54	39	33	41	40	39
# Fatalities (SHSP District Goal)		56	54	53	51	50	49	47

Table 7: Injuries Performance Measures

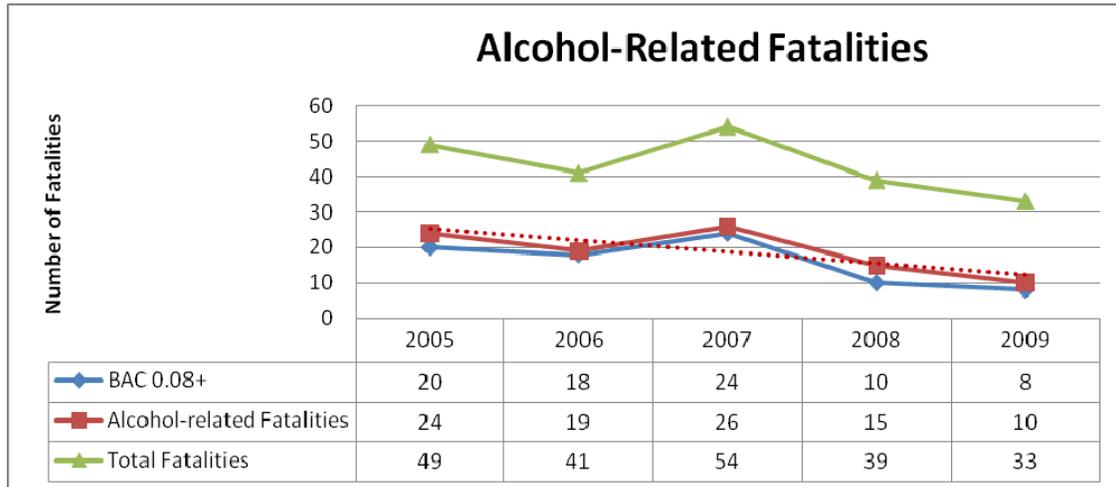
Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012
# Traffic-Related Injuries	7,525	7,061	6,571	6,792	6,638	6,472	6,310	6,152
# Injuries (SHSP District Goal)		8,457	8,246	8,040	7,839	7,643	7,452	7,265

¹ District of Columbia, Strategic Highway Safety Plan, 2007

Impaired Driving

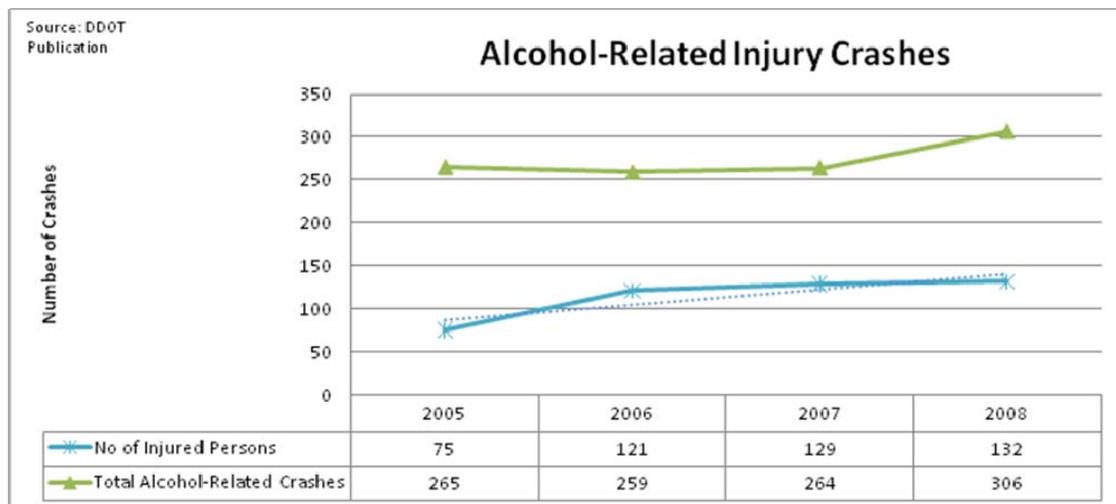
The consumption of alcohol and drugs continues to be a prominent factor in serious crashes in the District. Based on the District fatality data, alcohol-related fatalities have been reduced from 15 in 2008 to 10 in 2009 (33 percent decrease), as shown in Figure 12.

Figure 12: Alcohol-Related Fatalities



As shown in Figure 13, the number of person injuries in alcohol-related crashes has been showing an upward trend over the last three years. However, the number of injured persons has been relatively steady during the same period, averaging 127 per year. In 2008 there was an increase in the total number of alcohol-related crashes to 306 (16 percent increase from 2007).

Figure 13: Alcohol-Related Injuries



The most dangerous hours for alcohol-related crashes are generally between 8:00 p.m. and 4:00 a.m. Friday, Saturday and Sunday being the most dangerous days of the week, as illustrated in Figures 14 and 15. These statistics have remained relatively unchanged over the last four years.

Figure 14: Alcohol-Related Crashes by Time of Day

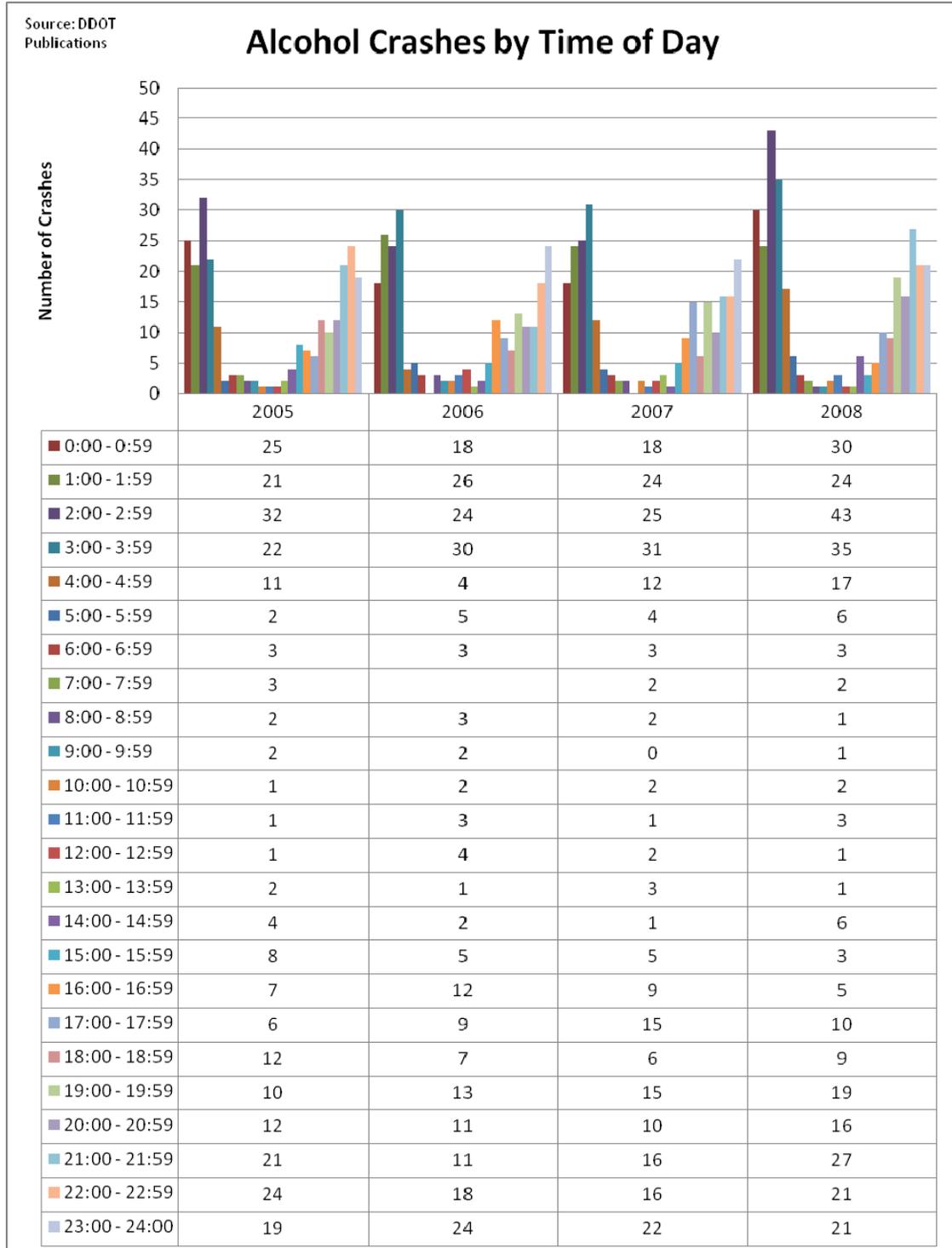


Figure 15: Alcohol-Involved Crashes by Day of Week

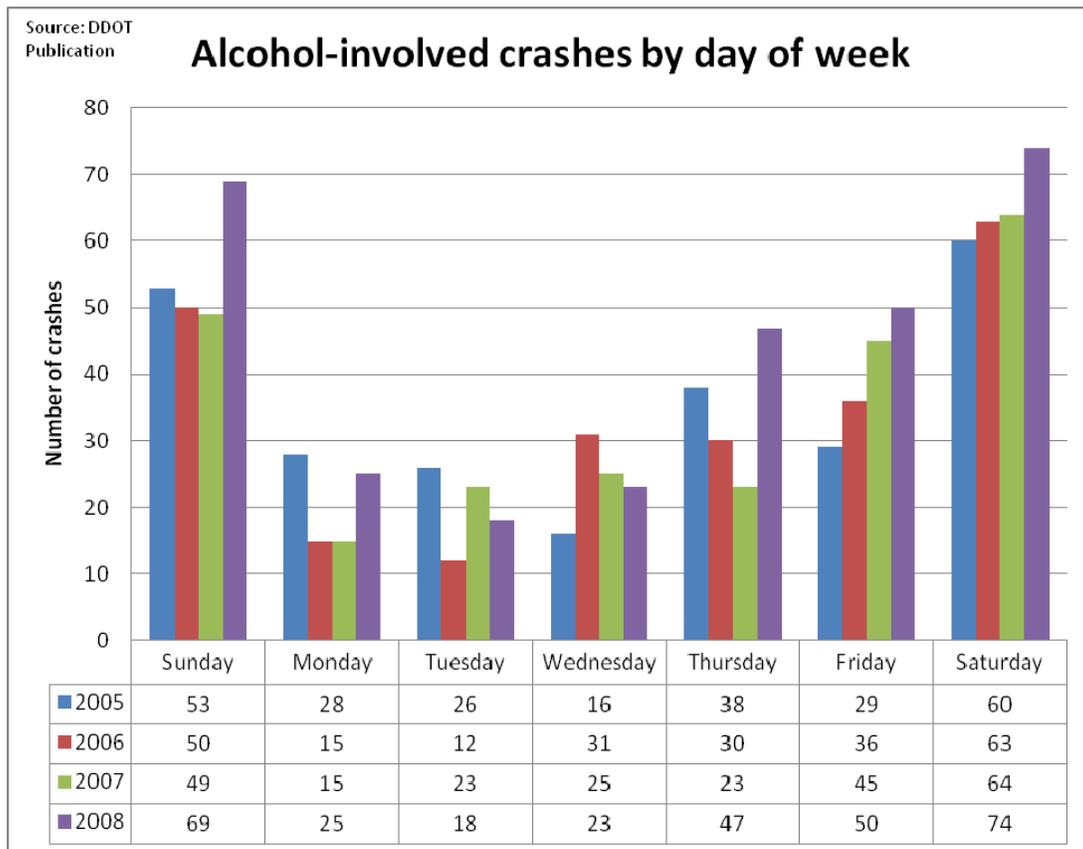


Figure 16, shows that in the past four years males' drivers are more likely to drink and drive than female drivers.

Figure 16: Alcohol Crashes by Gender of Driver

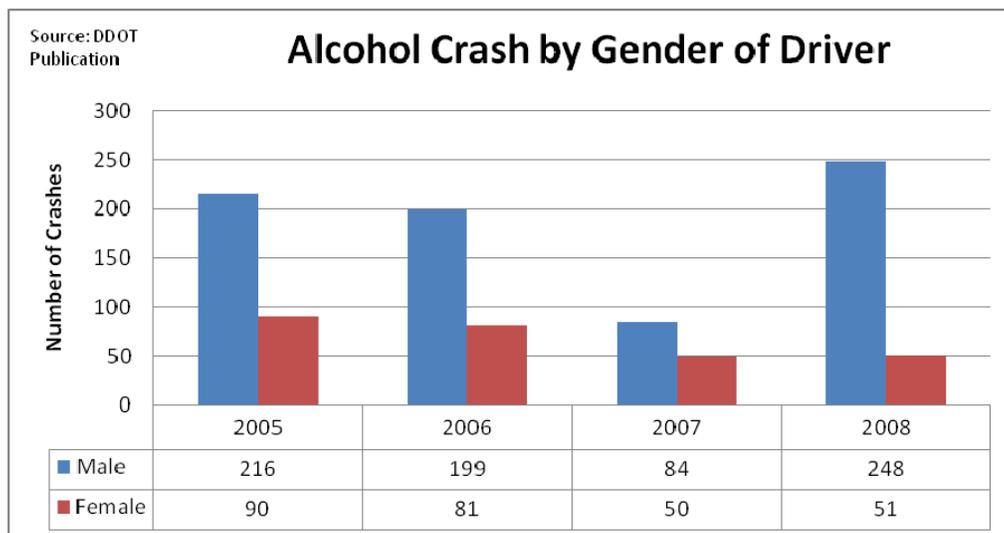
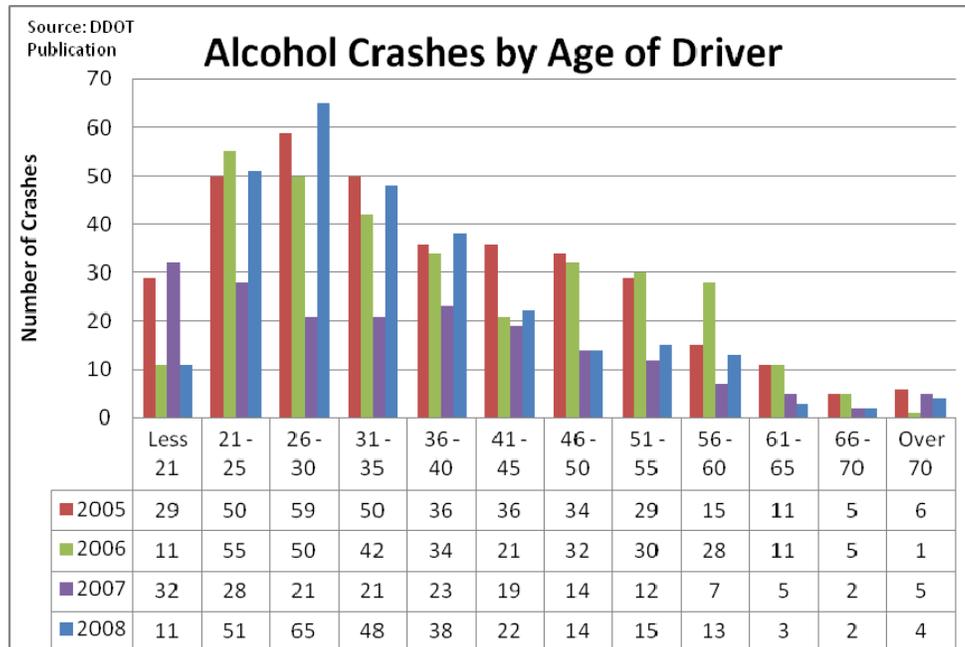


Figure 17, illustrate that drivers between the ages of 21 and 35 are also more likely to drink and drive.

Figure 17: Ages of Drivers in Alcohol-Involved crashes



Program Area

In 2009, 10 out of 33 fatalities (30 percent) were alcohol-related. This is a substantial decrease from 2008, when there were 15 fatalities involving alcohol or 38 percent of all fatalities (39). This trend indicates that the District efforts, through enforcement, public outreach and media appear to be succeeding. In addition, the alcohol-related injuries rate per crash has slightly decreased from 0.49 in 2007 to 0.43 in 2008.

It is significant to note that the 2009 goal for impaired-related fatalities, as stated in the SHSP, has been met and exceeded as shown in Table 8. Further, the District is also on track to significantly exceed the 2012 goal. In light of this achievement, a more challenging Performance Goal is outlined below.

Although there has been a significant increase in impaired injuries, from 75 in 2005 to 132 in 2008, the SHSP goals in reducing impaired injuries to 49 in 2012 will be kept. This goal may be unrealistic at this time but the HSO team believes that we must try to attain the stated goal in order to minimize the problem. This implies that more strategies that are rigorous need to be implemented.

This trend suggests the need to emphasize strategies such as “Cops in Shops.” A Cops in Shops operation is defined as a special detail that places non-uniformed police officers in bars and bottle shops to act on and prevent the purchase of alcohol by minors and visibly intoxicated patrons. This type of enforcement is typically a joint effort between police departments and the owner or manager of the establishment.

Further, the District needs to increase nighttime checkpoints for DWI violations on Fridays, Saturdays and Sundays between 8:00 pm to 4:00 am., which are the most dangerous time of day.

Performance Goals

To decrease alcohol impaired driving fatalities by 12 percent from a three-year (2007-2009) weight average of 17 to 15 by December 31, 2012.

To decrease alcohol impaired driving injuries by 61 percent from a three-year (2006-2008) weight average of 127 to 49 by December 31, 2012.

NOTE: Alcohol-impaired driving fatalities are all fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 or greater.

Performance Measures

Table 8: Alcohol-Related Fatalities Performance Measures

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012
# Impaired Fatalities	24	19	26	15	10	16	16	15
# Impaired Fatalities (SHSP District Goal)		25	25	24	23	23	22	22

Table 9: Alcohol-Related Injuries Performance Measures

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012
# Impaired Injuries Crashes	75	121	129	132	100	79	62	49
# Impaired Injuries Crashes (SHSP District Goals)		56	55	54	52	51	50	49

Project Activities

Washington Regional Alcohol Program (WRAP):

- Youth Outreach
 - Conduct educational programs reaching high school students on the risky behaviors and consequences associated with underage drinking and impaired driving.
 - Develop grade-appropriate educational brochure targeting tenth grade students on the effects of dangerous and illegal alcohol consumption as well as the dangers and consequences of underage drinking and impaired driving.
 - Produce and distribute WRAP’s annual educational guide on underage drinking laws, consequences and more.
 - Work with area colleges communities through support initiatives, advocacy and assisting with policy development.

- Produce and distribute two newsletters and one annual report communicating WRAP's efforts and the need for continued traffic safety efforts. (also Adult Outreach and Public Education).
- Adult Outreach
 - Conduct WRAP's Safe and Vital Employees (SAVE) initiative educating local employees about impaired driving as well as the employee's role in keeping roadway safe.
 - Work with area chambers of commerce to aid in WRAP's mission including linking WRAP's Corporate Guide to local chamber web sites.
- Public Education
 - Conduct a public education outreach media campaign communicating the new DC laws.
 - Produce and distribute expanded annual report on impaired driving statistics and trends in tandem with related media/public education initiative.
 - Conduct seasonal media campaigns – including the promotion of WRAP's SoberRide initiative – regarding the dangers of impaired driving and alternatives of as much including the development and direct distribution of 300,000 informational pieces.
 - Produce and distribute educational literature on responsible use and drinking and driving to those who take advantage of WRAP's SoberRide program including the production of 3,000 informational pieces.

Office of the Attorney General (OAG) – DUI Prosecutor

- Increase the number of serious impaired driving cases successfully prosecuted to deter drunk driving
 - Review serious impaired driving cases that are “no-papered” to determine reason for not prosecuting.
 - Work with appropriate contacts with the Metropolitan Police Department (MPD) and other relevant police agencies to facilitate obtaining any missing paperwork in cases “no-papered” as a result of officers' inability or failure to appear at papering, or inability to obtain the appropriate paperwork prior to the time a papering decision must be made.
- Increase the effectiveness of serious impaired driving offense prosecutions through maximizing use of already available tools within the criminal law, and applying such tools consistently.
 - Establish new and more stringent guidelines for acceptable pleas in serious impaired driving cases involving repeat offenders and individuals above specified BAC levels.
- Provide advocacy and resources to prosecutors.
 - Provide technical assistance and legal research to prosecutors on a wide variety of legal issues, including probable case, Standard Field Sobriety Test, Drug Evaluation

and Classification Program (once applicable in the District), implied consent, breath/blood testing, pre-trial procedures, trial practice, and appellate practice.

- Prepare DUI Prosecutor's briefs, legal memorandum and other pleadings for use at hearings, trials, or on appeal of such cases assigned to the DUI Prosecutor.
- Respond in writing and verbal inquires made by prosecutors concerning criminal traffic matters. Serve as a resource for prosecutors by offering expertise and assistance for prosecuting traffic safety offenses.
- Serve as a second chair on difficult impaired driving cases handled by the Criminal Section, including but not limited to, suppression hearings motions tackling new and unique areas of the law.
- Assist with creating an outline of an impaired driving offense manual for prosecutors to assist in the prosecution of impaired driving cases, which will include information on current case law, pre-trial preparation, traffic stops, probable cause, breathalyzer and blood-testing procedures, proof of impairment, chain of custody, sentencing procedures, vehicle forfeiture, common defenses, and examples of forms used in the District.

Office of the Attorney General – Traffic Safety Resource Prosecutor (TSRP)

- Develop and enhance District programs and cooperation to improve awareness and enforcement of impaired driving offenses.
 - Serve as a regular and full participant in a DUI Enforcement Task Force with representatives from various agencies operating in the District.
 - Publicize the specialized assistance that the TSRP can provide to prosecutors, law enforcement, toxicologists, breathalyzer test operators, and other persons involved in DWI/DUI enforcement.
 - Serve as a liaison, and develop regular communication with the MPD and other law enforcement agencies, the District Department of Transportation, the Chief Medical Examiner, and the Executive Office of the Mayor.
 - Work with police agencies to attempt to develop a more consistent and targeted Check Point Program.
 - Continue with assisting the implementation of the LEADRS program.
- Enhance law enforcement and prosecutor training in DWI/DUI traffic safety issues.
 - Attend and present at relevant trainings to develop and maintain specialized knowledge of traffic safety and, in particular, impaired driving issues.
 - Communicate with and offer to meet with members of the United States Attorney's Office to assess their training needs for DWI/DUI-related issues and coordinate with them to setup trainings or offer assistance with resources.
 - Assess training needs for police and prosecutors in the District, and then develop and provide training programs for prosecutors, law enforcement officers, and other traffic

safety professionals with an emphasis on the effective prosecution of impaired driving cases.

- Develop and maintain a relationship with the NHTSA, the National Traffic Law Center (NTLC) and other TSRPs.
- Improve breath alcohol, blood, and urine testing program.
 - Continue to work with District agencies, including the Chief Medical Examiner when possible, to create rules for administration of the breath, urine, and blood-testing program for voluntary implementation or upon passage of reform legislation.
 - Assist in training prosecutors on the new Intoximeter breath testing instruments to be used by the MPD and the United States Park Police.
 - Assist with legislation and work with representatives of the prosecuting agencies, police agencies, and District-area hospitals to discuss a resolution of the problems with collecting blood in accident cases.
- Provide assistance and resources to prosecutors.
 - Provide technical and trial assistance to prosecutors on a wide variety of issues, including probable cause, Standard Field Sobriety Tests, ARIDE (once applicable in the District), Drug Evaluation and Classification Program, implied consent, breath/blood testing, pre-trial procedures, and trial practice.
 - Respond to written and verbal inquires made by prosecutors concerning impaired driving offenses. Serve as a resource for prosecutors by offering expertise and assistance for prosecuting traffic safety offenses. Assist with caseload including papering, case preparation, trials and court hearings.
 - Assist and advise the Impaired Driving Prosecutors in the execution of their duties when appropriate.

Metropolitan Police Department – Alcohol Enforcement

- DUI Enforcement:
 - Conduct 3,000 man-hours for enforcement.
 - 35 sobriety checkpoints and roving patrols.
 - Conduct Cops in Shops (CIS) activities on a monthly basis.

Paid Media – Checkpoint Strikeforce Regional Impaired Driving Campaign

- Conduct at least one checkpoint each week throughout the months between August and December.
- 150 TRPs per week during enforcement weeks via radio.
- Radio streaming, podcasting and music video downloads will be considered to reach the young male audience while they are at their computers.
- Review of Alcohol crashes between 2005-2009 (NEW PROJECT)

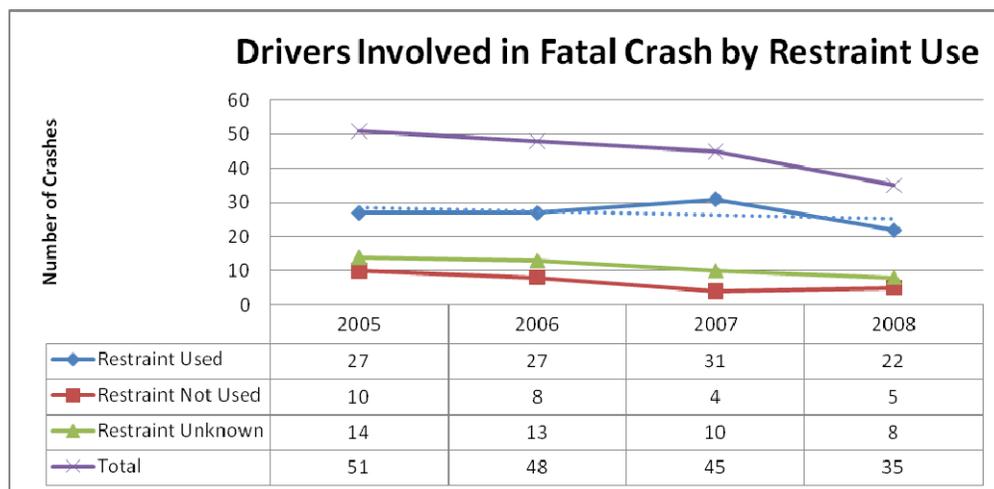
- Review all fatality data and compare to driver history.
- Review all injury data between 2007 and 2009 and compare to driver history.
- Develop appropriate program to alleviate apparent rise in alcohol injuries.

Occupant Protection

Proper and consistent use of safety belts and child safety seats is acknowledged as the single most effective protection against death and one of the most prominent mitigating factors in the severity of traffic crashes.

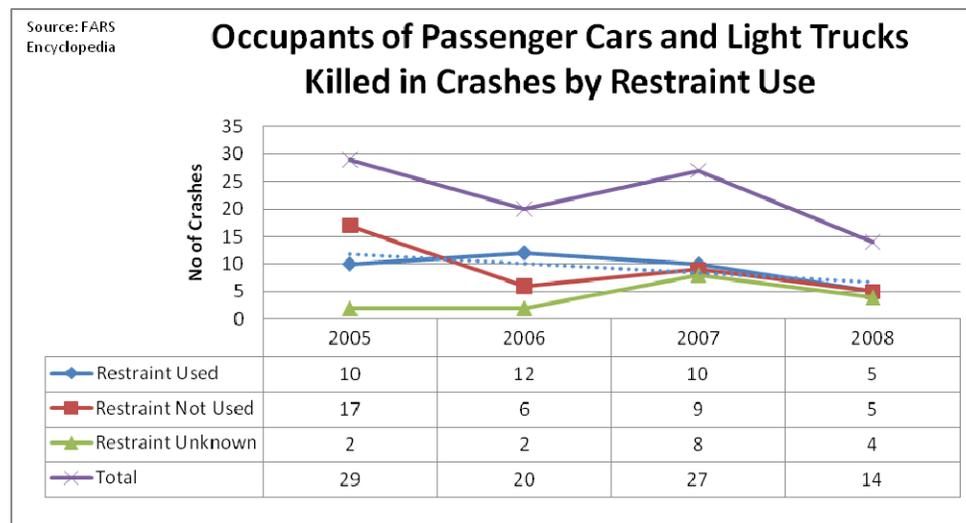
Based on the analysis of the FARS data, the number of drivers wearing their seat belts involved in a fatal crashes decreased from 31 in 2007 to 22 in 2008 (29 percent), as shown in Figure 18. However, the number of restraints reported as “unknown” continues to be significant, with approximately 23 percent of all drivers involved in a fatal crashes not having restraint information recorded or unavailable.

Figure 18: Drivers in Fatal Crash by Restraint Use



Further analysis of FARS data revealed that in 2008 the number of occupants of passenger cars and light trucks killed while wearing their seatbelts decreased from 10 in 2007 to 5 in 2008 (50 percent decrease). The number of *unknown* also decreased from 8 in 2007 to 4 in 2008 (50 percent decrease).

Figure 19: Occupant Fatalities by Restraint Use



FARS data also revealed persons killed in traffic crashes who were not using their seatbelts were more likely to be drivers between ages 16 and 44 years old, as shown in Table 10.

Table 10: Fatal Occupants by Age Groups

Age (Years)	2006				2007				2008			
	Restraint Use			Total	Restraint Use			Total	Restraint Use			Total
	Used	Not Used	Unknown		Used	Not Used	Unknown		Used	Not Used	Unknown	
< 5	0	0	0	0	0	0	0	0	2	0	0	2
5 – 9	0	0	0	0	0	0	0	0	0	0	1	1
10 – 15	0	0	1	1	0	5	0	5	3	0	0	3
16 – 20	3	2	0	5	3	0	1	4	0	0	1	1
21 – 24	2	2	1	5	2	0	2	4	0	0	3	3
25 – 34	7	2	1	10	5	0	1	6	9	1	1	11
35 – 44	10	2	0	12	9	1	2	12	1	0	0	1
45 – 54	1	1	0	2	6	0	0	6	1	0	1	2
55 – 64	4	0	0	4	0	0	0	0	1	0	1	2
65 – 74	1	0	0	1	1	0	1	2	0	0	0	0
> 74	1	0	0	1	1	0	0	1	1	0	3	4
Unknown	0	0	4	4	0	0	0	0	0	0	3	3
Total	29	9	7	45	27	6	7	40	18	1	14	33

Source: FARS

Program Area

The Primary Seatbelt Law became effective on April 9, 1997, and in 2002, the District adopted the national enforcement and media campaign “Click It or Ticket.” Based on the Annual Citywide Observational Seat Belt Use Survey conducted in the District in June 2010, DC’s seat belt use rate is 92.3 percent. The District was rated as one of sixteen States that achieved 90 percent usage rate or higher in 2008. The District seat belt use has remained above the national average since 2000.

It is significant to note that the 2008 goal set for the number of fatalities involving no restraints, as stated in the SHSP, has been met and exceeded as shown in Table 11 below. Further, the District is also on track to maintain its seatbelt usage in 2011. When any state that attains greater than 90 percent seatbelt usage, it will be extremely difficult and expensive to attempt to increase seatbelt usage. The District will now concentrate on maintaining its above average seatbelt usage.

Performance Goal

To decrease unrestrained passenger vehicle occupant fatalities in all seating positions by 20 percent from a three-year (2006-2008) weight average of 15 to 12 by December 31, 2012.

To maintain seatbelt usage above 90 percent by 2012.

Performance Measures

Table 11: Unrestrained Fatalities Performance Measures

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012
# Unrestraint Fatalities	19	16	13	15	14	14	13	12
# Unrestraint Fatalities (SHSP District Goal)		14	13	13	13	12	12	12

Table 12: Seatbelt Usage Rate

Performance Measures	2006	2007	2008	2009	2010	2011	2012
% Usage Rate Goal	85.36%	87.13%	90%	93%	92.3%	>90%	>90%

Project Activities

ASPIRA

- Conduct two invitation meetings to educate and foster support for promoting safety in the Latino community.
- Conduct a series of focus groups in the Latino community with youth and adults to assist in developing a better understanding of how to effectively market traffic safety messages to the various Latino groups in DC.
- Work with graphic artist to design and develop a bilingual exhibit to promote traffic safety.
- Hold at least ten (10) community outreach workshops and events designed to illustrate the benefits and advantages of the use of seatbelts, child safety seats, and bicycle helmets.
- Will assist in coordinating safety events in the Latino community to include Safe Routes to Schools.
- Conduct twelve (12) events regarding the benefits and proper use of seat belts, child safety seats, and bicycle helmets in elementary schools and recreation centers.
- In collaboration with DDOT, conduct child passenger safety classes and providing Spanish language translation for eight (8) child safety seat-fitting demonstrations.
- Distribute literature in English and Spanish at community medical clinics serving teenage mothers and other community-based organizations serving the Latino community.

Associates for Renewal in Education – Teen Highway Safety Program

- To decrease the incidence and prevalence of teenage drinking and driving leading to car crashes:
 - Provide driver safety education and training to 500 youth in District’s middle and high schools, Collaborative, Youth Development Program, group homes, and the Summer Youth Employment Program.
 - Promote driver safety through radio announcement during the months of May and June.
 - Increase by 50 percent the number of teens and young adults taking the on-line Teen Safe Driver pledge.
 - Target 800 teen to take the Teen Safe Driver pledge during the National Emergency Medical Services and National Buckle-Up America.
 - 300 participants will receive driver safety information at Annual Community Safety and Fun Day.
- To decrease the incidence of distracted driving among teens leading to car crashes:
 - Educate 500 youth on the dangers of driving distraction by providing literature and handouts and video.
 - Safety Program Facilitators will conduct Driver Safety “peer” discussions to address the issue.
- To decrease the incidence of child injury and/or fatality related to car crashes:
 - Host four (4) car safety seat give-a-ways during Child Passenger Safety week.
 - Conduct four (4) on-site safety seat inspections at infant centers and early childhood education centers.
 - Conduct four (4) educational workshops for 100 parents and their children (ages 2-12) on the current child restraint laws.
- To decrease pedestrian fatalities and injuries
 - Distribute safety awareness literature to parents, teachers, community groups (ANC’s Civic Associations)
 - Develop a safe pedestrian campaign, distributing 3000 buttons promoting pedestrian safety to the District’s residents
- Promote the graduated license legislation:
 - Promote support for graduated license in all workshops, and promotional materials.

Metropolitan Police Department – Occupant Enforcement

- Click It or Ticket (CIOT) Enforcement:
 - Conduct 343 hours of checkpoints and saturation patrols.
 - Conduct 3 nighttime enforcement.

Child Passenger Safety (CPS)

- Conduct 32- hours National Child Passenger Safety Certification Training. This NHTSA, CPS certified training would equip Police Officers, Fire and EMS Department, Health Care and Child Care providers with the necessary knowledge to explain installation procedures to parents and caregivers.
- Update and recertification Class. This training will also include updates and recertification classes as per NHTSA guidelines to maintain and enhance provider skill sets.
- Child Restraint Seats Purchase program providing seats at a lower cost and to provide free seats to persons receiving Temporary Assistance for Needy Families (TANF).
- Materials, booklets, pamphlets, incentives used to educate and advise citizens, stakeholders and visitors of the District of Columbia on seatbelt and child restraints laws.

Paid Media

- Click It or Ticket Campaign
 - 100 TRPs per week during enforcement weeks via radio.
 - On cable TV networks and programs three weeks in July and three weeks in August (105 spots).
 - Develop and distribute 25,000 brochures, translated in Spanish, Amharic, Chinese, Korean and Vietnamese.
 - Hold a brief press conference the week of May followed by a day/night safety belt checkpoint.
- Child Passenger Safety Campaign
 - 100 TRPs per week during enforcement weeks via radio.
 - Develop and distribute 25,000 brochures, translated in Spanish, Amharic, Chinese, Korean and Vietnamese.

Aggressive Driving

Aggressive driving is a growing phenomenon. This behavior usually involves speeding, as well as other factors, e.g. following too closely or improper lane change, etc. Speeding is the primary contributing circumstance for aggressive driving crashes in the District. Based on the District’s fatality data, speeding-related fatalities decreased from 14 in 2008 to 12 in 2009 (14 percent decrease).

Figure 20: Speeding Involved in Fatal Crashes

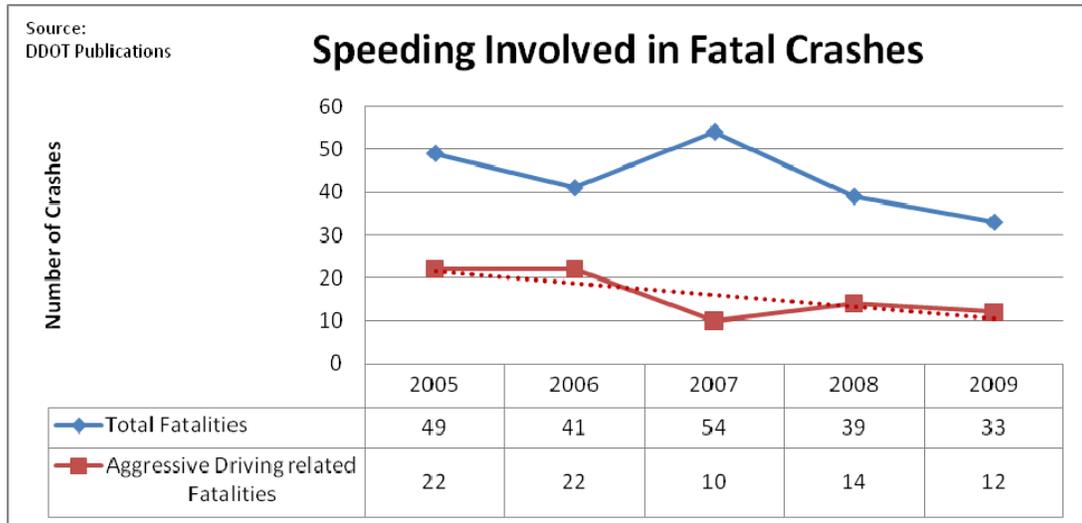
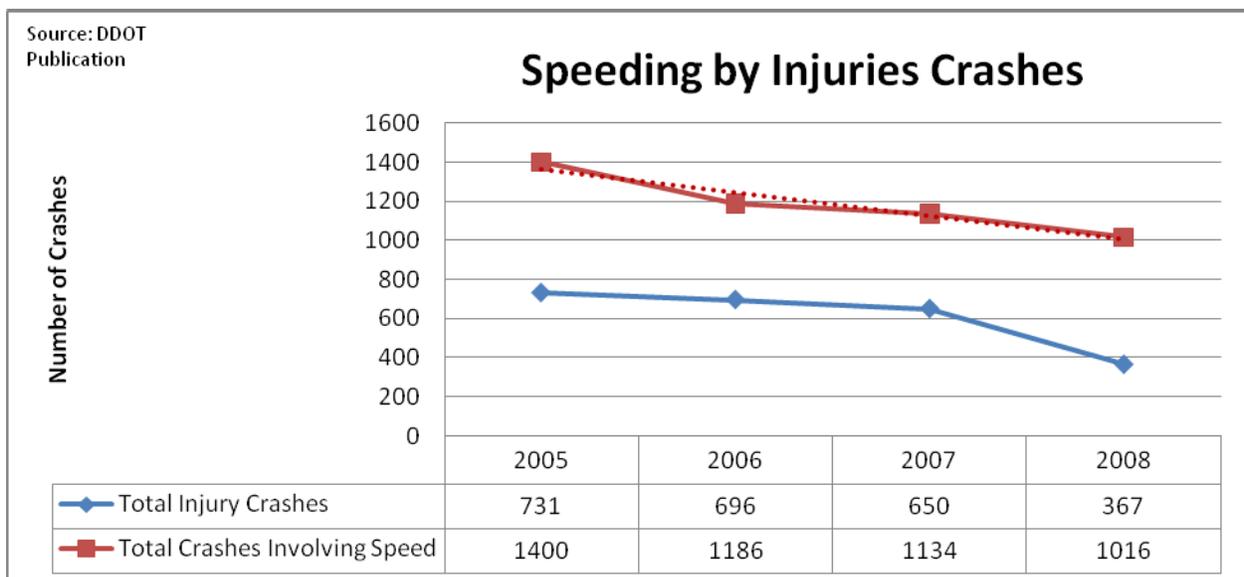


Figure 21, also indicate a decrease in the number of crashes involving speed from 1,134 in 2007 to 1,016 in 2008 (10 percent). Similarly, the total number of injury crashes has also decreased from 650 in 2007 to 367 in 2008 (43.5 percent).

Figure 21: Speeding by Injuries Crashes



Based on the four-year trend, male drivers between the ages of 21 and 35 were more likely to be involved in speeding-related crashes. It should be noted that were there are hit-and-run crashes that involved speed, the age of the driver is not recorded. As such the total speed-related crashes were apportioned based on the 2005/6 trends.

Figure 22: Speeding-Related Crashes by Age of Drivers

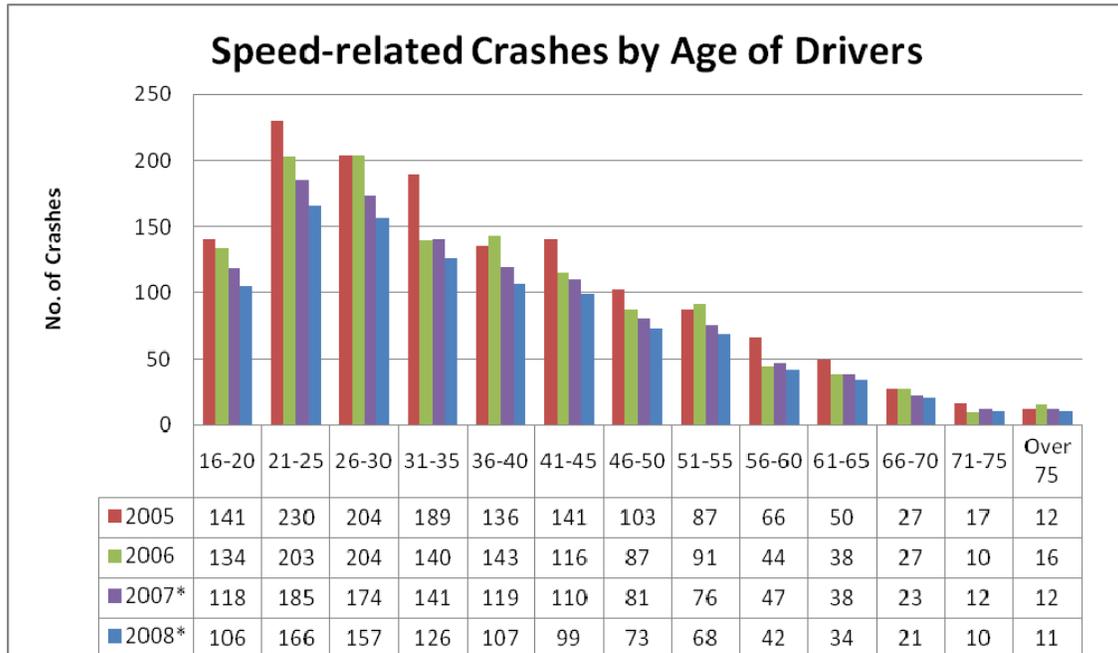
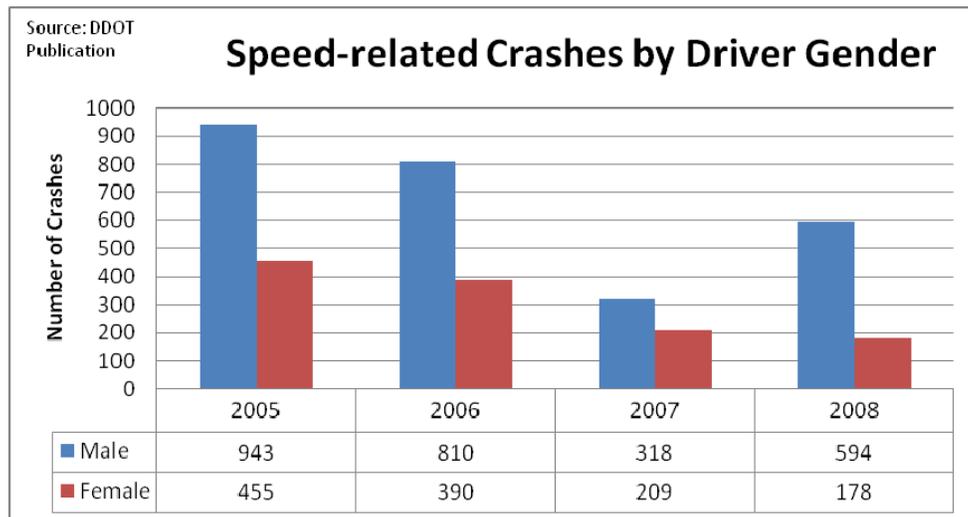
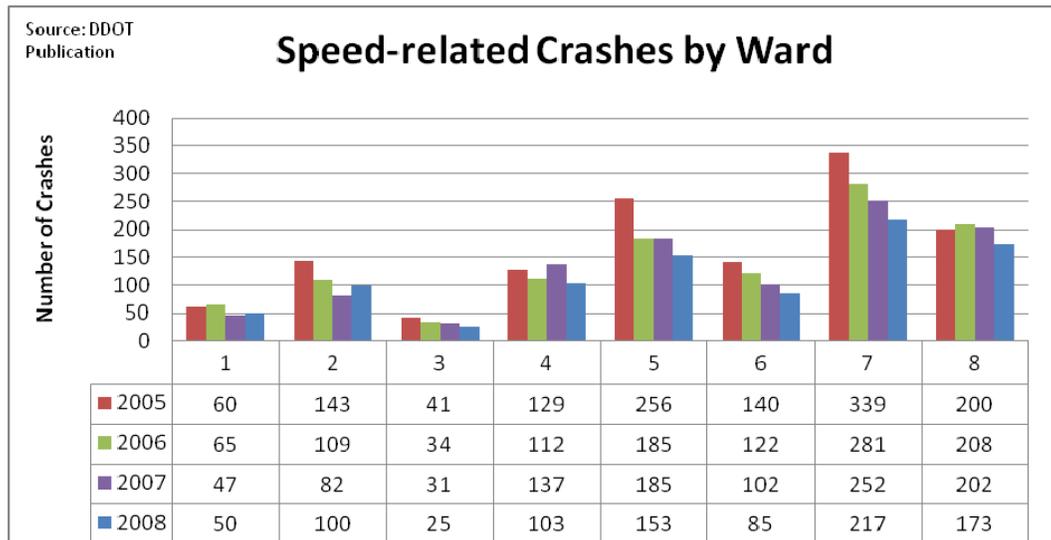


Figure 23: Speeding-Related Crashes by Driver Gender



Based on District crash data, Wards 5, 7 and 8 have the highest average speeding-related crashes. This results from high-speed corridors such as Kenilworth Avenue, Southern Avenue, South Dakota Avenue, Suitland Parkway, Benning Road, New York Avenue and East Capitol Street. These corridors are also marked for automated speed enforcement in the 2009 SHSP Action Plans.

Figure 24: Speed-related Crashes by Ward



Program Area

In 2009, 12 out of 33 fatalities were due to aggressive driving (approximately 36 percent of all traffic fatalities). While the data suggest a downward trend, much work remains to make this reduction sustainable over time.

It is significant to note that in 2008 there was a significant decrease in speed-related injuries from 650 in 2007 to 367 injuries in 2008 (43.5 percent decrease). The District is also on track to significantly exceed the 2012 goal.

The District joined the States of Maryland, Virginia and Pennsylvania in the Smooth Operator Program to combat aggressive driving. The Smooth Operator Program is a public safety initiative that aims to provide education, information, and solutions for the problem of aggressive driving. The District’s continued efforts have proven successful and have met the District’s SHSP 2025 goal for both fatalities and injuries. In light of this achievement, a more challenging Performance Goal is outlined below.

Performance Goal

To decrease speeding-related fatalities by 8 percent from a three-year weight average (2007-2009) of 12 to 11 by December 31, 2012.

To decrease speeding-related injuries by 8 percent from a three-year weight average (2006-2008) of 571 to 485 by December 31, 2012.

Performance Measures

Table 13: Aggressive Driving Fatality Performance Measures

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012
# Aggressive Driving Fatalities	22	22	10	14	12	12	11	11
# Aggressive Driving Fatalities (SHSP District Goal)		21	21	20	19	19	19	19

Table 14: Aggressive Driving Injury Performance Measures

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012
# Aggressive Driving Injuries	731	696	650	367	548	526	505	485
# Aggressive Driving Injuries (SHSP District Goal)		713	695	678	661	644	628	613

Project Activities

Metropolitan Police Department – Aggressive driving

- Conduct 1,800 man-hours for enforcement.
- Speed enforcement equipment

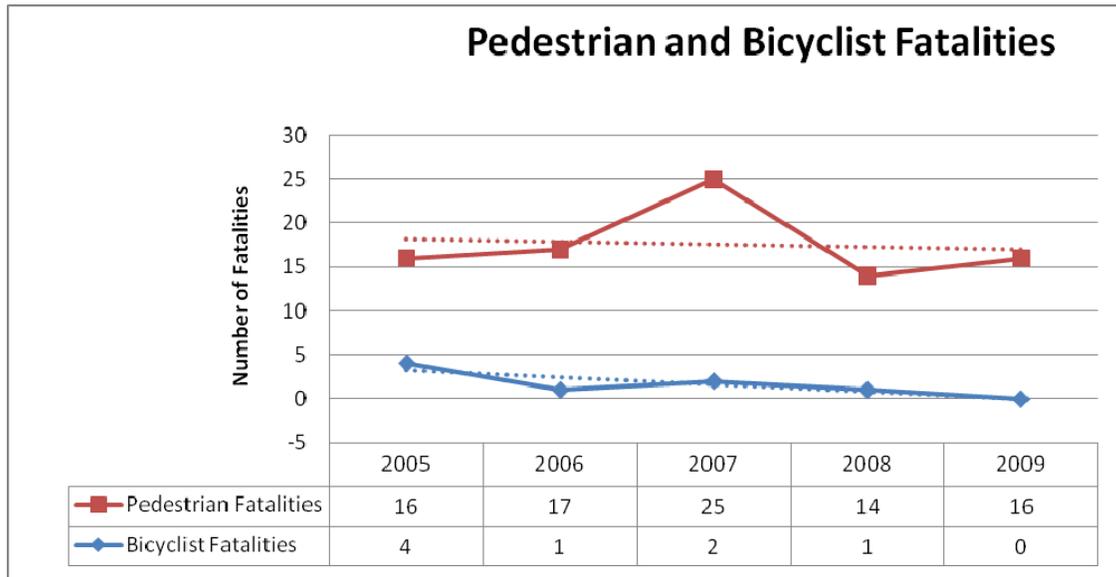
Paid Media

- Regional Smooth Operator Social Marketing Communication Plan
 - 100 TRPs per week during enforcement weeks via radio.
 - On cable TV networks and programs three weeks in July and three weeks in August (105 spots).
 - Outdoor advertising on billboards and bus backs.
 - Internet advertising during the enforcement waves and ad campaign (18-34 demographics).

Pedestrian and Bicyclists

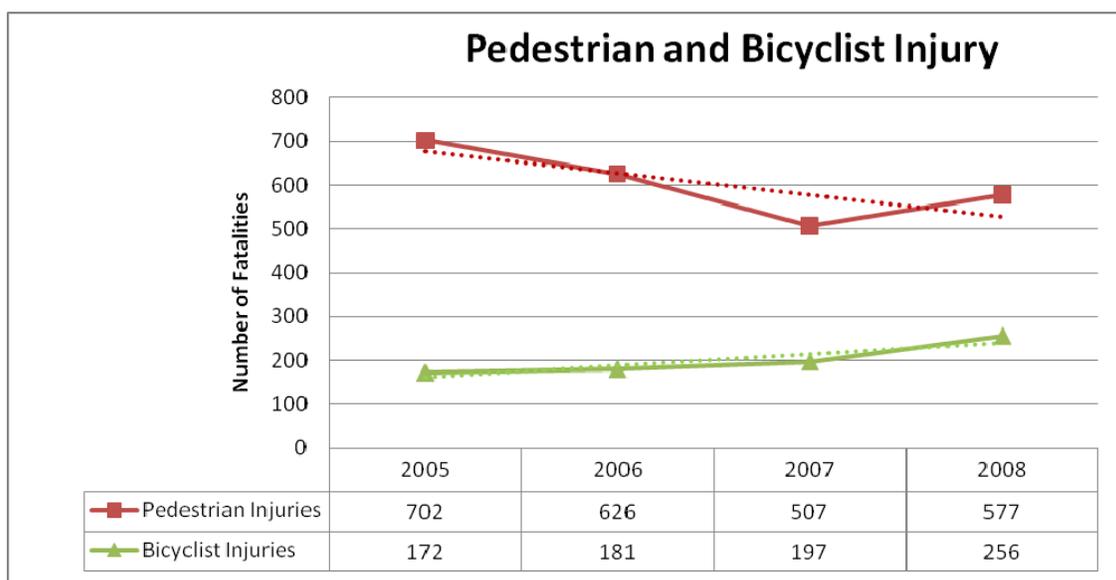
Pedestrians and bicyclists are among our most vulnerable roadway users and when involved in a crash with a motor vehicle, they usually suffer more serious injuries than vehicle occupants do. Based on the District’s fatality data, pedestrian fatalities have increased from 14 in 2008 to 16 in 2009 (a 14 percent increase), as shown in Figure 25. There were no bicycle fatalities in 2009.

Figure 25: Pedestrian and Bicyclist Fatalities



However, the number of bicycle injuries has increased from 197 in 2007 to 256 in 2008 (30 percent increase). Comparatively, the number of injured pedestrians increased from 507 in 2007 to 577 in 2008 (13.8 percent increase). Figure 26, shows that bicycle injuries are on an upward trend.

Figure 26: Pedestrian and Bicyclist Injuries



Further analysis of the pedestrian data revealed that the ages of injured pedestrians were widely distributed. The 21 – 30 pedestrian age groups have the highest percentage of involvement in crashes. As shown in Figure 27.

Figure 27: Pedestrian Involvement by Age

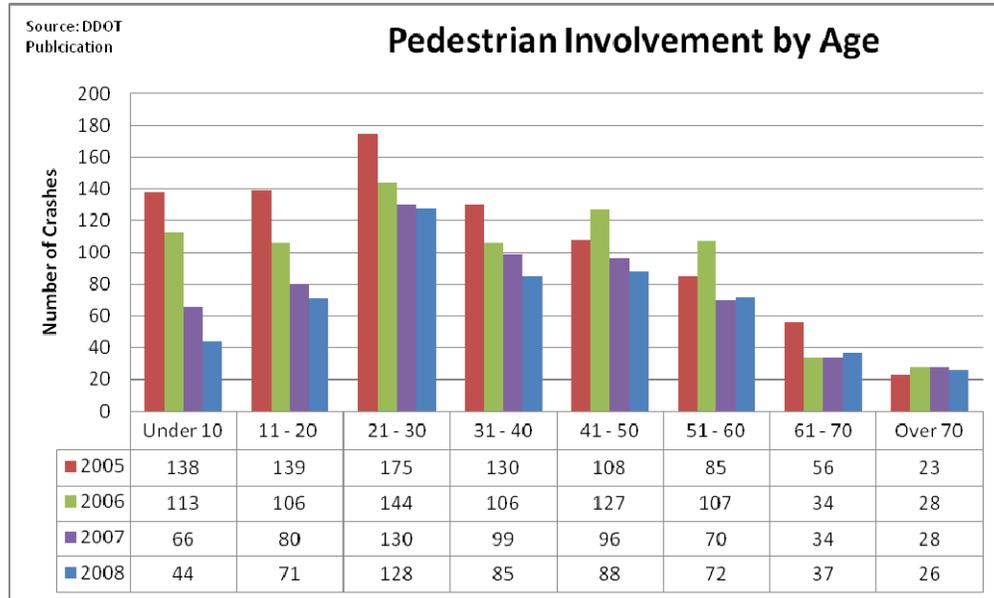
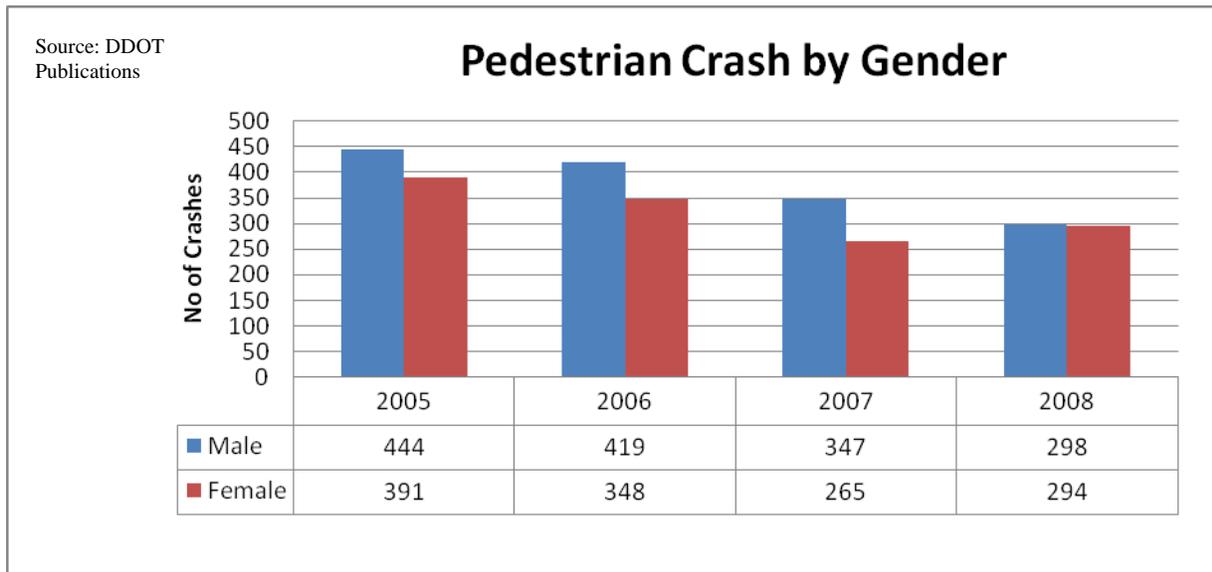


Figure 28 reveals that in 2008 male pedestrians were more likely to be involved in crashes than females.

Figure 28: Pedestrian Crash by Gender



The 21 – 30 year old bicyclist age groups have the highest percentage of involvement in crashes. A male bicyclist has a significantly higher involvement rate in crashes than a female bicyclist.

Figure 29: Bicyclist Involvement by Age

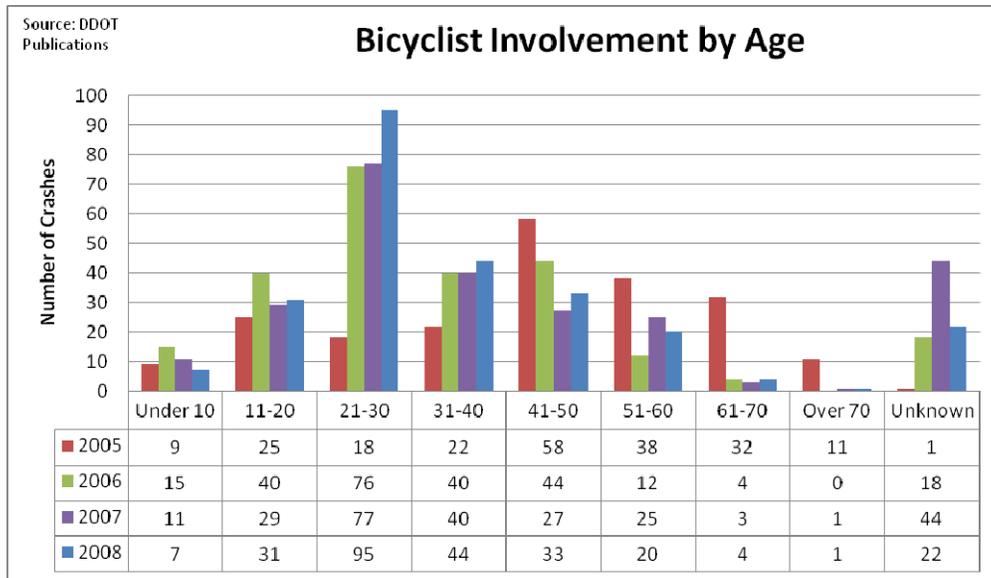
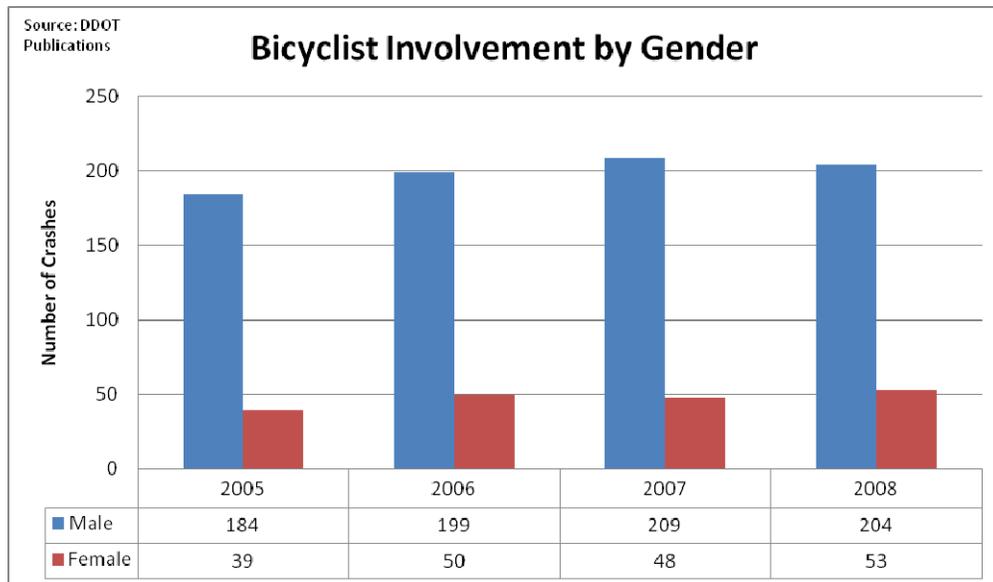
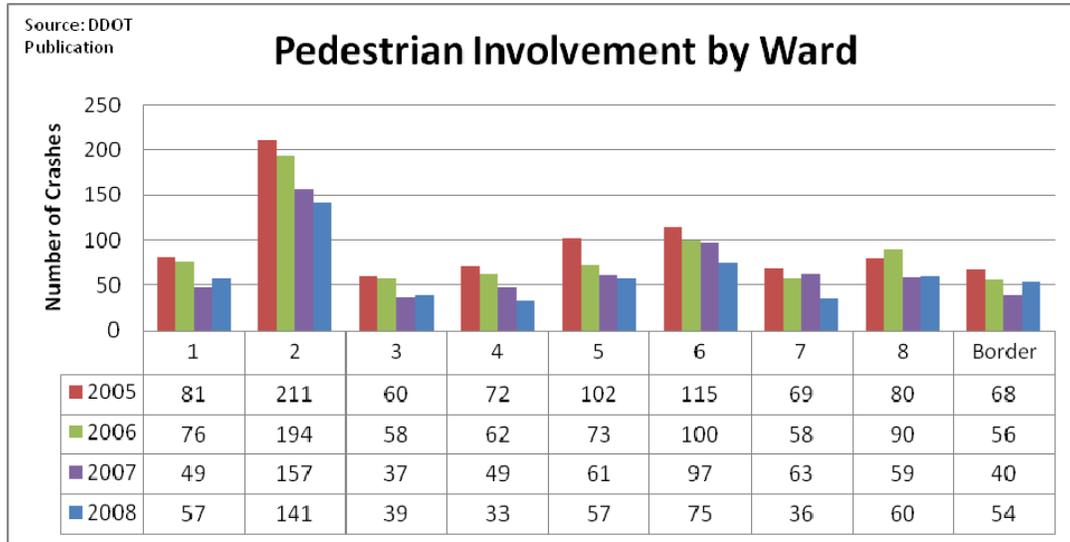


Figure 30: Bicyclist Involvement by Gender



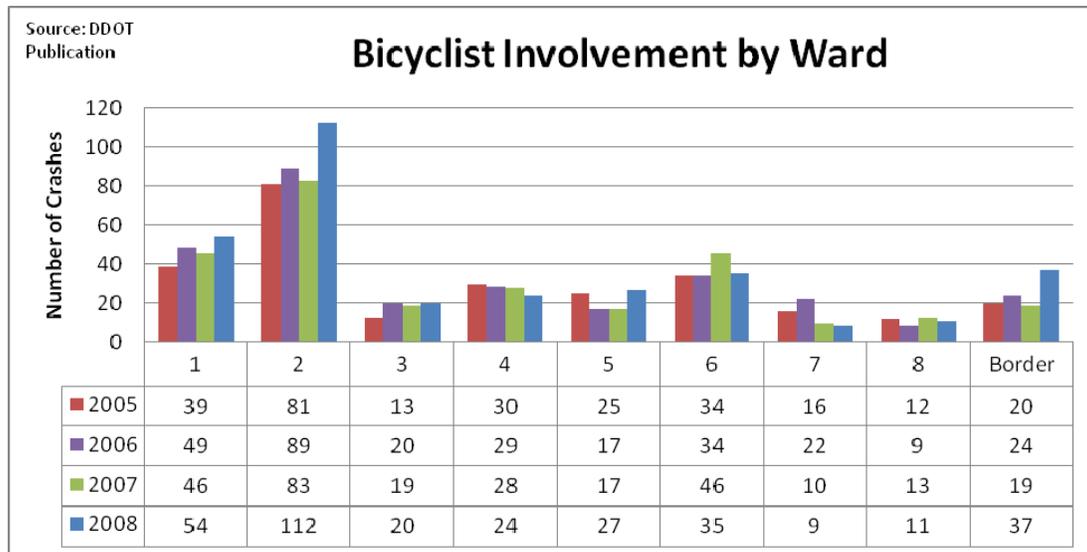
Ward 2 had the highest proportion of crashes involving a pedestrian, followed by Ward 6, as shown in Figure 31.

Figure 31: Pedestrian Involvement by Ward



Ward 2 had the highest proportion of crashes involving a bicyclist, followed by Ward 1, as shown in Figure 32.

Figure 32: Bicyclist Involvement by Ward



Program Area

Pedestrian and bicycle safety is an especially significant challenge because many people in the District walk or ride in the area. In addition, the District is the nation’s third worst traffic congested-area and is the eighth most popular tourist destination. However, District officials realize that most injuries and deaths can be prevented by enforcement, education, and engineering solutions. DDOT has developed and is currently implementing the Pedestrian Master Plan (2008) and Bicycle Master Plan (2005), which outline strategies to make the environment safer and to decrease the overall exposure for both pedestrians and bicyclists.

In 2009, there were 16 pedestrians (48 percent) and no bicyclist fatalities out of the 33 total fatalities. This is a slight increase from 2008, where there were 14 pedestrians (36 percent) and 1 bicyclist (2.6 percent) out of 39 total fatalities. This trend indicates that the District’s efforts, such as outreach campaigns like “Street Smart,” radio PSAs, and education, are succeeding.

However, while pedestrian injuries are on a downward trend bicyclist injuries are on an upward trend. Therefore, a more rigorous strategies towards bicycle safety needs to be implemented.

It is significant to note that the 2009 goal set for pedestrian-related injuries and bicycle-related fatalities, as stated in the SHSP, has been met and exceeded as shown in Tables 16 and 17. However, the number of pedestrian-related fatalities and bicycle-related injuries did not meet the SHSP goal, as shown in Tables 15 and 18. As such, strategies that are more rigorous need to be implemented in order to achieve the 2012 goals.

Performance Goal

To decrease pedestrian-related fatalities by 28 percent from a three-year weight average (2007-2009) of 18 to 13 by December 31, 2012.

To decrease pedestrian-related injuries by 15 percent from a three-year weight average (2006-2008) of 570 to 484 by December 31, 2012.

Performance Measures – Pedestrian

Table 15: Pedestrian Fatality Performance Measures

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012
# Pedestrian Fatalities	16	17	25	14	16	17	15	13
# Pedestrian Fatalities (SHSP District Goal)		16	15	15	14	14	14	13

Table 16: Pedestrian Injury Performance Measures

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012
# Pedestrian Injuries	702	626	507	577	547	525	504	484
# Pedestrian Injuries (SHSP District Goal)		761	741	723	705	687	670	653

Performance Measures – Bicyclist

To decrease bicycle-related fatalities by 50 percent from a three-year weighted average (2007-2009) of 1 to 1 by December 31, 2012.

To decrease bicycle-related injuries by 20 percent from a three-year weighted average (2006-2008) of 211 to 168 by December 31, 2012.

Table 17: Bicyclist Fatality Performance Measures

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012
# Bicyclist Fatalities	4	1	2	1	0	1	1	1
# Bicycle Fatalities (SHSP District Goal)		3						

Table 18: Bicyclist Injury Performance Measures

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012
# Bicyclist Injuries	172	181	197	256	199	188	178	168
# Bicyclist Injuries (SHSP District Goal)		195	190	185	181	176	172	168

Project Activities

Metropolitan Police Department – Pedestrian Enforcement

- Conduct 500 man-hours enforcement.

DC School Safety Assessment

- Review/document the safety problems at 12 to 15 schools (infrastructure and non-infrastructure).
- Implement mitigating treatments for 12 to 15 schools focusing on the non-infrastructure solutions.

Paid Media

- Street Smart Campaign (fall and spring)
 - 500 spots (10,000,000 impressions) via radio.
 - Outdoor advertising: 150 bus sides; 450 bus cards; 20 bus shelters (30,000,000 impressions)
 - Pre-roll videos and in-banner videos geotargeted to reach metro DC audience; 5,000,000 total impressions.
 - Half-page ad in *The Washington Post and El Tiempo Latino*; 2,500,000 impressions.

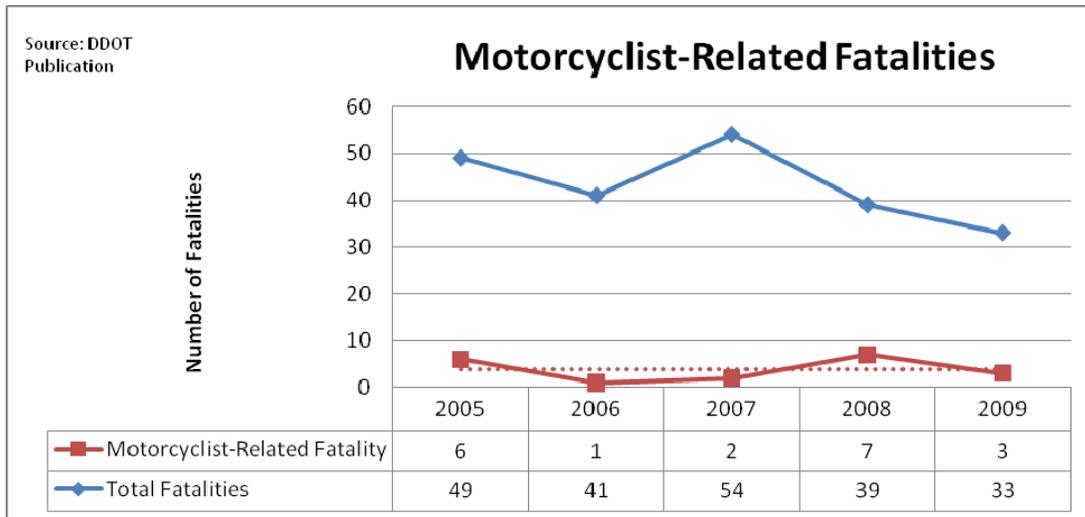
- Develop and distribute materials produced in English, Spanish, Chinese, Korean, Vietnamese and Amharic for use by law enforcement, schools, radio stations, and other public service agencies.

Motorcyclist Safety

Motorcyclist crashes are a unique and severe problem and as many analyses have demonstrated, motorcyclists are far more likely to be injured in a collision than car drivers are.

Based on the District fatality data, motorcycle-related fatalities have decreased from 7 fatalities in 2008 to 3 fatalities in 2009.

Figure 33: Motorcyclist -Related Fatalities



The data revealed that a 67 percent of motorcyclists involved in a fatal crash were wearing helmets.

Figure 34: Motorcyclist Fatalities by Helmet Use

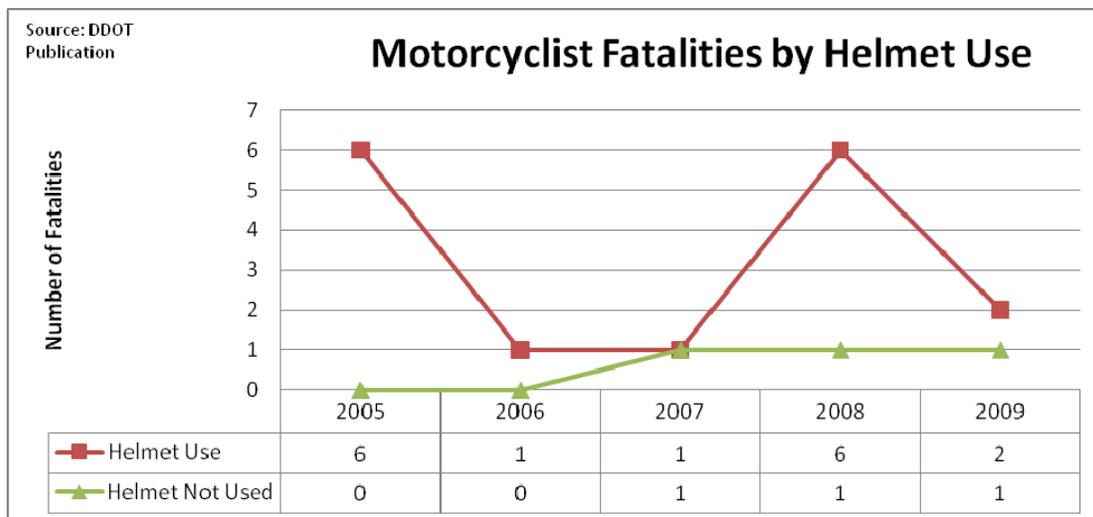
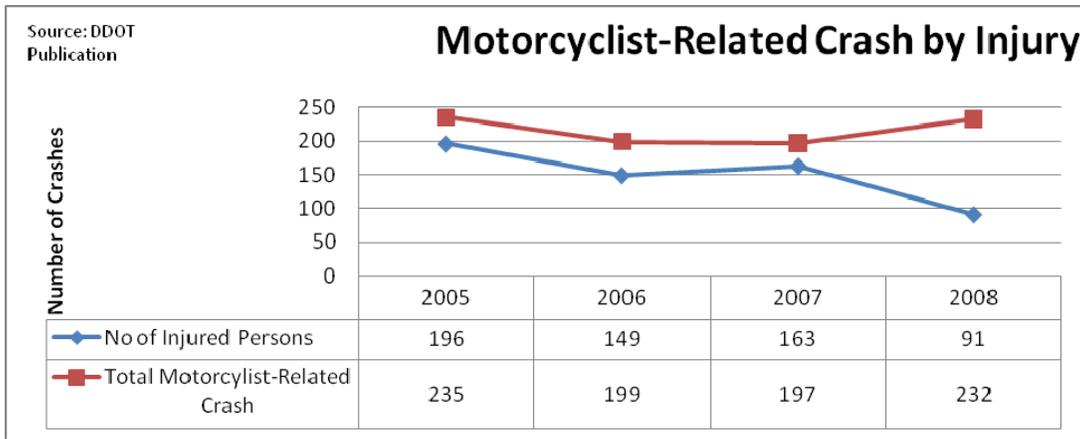


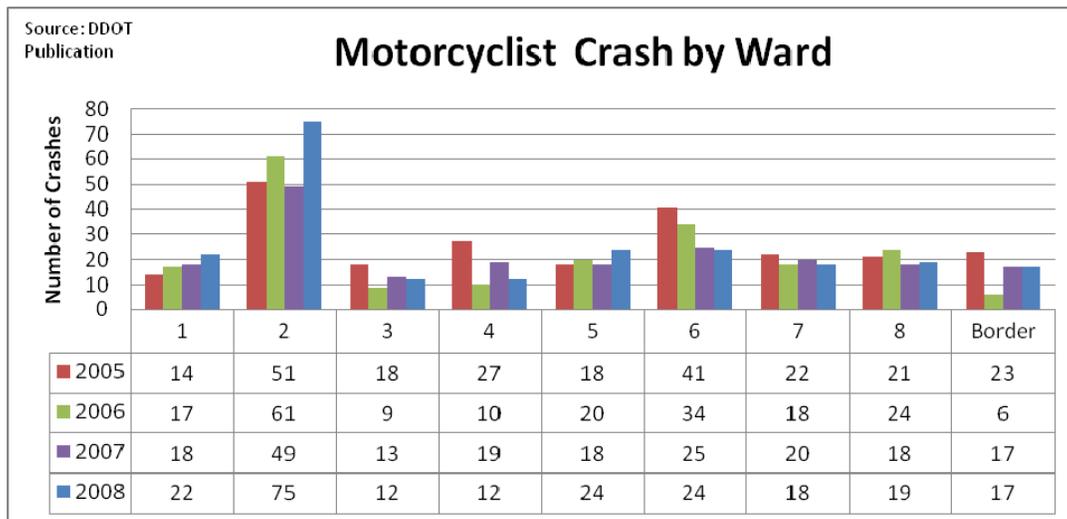
Figure 35 reveals that the number of injured persons has decreased by 44 percent from 163 in 2007 to 91 in 2008.

Figure 35: Motorcyclist-Related Crashes by Injuries



Wards 2 and 6 had the highest proportion of involvement in crashes.

Figure 36: Motorcyclist Crashes by Ward



Generally, male drivers between the ages of 21 and 40 are at a higher risk of being involved in a motorcyclist-related crash. Further, there seemed to be an increase in the number of crashes for drivers between the ages of 46 and 50.

Figure 37: Motorcyclist Crash by Gender

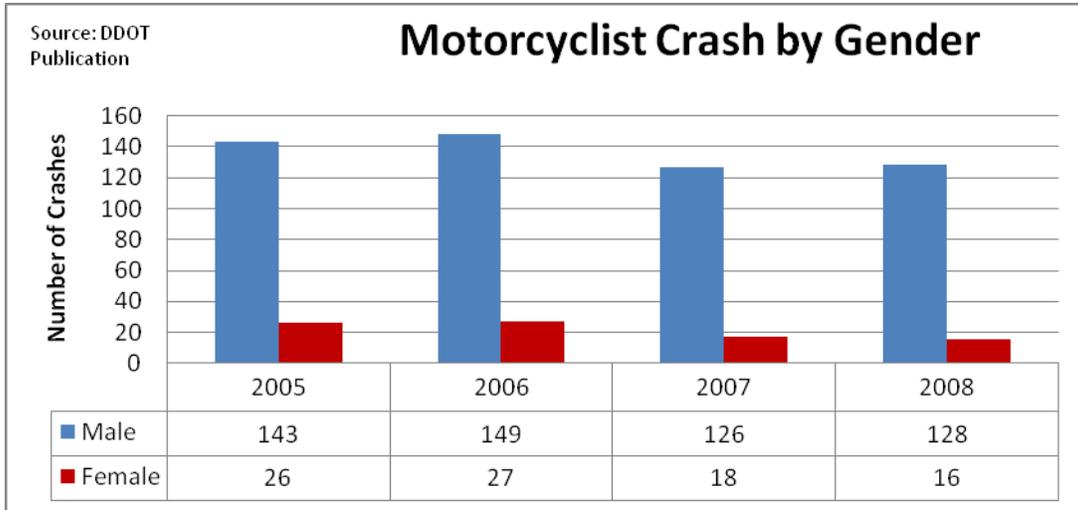
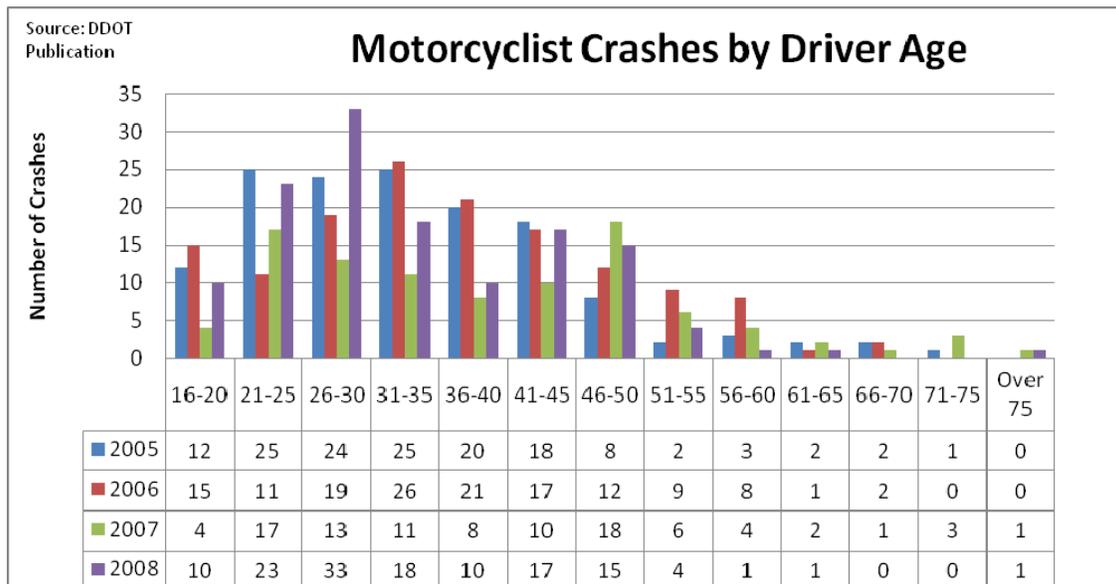


Figure 38: Motorcyclist Crashes by Driver Age



Program Area

In 2009, 3 out of 33 fatalities involved motorcyclist (approximately 9 percent of all traffic fatalities). The data indicates that motorcyclist fatalities are a growing trend in the District and strategies need to be taken to reduce this in coming years. It is also significant to note that the SHSP goal for motorcyclist-related fatalities was not met. In addition, the SHSP goal for the number of motorcyclist-related injuries in 2007 was also not met.

Accordingly, to meet the 2012 goals, rigorous strategies must be implemented.

Performance Goal

To decrease motorcyclist fatalities by 25 percent from a three-year weight average (2007-2009) of 4 to 3 by December 31, 2012.

To decrease motorcyclist injuries by 28 percent from a three-year weight average (2006-2008) of 134 to 96 by December 31, 2012.

Performance Measures

Table 19: Motorcyclist Fatality Performance Measures

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012
# Motorcyclist Fatalities	6	1	2	7	3	4	3	3
# Motorcyclist Fatalities (SHSP District Goal)		6	6	6	5	5	5	5

Table 20: Motorcyclist Injury Performance Measures

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012
# Motorcyclist Injuries	196	149	163	91	124	114	105	96
# Motorcyclist Injuries (SHSP District Goal)		150	146	143	139	136	132	129

Project Activities

- **Metropolitan Police Department – Motorcycle Safety**
 - Conduct 1000 man-hours for enforcement.
- **Paid Media**
 - 20-30 spots per station, per week/5-6 station per week via radio.
 - 2 week of cable between August 30 – September 7.
 - Develop and distribute 25,000 brochures, translated in Spanish, Amharic, Chinese, Korean and Vietnamese.

Review of motorcycle crashes between 2005-2009 (NEW PROJECT)

- Review all fatality data and compare to driver history.
- Review all injury data between 2007 and 2009 and compare to driver history.
- Develop appropriate program to alleviate apparent rise in motorcycle crashes.

Traffic Records

Motor vehicle crash data is required by Federal and State Laws. Timely and accurate crash data is needed by DDOT and other agencies (including the Legislature) for safety planning, program development, and tort defense. The data are also used to develop intervention strategies to reduce fatalities and injuries throughout the District.

Under the HSO, the Traffic Records Coordinating Committee (TRCC) was convened. The TRCC worked with numerous District agencies to develop the Traffic Records Strategic Plan.

Currently the District is scheduled to create an integrated data collection network by 2011. The integrated data collection system will allow for comprehensive problem identification for improving highway safety in the District.

Performance Goal

To implement a citywide-integrated data collection system to allow for comprehensive analysis of all traffic crashes and thus improve the timeliness, accuracy, and completeness of transportation safety information used in problem identification and program development processes.

Project Highlights

As previously indicated improving Traffic Records is coordinated by the TRCC is a multi-agency and meets on a regular basis. Their key activities include:

- Increase electronic submission to 100 percent in 2011 by MPD.
- Implement a short crash form to capture property-damage only crashes by spring 2011 by DDOT.
- Link FEMS data with MPD data by spring 2011 as part of the eventual CODES Systems (DDOT).
- 95 – 100% of electronic data submission of FEMS data (FEMS) – See Section 408 application (June 15) for full program details.

Special Grant Programs

This section provides information on the various grant programs such as Section 405, 406, 408, 410, 2010 and 2011.

Section 405 Occupant Protection Incentive Grant

Eligibility criteria include meeting four of the following six criteria:

- A law requiring seat belt use by all front seat passengers.
- A primary enforcement seat belt law.
- Minimum fine or penalty points for occupant protection law violations.
- A statewide special traffic enforcement program for occupant protection that emphasizes publicity.
- A statewide child passenger safety education program.
- A child passenger law that requires minors to be properly secured in a child safety seat.

Section 405 grants are available to States that adopt and implement effective programs to reduce highway deaths and injuries resulting from individuals riding unrestrained or improperly restrained in a motor vehicle.

FY 2006 – (\$161,728) DC qualified for this incentive grant by meeting four of six of the above eligibility criteria. Portions of the FY 2006 Section 405 funds were allocated to the May seat belt enforcement mobilization. The mobilization included a public information and education campaign with high-visibility enforcement of the State's seat belt law. In addition, these funds supported the Child Passenger Safety Awareness campaign.

FY 2007 – (\$159,874) DC qualified for this incentive grant by meeting four of six of the above eligibility criteria. Funds will be used to support the national May seat belt mobilization to include: High-Visibility Enforcement, paid and earned media, and an approved observation seat belt survey.

FY 2008 – (\$159,874) DC qualified for this incentive grant by meeting four of six of the above eligibility criteria. Funds will be used to support the national May seat belt mobilization to include: High-Visibility Enforcement, paid and earned media, and an approved observation seat belt survey.

FY 2009 – (\$156,643) DC qualified for this incentive grant by meeting four of six of the above eligibility criteria. Funds will be used to support the national May seat belt mobilization to include: High-Visibility Enforcement, paid and earned media, and an approved observation seat belt survey.

FY 2010 – (\$150,827) DC qualified for this incentive grant by meeting four of six of the above eligibility criteria. Funds will be used to support the national May seat belt mobilization to include: High-Visibility Enforcement, paid and earned media, and an approved observation seat belt survey.

Section 406 Incentive Grant

A State is eligible for an incentive grant if it did not have a conforming primary safety belt use law for all passenger motor vehicles in effect on or before December 31, 2002, and either:

- Enacts for the first time after December 31, 2002, and has in effect and is enforcing a conforming primary safety belt use law for all passenger motor vehicles (States meeting this criterion are called *New Primary Law States*); or,
- After December 31, 2005, has a State safety belt use rate of 85 percent or more for each of the 2 consecutive calendar years immediately preceding the fiscal year of the grant (States meeting this criterion are called *Safety Belt Performance States*).

A State that meets either of the above two criteria will receive a one-time grant equal to 475 percent of the State's apportionment under Section 402 for fiscal year 2003.

If a State does not meet either of the above two criteria, and if funds remain after grants have been awarded to all States that do meet either of the two criteria by July 1 each year, the State will qualify for a one-time grant equal to 200 percent of its apportionment under Section 402 for fiscal year 2003 if it has in effect, and is enforcing a conforming primary safety belt law for all passenger motor vehicles that was in effect before January 1, 2003.

FY 2006 – (\$561,545) DC qualified for this incentive grant based on passing a primary belt law prior to January 1, 2003. Funds will be used to support the national May seat belt mobilization to include: High-Visibility Enforcement, paid and earned media, and an approved observation seat belt survey.

FY 2007 – (\$1,006,955) DC qualified for this incentive grant based on passing a primary belt law prior to January 1, 2003. Funds will be used to support the national May seat belt mobilization to include: High-Visibility Enforcement, paid and earned media, and an approved observation seat belt survey.

FY 2008, 2009 & 2010 – Did not receive Section 406 Incentive Grant(s)

Section 408 Incentive Grant

Eligibility criteria includes certification that a traffic records assessment has been completed, that a Traffic Records Coordinating Committee is in place, and that the State has developed a multi-year plan for strategic implementation of efforts to improve traffic records data collection and analysis.

FY 2006 – DC did not submit an application.

FY 2007 – (\$300,000) DC qualified for this incentive grant by meeting the above eligibility criteria. These funds were used to improve the timeliness, accuracy, and completeness of crash data.

FY 2008, 2009 & 2010 – (\$500,000) DC qualified for this incentive grant by meeting the above eligibility criteria. These funds were used to improve the timeliness, accuracy, and completeness of crash data. The PD10 automation will be improved and the short crash form will be rolled out in 2011.

Section 410 Incentive Grant

Eligibility criteria include meeting five of the following eight criteria. Highlighted criteria represent those that the state met in order to qualify:

- High-Visibility Enforcement Program.
- Prosecution and Adjudication Program.
- BAC Testing Program.
- High Risk Drivers Program.
- Alcohol Rehabilitation or DWI Court Program.
- Underage Drinking Prevention Program.
- Administrative License Suspension or Revocation System.
- Self-Sustaining Impaired Driving Prevention Program.

FY 2006 – (\$530,578) DC used these funds to provide overtime enforcement and paid media for the Checkpoint Strikeforce campaign.

FY 2007, 2008, 2009 – Not eligible

FY 2010 – Eligible based on low fatality rate. Do not know the amount of funding at this time.

Section 2010 Motorcyclist Safety Grant

Eligibility criteria include at least two of the following six criteria:

- An effective motorcycle rider-training course that is offered throughout the State.
- An effective statewide program to enhance motorist awareness of the presence of motorcyclists on or near roadways and safe driving practices that avoid injuries to motorcycles.
- A reduction for the proceeding calendar year in the number of motorcycle fatalities and the rate of motor vehicle crashes involving motorcycles in the State.
- Implementation of a statewide program to reduce impaired driving, including specific measures to reduce impaired motorcycle operation.
- A reduction for the proceeding calendar year in the number of fatalities and the rate of reported crashes involving alcohol- or drug-impaired motorcycle operators.
- All fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs will be used for motorcycle training and safety programs.

All motorcycle funds were transferred to the Metropolitan Police Department.

Section 2011 Child Safety and Child Booster Seat Incentive Grants

Section 2011 funds can only be used for the following:

- Allocations – Of the amounts received by a State in grants under this section for a fiscal year not more than 50 percent shall be used to fund programs for purchasing and distributing child safety seats and child restraints to low-income families.
- Remaining amounts – Amounts received by a State in grants under this section, other than amounts subject to paragraph (1), shall be used to carry out child safety seat and child restraint programs, including the following:
 - A program to support enforcement of child restraint laws.
 - A program to train child passenger safety professionals, police officers, fire and emergency medical personnel, educators, and parents concerning all aspects of the use of child safety seats and child restraints.
 - A program to educate the public concerning the proper use and installation of child safety seats and child restraints.

FY 2006 – (\$196,063)

FY 2007 – (\$143,709)

FY 2008 – (\$101,549)

FY 2009 – (\$92,185)

FY 2010 – (\$81,337)

2.0 Highway Safety Plan

This section describes the projects the District plans to implement to reach the goals identified in the Performance Plan.

Impaired Driving Program Area

Performance Goals

To decrease alcohol impaired driving fatalities by 12 percent from a three-year (2007-2009) weight average of 17 to 15 by December 31, 2012.

To decrease alcohol impaired driving injuries by 61 percent from a three-year (2006-2008) weight average of 127 to 49 by December 31, 2012.

NOTE: Alcohol-impaired driving fatalities are all fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 or greater.

FY 2011 Impaired Driving Projects

Project Number	PA-2011-01
Project Title	Planning and Administration
Project Description	Salaries, benefits, travel, services, supplies, and office equipment will be funded for administrative personnel: HSO Coordinator, Project Assistants and Research Analyst.
Funding Source	Section 402

Project Number	AL-2011-03
Project Title	Alcohol Enforcement – MPD
Project Description	Enforcing underage drinking and impaired driving laws in DC, thereby reducing deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance. Working with the Hispanic community.
Funding Source	Section 402

Project Number	AL-2011-03
Project Title	Washington Regional Alcohol Program (WRAP)
Project Description	<p>To increase knowledge and awareness of the dangers of alcohol by promoting health decisions through direct educational programs at local public and private high schools and community groups in DC.</p> <p>To increase responsible choices regarding alcohol among those 21 and over through increased reach of WRAP's educational programs and printed materials, including the promotion of the SoberRide initiative.</p>
Funding Source	Section 402

Project Number	AL-2011-03
Project Title	Office of the Attorney General
Project Description	<p>To fund the Serious Impaired Driving Offender Program. Each year, the number of alcohol-related offenses, particularly DWI/DUI, increases. As a result of this increased number of cases, there is a tremendous need for attorneys to handle the caseload.</p> <ul style="list-style-type: none"> • DUI prosecutor is essential for the effective and efficient prosecution of DWI, DUI, and other serious offenses. • The Traffic Safety Resource Prosecutor (TRSP) seeks to improve interagency communication, training, and the apprehension and prosecution of criminal traffic violations, with a particular emphasis on driver operating under the influence of alcohol and/or drugs. <p>Standardized Field Sobriety Test (SFST) is a battery of three tests administered and evaluated in a standardized manner to obtain validated indicators of impairment and established probable cause for arrest. There is a need to train MPD officers to administer this in the proper procedure.</p> <ul style="list-style-type: none"> • Law Enforcement Advanced DUI/DWI Reporting System (LEADRS) is a Web-based records management system that simplifies and standardizes the DUI/DWI reporting process. The LEADRS system will help MPD, prosecutors, and government officials save time, money and ultimately lives.
Funding Source	Section 402

Project Number	AL-2011-03
Project Title	Alcohol Enforcement – Equipment
Project Description	To support enforcement agencies with training, equipment and education that will effectively improve the highway safety.
Funding Source	Section 402

Project Number	PM-2011-14
Project Title	Paid Advertising – Checkpoint Strikeforce Regional Impaired Driving Campaign
Project Description	Build an awareness of Checkpoint Strikeforce that has been established in prior campaigns in order to reduce the number of alcohol-related crashes. Increase belief of arrest for drinking and driving. Increase the perception that law enforcement is out with patrols and checkpoints. Target audience includes male drivers 18 to 44 years old. Media Strategies: Radio and Internet
Funding Source	Section 402

Table 21: Impaired Budget Summary

Project Number	Project Title	Budget	Budget Source
PA-2011-01	Planning and Administration	\$95,000.00	Section 402
AL-2011-03	Alcohol Enforcement – MPD	\$250,000.00	Section 402
	Washington Regional Alcohol Program	\$90,000.00	Section 402
	Office of the Attorney General	\$284,000.00	Section 402
	Alcohol Enforcement – Equipment	\$100,000.00	Section 402
PM-2011-14	Paid Advertising – Checkpoint Strikeforce Regional Impaired Driving Campaign	\$125,000.00	Section 402
402 Total		\$944,000.00	
Total All Funds		\$944,000.00	

Occupant Protection Program Area

Performance Goal

To decrease unrestrained passenger vehicle occupant fatalities in all seating positions by 20 percent from a three-year (2006-2008) weight average of 15 to 12 by December 31, 2012.

FY 2011 Occupant Protection Projects

Project Number	OP-2011-05
Project Title	Occupant Protection – ASPIRA
Project Description	<p>The ASPIRA Association proposes a comprehensive, culturally competent information campaign that engages the Latino population of the District to promote the use of child safety seats and pedestrian and bicycle safety by:</p> <ul style="list-style-type: none"> • Conducting a traffic safety campaign. • Holding two invitational meetings with key contacts in the Spanish Language Media to educate and get their support for promoting safety in the Latino community. • Holding a series of focus groups in the community with youth and adults to assist in developing a better understanding of how to effectively market traffic safety messages to various Latino groups. This research will serve as a tool that would be shared with DDOT and law enforcement.
Funding Source	Section 402

Project Number	OP-2011-05
Project Title	Associates for Renewal in education – Teen Highway Safety Program
Project Description	<p>Primary focus of this program is to educate and demonstrate to youth and teenagers the importance of seat belt use, the importance of obtaining their driver’s license; and to deter them from engaging in reckless driving behaviors.</p>
Funding Source	Section 402

Project Number	OP-2011-05
Project Title	Occupant Enforcement – MPD
Project Description	To support MPD with the enforcement of seat belt laws. The seatbelt mobilizations will require coordination of overtime enforcement activities by the MPD. During the year and in addition to the mobilizations, high visibility sustained overtime enforcement will occur monthly in various communities throughout the District with additional overtime enforcement during traditional high periods to include all major holidays.
Funding Source	Section 402

Project Number	K2-2011-05
Project Title	Occupant Protection Survey 2011 & Educational Outreach 2011 Occupant Protection Program Various Occupant Protection Projects for MPD 2011
Project Description	Conduct the annual National Occupant Protection User Survey (NOPUS) using NHTSA standards and provide public information through a national and state report, by the University of District of Columbia. Training, purchase of car seats, education, outreach to community, materials/supplies, and Child Passenger Safety Program Manager. Enforcement of child passenger safety laws and safety seats checkpoint.
Funding Source	Section 405

Project Number	K4-2011-08, K4OP-2011-05
Project Title	Seat Belt Incentive Program Occupant Protection Safety Project
Project Description	Child Safety seats, training. MPD, DDOT, FEMS car installation.
Funding Source	Section 406

Project Number	K3-2011-05
Project Title	CPS Activities FY 2010
Project Description	Purchase of Booster seats, training. MPD, DDOT, FEMS car installations.
Funding Source	Section 2011

Project Number	PM-2011-14
Project Title	Paid Advertising – CIOT, CPSC
Project Description	<p>Click It or Ticket It (CIOT) - Influence attitudes and actions of audiences regarding seat belt usage not only for themselves, but also for their passenger and reinforce the message that law enforcement is strictly enforcing DC’s seat belt laws. Target audiences are drivers between the ages of 18 to 44, with emphasis on males’ drivers between the ages of 18 to 24.</p> <p>Child Passenger Safety Campaign (CPSC) - To educate and increase awareness parent/caregivers to use a child safety seat in the back of vehicles, restrain their child properly and in accordance with their size emphasizing the “4 Steps for Kids”. Additionally we want to ensure that all children seats are installed properly by promoting the “National seat Check Saturday” that will take place on September 20 at various locations in the District. Target audience drivers (parents/caregivers) between the ages of 18 and 44, with emphasis on females.</p>
Funding Source	Section 402

Table 22: Occupant Budget Summary

Project Number	Project Title	Budget	Budget Source
OP-2011-05	Occupant Protection – ASPIRA	\$60,000.00	Section 402
	Associates for renewal in education	\$60,000.00	Section 402
	Occupant Enforcement – MPD	\$100,000.00	Section 402
K2-2011-05	OP Survey 2011 & Educational Outreach	\$72,000.00	Section 405
	Various OP Projects for DDOT and MPD 2011	\$156,643.00	Section 405
K4-2011-08	Seat Belt Incentive Program	\$77,986.00	Section 406
K4OP-2011-05	OP Safety Project	\$75,000.00	Section 406

K3-2011-05	CPS Activity FY 2010	\$101,549.00	Section 2011
	2011 Child Passenger Incentive	\$335,894.00	Section 2011
PM-2011-14	Paid Advertising:		
	<ul style="list-style-type: none"> • CIOT • Child Passenger Safety 	<p>\$200,000.00</p> <p>\$100,000.00</p>	<p>Section 402</p> <p>Section 402</p>
405 Total		\$528,643.00	
Total All Funds		\$1,239,072.00	

Aggressive Driving Program

Performance Goal

To decrease speeding-related fatalities of 8 percent from a three-year weight average (2007-2009) of 12 to 11 by December 31, 2012.

To decrease speeding-related injuries of 8 percent from a three-year weight average (2006-2008) of 571 to 485 by December 31, 2012.

FY 2010 Aggressive Driving Projects

Project Number	PT-2011-04
Project Title	Police Traffic Services/Aggressive Driving- MPD
Project Description	Speed enforcement, training and supplies to increase driver compliance with posted speed limits and to reduce the number of speed-related crashes.
Funding Source	Section 402

Project Number	PM-2011-14
Project Title	Paid Advertising – Smooth Operator
Project Description	Influence the audience attitudes and action towards aggressive driving behaviors and their destructive consequences to cause and sustain positive behaviors that will help to improve safety and well-being of our community. Target audiences are drivers between the ages of 18 to 44, with emphasis on males' drivers between the ages of 18 to 24.
Funding Source	Section 402

Table 23: Aggressive Driving Budget Summary

Project Number	Project Title	Budget	Budget Source
PT-2011-04	Police Traffic Services – Aggressive Driving	\$100,000.00	Section 402
	Speed Enforcement Equipment – MPD	\$35,000.00	Section 402
K4PT-2011-04	Safety Campaign-Police	\$100,000.00	Section 406
PM-2011-14	Paid Advertising – Smooth Operator	\$100,000.00	Section 402
402 Total		\$335,000.00	
Total All Funds		\$335,000.00	

Pedestrian/Bicycle Safety Program Area

Performance Goals

To decrease pedestrian-related fatalities of 28 percent from a three-year weight average (2007-2009) of 18 to 13 by December 31, 2012.

To decrease pedestrian-related injuries of 15 percent from a three-year weight average (2006-2008) of 570 to 484 by December 31, 2012.

To decrease bicycle-related fatalities of 50 percent from a three-year weighted average (2007-2009) of 1 to 1 by December 31, 2012.

To decrease bicycle-related injuries of 20 percent from a three-year weighted average (2006-2008) of 211 to 168 by December 31, 2012

FY 2010 Pedestrian/Bicyclist Safety Projects

Project Number	PS-2011-08
Project Title	Pedestrian Enforcement – MPD Pedestrian Safety – DDOT
Project Description	Enforce Pedestrian Laws in the District of Columbia. To fund various pedestrian/bicycle activities such as purchasing bicycle helmets and procuring materials for the program.
Funding Source	Section 402

Project Number	PM-2011-14
Project Title	Metropolitan Council of Governments – Street Smart
Project Description	To increase awareness pedestrian and bicyclist on roadways. To also improve the behaviors of all drivers, pedestrians and bicyclists. Coordinate and support an intensive region-wide education and enforcement effort.
Funding Source	Section 402

Project Number	PS-2011-08
Project Title	DC School Assessment
Project Description	To review and document the safety problem at 12 – 15 schools with the highest number of crashes. To implement mitigating treatments for 12 – 15 schools focusing on the non-infrastructure solutions.
Funding Source	Section 402

Table 24: Pedestrian/Bicyclist Safety Budget Summary

Project Number	Project Title	Budget	Budget Source
PS-2011-08	Pedestrian Enforcement – MPD	\$100,000.00	Section 402
	Pedestrian Safety – DDOT	\$100,000.00	Section 402
PM-2011-14	Paid Advertising – Street Smart	\$200,000.00	Section 402
PS-2011-08	DC School Assessment – (Carryover Funds)	\$9,363.00	Section 402
402 Total		\$409,363.00	
Total All Funds		\$409,363.00	

Motorcycle Safety Program Area

Performance Goal

To decrease motorcyclist fatalities of 25 percent from a three-year weight average (2007-2009) of 4 to 3 by December 31, 2012.

To decrease motorcyclist injuries of 28 percent from a three-year weight average (2006-2008) of 134 to 96 by December 31, 2012.

FY 2010 Motorcycle Safety Program Area

Project Number	MC-2011-02
Project Title	Motorcycle Safety
Project Description	To fund aggressive enforcement of motorcycle safety rules of the road in the District and combat impaired driving while driving a motorcycle as well as speeding while driving a motorcycle.
Funding Source	Section 402

Table 25: Motorcycle Safety Budget Summary

Project Number	Project Title	Budget	Budget Source
MC-2011-02	Motorcycle Safety	\$25,000.00	Section 402
402 Total		\$25,000.00	
Total All Funds		\$25,000.00	

Traffic Records Program Area

Performance Goals

Implement a district-wide integrated data collection system to allow for comprehensive analysis of all traffic crashes and thus improve the timeliness, accuracy, and completeness of transportation safety information.

FY 2010 Traffic Records Program Area

Project Number	TR-2011-07
Project Title/s	Traffic Records Strategic Plan Codes Project
Project Description	To improve the timeliness, accuracy and completeness of the collection and entry of electronic crash data records. To provide travel, contractual services, coordination of events, and traffic license maintenance fees related to the Traffic Record Assessment projects and improvement of district-wide traffic record system. CODES is a collaborative approach to obtain medical and financial outcome information related to motor vehicle crashes for highway safety and injury control decision making. Will allow the District to measure benefits in terms of reducing death, disability, and medical costs.
Funding Source	Section 402

Project Number	K9-2011-07
Project Title	Traffic Records Program Coordination MPD Grant Trauma Data Repository
Project Description	To coordinate the TRCC committee activities, monitor project progress, work with the District Agencies (9) to share project resources, etc. Provide funding to MPD to undertake: <ul style="list-style-type: none"> • Data entry for CY 2009 hard copy reports into MPD new traffic crash application. • Additional development of the PD-10 electronic application To work with DOT to develop a Trauma Data Repository with appropriate linkages to CODES, etc.
Funding Source	Section 408

Table 26: Traffic Records Budget Summary

Project Number	Project Title	Budget	Budget Source
TR-2011-07	Traffic Records Strategic Plan	\$290,578.00	Section 402
	Codes Project	\$177,000.00	Section 402
K9-2011-07	Traffic Records Program Coordination	\$42,766.00	Section 408
	MPD Grant	\$150,000.00	Section 408
	Trauma Data Registry	\$350,000.00	
408 Total		\$542,766.00	
Total All Funds		\$1,010,344.00	

Other Areas

Project Number	RS-2011-13
Project Title	Roadway Safety
Project Description	To fund traffic safety related training programs, such as Traffic Control for Emergency Responders, Flagger Training, Temporary Traffic Control and other program relating to traffic safety.
Funding Source	Section 402

Project Number	SA-2011-05
Project Title	Office of Highway Safety Proc Manual
Project Description	To develop a Procedure Manual to assist staff in administering the US DOT, NHTSA, safety grant program in compliance with applicable laws of the District of Columbia and other Federal laws and regulations. Provide training, etc.
Funding Source	Section 402

Project Number	SA-2011-05
Project Title	SHSP Coordination, Monitoring and Evaluation
Project Description	To coordinate the SHSP implementation District-wide with a focus on behavioral and other non-infrastructure strategies.
Funding Source	Section 402

Project Number	SA-2011-05
Project Title	Highway Safety Reports
Project Description	To develop the HSPP and AR to be in compliance with the US DOT, NHTSA requirements.
Funding Source	Section 402

Project Number	SA-2011-05
Project Title	Project Mgr/Coordinator (2)
Project Description	Coordinator 1 – To facilitate MOU/MOA instruments to expedite the NHTSA program for the District of Columbia. Coordinator 2 – To coordinate the implementation of NHTSA/MPD program elements.
Funding Source	Section 402

Table 27: Other Area Budget Summary

Project Number	Project Title	Budget	Budget Source
RS-2011-13	Road Safety	\$130,000.00	Section 402
SA-2011-05	Office of Highway Safety Procurement Manual	\$125,000.00	Section 402
	SHSP Coordination, Monitoring and Evaluation	\$83,000.00	Section 402
	Highway Safety Report	\$139,000.00	Section 402
	Project Mgr/Coordinator (2)	\$152,000.00	Section 402
402 Total		\$629,000.00	
Total All Funds		\$629,000.00	

3.0 Total Obligation Summary

Table 28: Total Obligations Summary

YEAR	402	157 Incentive	2011	405	410	408	406	2003b	2010
FY 00	\$ 725,800	\$417,900	N/A	\$ 56,356		0	N/A	\$37,500	
FY 01	\$ 734,545	\$175,000	N/A	\$ 98,866		0	N/A	\$37,875	
FY 02	\$ 760,000	\$182,000	N/A	\$104,723		0	N/A	\$37,954	
FY 03	\$ 776,938	\$382,100	N/A	\$176,749		0	N/A	\$37,709	
FY 04	\$ 759,986	\$224,665	N/A	\$174,477		0	N/A	N/A	
FY 05	\$ 768,800	\$166,280	N/A	\$167,282		N/A	N/A	N/A	
FY 06	\$1,073,507		\$196,063	\$161,728	\$530,578	0	\$ 561,545	N/A	
FY 07	\$1,099,350		\$143,709	\$159,874		\$300,000	\$1,006,955	N/A	
FY 08	\$1,686,525		\$101,549	\$159,874		\$500,000		N/A	
FY 09	\$1,761,525		\$92,185	\$156,643		\$500,000	496,323	N/A	
FY 10	\$1,761,525			\$150,827		\$500,000		N/A	

N/A = funds not available that fiscal year

4.0 State Certifications and Assurances

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Section 402 Requirements

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which 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 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

This 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 USC 402(b) (1) (D));

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:

- National law enforcement mobilizations,
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,
- An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.

The State shall 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 USC 402 (b)(1)(E).

Other Federal Requirements

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

The same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations. 49 CFR 18.41.

Failure to adhere to these provisions may result in the termination of drawdown privileges.

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);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes 23 CFR 1200.21

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

Federal Funding Accountability and Transparency Act

The State will report for each **sub-grant** awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards; and(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 the Office of Management and Budget in subsequent guidance or regulation.

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794) and the Americans with Disabilities Act of 1990 (42 USC § 12101, *et seq.*; PL 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 *et seq.*), as amended, relating to nondiscrimination in the

sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(41 U.S.C. 702;):

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.
- c. 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).
- d. 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.
- e. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (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.
- g. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases 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. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT)

The State will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making

or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

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

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9,

subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "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.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

- a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
- b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
- c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

- d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. 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 "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. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

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

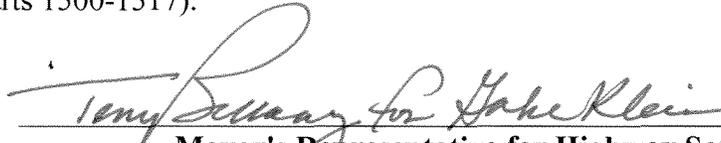
POLICY TO BAN TEXT MESSAGING WHILE DRIVING

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:

1. Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
 - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
 - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.
2. Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –
 - a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
 - b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).



Mayor's Representative for Highway Safety

District of Columbia

Fiscal Year 2011

9/1/10

Date

5.0 Cost Summary