



District Department of Transportation

# **Fiscal Year 2012 Highway Safety Performance Plan**

**Submitted to the  
National Highway Traffic Safety Administration**

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

**September 2011**



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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 2012 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 2012 (October 1, 2011 – September 31, 2012). 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 FY2012 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 1<sup>st</sup>, 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 1<sup>st</sup>, 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 1<sup>st</sup>, 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 Terry Bellamy as the Director of the District Department of Transportation (DDOT), 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. Currently the TSO Chief, Carole A. Lewis, also serves as the coordinator of the District Highway Safety Program.

The PPSA Organization Chart depicts three (3) Divisions and positions:

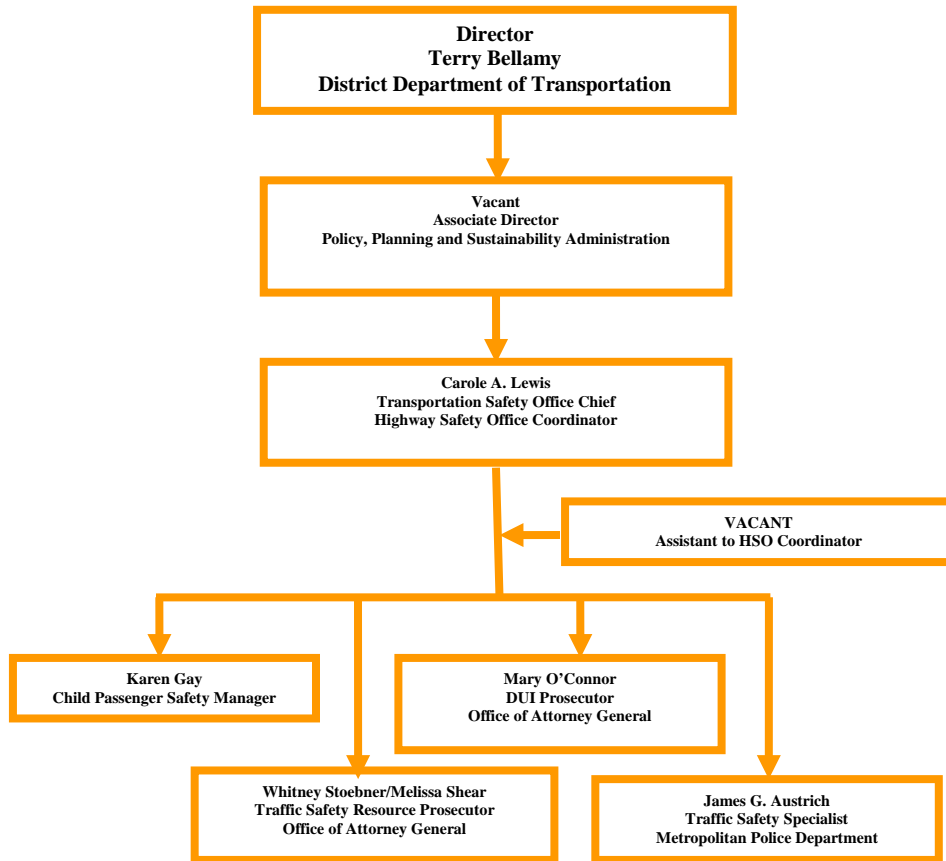
1. Policy Development Division
  - Public Space Policy Branch.
  - Transportation Systems Policy Branch.
  - Research & Development Branch.
2. Strategic Transportation Planning Division
  - Transportation Systems Planning Branch.
  - Regional Planning Branch.



### 3. Plan Review & Compliance Division

- Environmental Management and Compliance Branch.
- Plan Review Branch.
- Public Space Permits Branch.

**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/Melissa Shear, Traffic Safety Resource Prosecutor** – Criminal Section’s experts on traffic safety issues, provides training and 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. Focus areas include highway safety management inclusive of 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 public sector and community partners include:

- 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)
- University of the District of Columbia
- Washington Area Bicyclist Association (WABA)
- Washington Regional Alcohol Program (WRAP)
- Associates for Renewal for Education (ARE)
- Fire and Medical Emergency Services (FEMS)
- Office of the Chief Technology Officer (OCTO)
- Federal Partners include:
  - National Highway Traffic Safety Administration (NHTSA)
  - Federal Highway Administration (FHWA)
  - Federal Motor Carrier Safety Administration (FMCSA)

## **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.

On April 25, 2011, the Coordinator held a one-day Grant Management Training inviting past/existing grantee recipient as well as others who have expressed interest in the program. At

this training, the coordinator and NHTSA provided information on the National and the District's priority areas, grant application process, evaluating, monitoring and reporting requirements. The new District Grant Application was also given out to potential grantees and discussed and is required to be submitted for any grant application. The Grant Application as well as other grant related forms was later posted on the HSO website at [www.ddot-hso.com](http://www.ddot-hso.com).

The Highway Safety Office (HSO) Coordinator, approves all sub-grants.

### **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 a Grant Application. 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 Grant Application to the Highway Safety Office, Policy, Planning and Sustainability Administration, District Department of Transportation, no later than June 30. 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**

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 15<sup>th</sup> of the month following the end of each quarter, submit an Administrative Report, which outlines activities from the previous quarter, as well as a final performance report at the end of the project, as detailed in the reporting requirements obtained at the pre-award meeting. See reporting schedule below:

**Table 1: Reporting Schedule**

<b>Reporting Month</b>	<b>Fiscal Quarter</b>	<b>Report Due</b>
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
<b>Final Performance Report</b>		November 1

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 performance 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 1<sup>st</sup> 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 2010 were not available.

- Impaired Driving – 10 alcohol related fatalities and 177 injuries in 2009. The consumption of alcohol contributed to 2.3 percent of all reported traffic related crashes (16,841). In 2010 there were 7 out of 25 fatalities were alcohol related (28 percent).
- Speeding – 12 speed related fatalities and 309 injuries in 2009. Speeding contributed to 4.8 percent of all reported traffic related crashes (16,841). In 2010 there were 6 out of 25 fatalities were speed related (24 percent).
- Pedestrian and Bicyclist – 16 pedestrians and 0 bicyclist were involved in a fatal crash in 2009, approximately 48.5 percent of all fatalities (33). Pedestrian and bicycle injuries for 2009 were 754, approximately 11.5 percent of all injuries (6,529). In 2010, there were 14 pedestrians’ fatalities, approximately 56 percent of all fatalities and 1 bicyclist fatality, approximately 4 percent of all fatalities, in 2010.
- Motorcycle – 3 motorcycle-related fatalities and 90 injuries in 2009. Motorcyclists were involved in 1.2 percent of all reported traffic related crashes (16,841). In 2010 there were 1 out of 25 fatalities were motorcyclist-related (4 percent).
- Occupant Protection – Safety Belt usage reached 95 percent in 2011 (2011 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 2010. 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	2010
Fatalities (Actual)	52	72	50	68	45	49	41	54	39	33	25
Fatality Rate/(100 million VMT)	1.37	1.81	1.33	1.87	1.15	1.29	1.13	1.50	1.08	0.91	N/A
Injuries (Actual)	10,107	10,758	8,804	8,050	8,109	7,555	7,061	6,571	6,792	6,529	N/A
Crashes	18,583	18,261	17,734	18,143	18,494	17,717	16,204	15,106	16,147	16,841	N/A

<b>Alcohol-Related Fatalities w<math>\geq</math> BAC</b>	115	24	20	25	15	20	18	24	10	7	7
<b>Unrestrained Passenger Vehicle Occupant Fatalities</b>	7	16	13	22	11	10	8	4	5	2	8
<b>Speeding-Related Fatalities</b>	25	39	29	32	30	22	22	10	14	12	6
<b>Motorcyclist-Related Fatalities</b>	7	5	7	7	7	6	1	2	8	3	1
<b>Pedestrian Fatalities</b>	18	11	7	18	9	16	17	25	14	16	14
<b>Bicyclist Fatalities</b>	1	2	1	0	3	4	1	2	1	0	2
<b>% Observed Belt Use for Passenger Vehicles</b>	83	84	84.56	84.93	87.02	88.78	85.36	87.13	90	93	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 traffic safety checkpoints to high crime areas.
- Expand mobile photo enforcement unit.
- Expand enforcement powers of traffic control officers.

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 and development of CODES.

## Evaluation

- Examples include the ongoing evaluation of the HSPP via the Annual Report and other project tracking such as the Traffic Records Coordinating Committee (TRCC) and Strategic Highway Safety Plan (SHSP) annual reports.
- Development and implementation of a crash form for Property Damage Only (PDO) crashes.

## 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	25	35	34
<b># Fatalities (SHSP District Goal)</b>		<b>56</b>	<b>54</b>	<b>53</b>	<b>51</b>	<b>50</b>	<b>49</b>	<b>48</b>

### 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	6,529	6,366	6,207	6,051

<b># Injuries (SHSP District Goal)</b>	<b>8,457</b>	<b>8,246</b>	<b>8,040</b>	<b>7,839</b>	<b>7,643</b>	<b>7,452</b>	<b>7,266</b>
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### Alcohol-related Fatalities Performance Measures

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012
# Impaired Fatalities	24	19	26	15	10	7	10	10
<b># Impaired Fatalities (SHSP District Goal)</b>		<b>25</b>	<b>25</b>	<b>24</b>	<b>23</b>	<b>23</b>	<b>22</b>	<b>22</b>

### Alcohol-Related Injuries Performance Measures

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012
# Impaired Injuries Crashes	75	121	129	132	177	112	88	70
<b># Impaired Injuries Crashes (SHSP District Goals)</b>		<b>56</b>	<b>55</b>	<b>54</b>	<b>52</b>	<b>51</b>	<b>50</b>	<b>49</b>

### Unrestrained Fatalities Performance Measures

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012
# Unrestraint Fatalities	19	16	13	15	11	11	10	10
<b># Unrestraint Fatalities (SHSP District Goal)</b>		<b>14</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>12</b>	<b>12</b>	<b>12</b>

### Seatbelt Usage Rate

Performance Measures	2006	2007	2008	2009	2010	2011	2012
% Usage Rate Goal	85.36%	87.13%	90%	93%	92.3%	95%	>90%

### Aggressive Driving Fatality Performance Measures

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

### Aggressive Driving Injury Performance Measures

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012
# Aggressive Driving Injuries	731	696	650	367	309	424	407	391



<b># Aggressive Driving Injuries (SHSP District Goal)</b>	<b>713</b>	<b>695</b>	<b>678</b>	<b>661</b>	<b>644</b>	<b>628</b>	<b>613</b>
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### Pedestrian Fatality Performance Measures

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012
# Pedestrian Fatalities	16	17	25	14	16	14	13	12
<b># Pedestrian Fatalities (SHSP District Goal)</b>	<b>16</b>	<b>15</b>	<b>15</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>13</b>

### Pedestrian Injury Performance Measures

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012
# Pedestrian Injuries	702	626	507	577	537	519	498	478
<b># Pedestrian Injuries (SHSP District Goal)</b>	<b>761</b>	<b>741</b>	<b>723</b>	<b>705</b>	<b>687</b>	<b>670</b>	<b>653</b>	<b>653</b>

### Bicyclist Fatality Performance Measures

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

### Bicyclist Injury Performance Measures

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012
# Bicyclist Injuries	172	181	197	256	217	211	199	188
<b># Bicyclist Injuries (SHSP District Goal)</b>	<b>195</b>	<b>190</b>	<b>185</b>	<b>181</b>	<b>176</b>	<b>172</b>	<b>172</b>	<b>168</b>

### Motorcyclist Fatality Performance Measures

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

## Motorcyclist Injury Performance Measures

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012
# Motorcyclist Injuries	196	149	163	91	90	110	106	101
# Motorcyclist Injuries (SHSP District Goal)		150	146	143	139	136	132	129

### 1.0 Performance Plan

This section of the HSP 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) – 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 (NHTSA)

#### 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 crashes?	Alcohol, other drugs, speed, other traffic violations, weather, road conditions, age, etc.
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"> <li>Alcohol involvement</li> </ul>	<ul style="list-style-type: none"> <li>Time of day</li> </ul>	<ul style="list-style-type: none"> <li>Speed</li> </ul>
<ul style="list-style-type: none"> <li>Roadway design</li> </ul>	<ul style="list-style-type: none"> <li>Day of week</li> </ul>	<ul style="list-style-type: none"> <li>Roadway elements (markings, guardrail, shoulders, surface, etc.)</li> </ul>
<ul style="list-style-type: none"> <li>Loss of control</li> </ul>	<ul style="list-style-type: none"> <li>Age of driver</li> </ul>	<ul style="list-style-type: none"> <li>Occupant protection non-use</li> </ul>
<ul style="list-style-type: none"> <li>Violation</li> <li>Weather</li> </ul>	<ul style="list-style-type: none"> <li>Gender of driver</li> </ul>	<ul style="list-style-type: none"> <li>Position in vehicle</li> </ul>

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

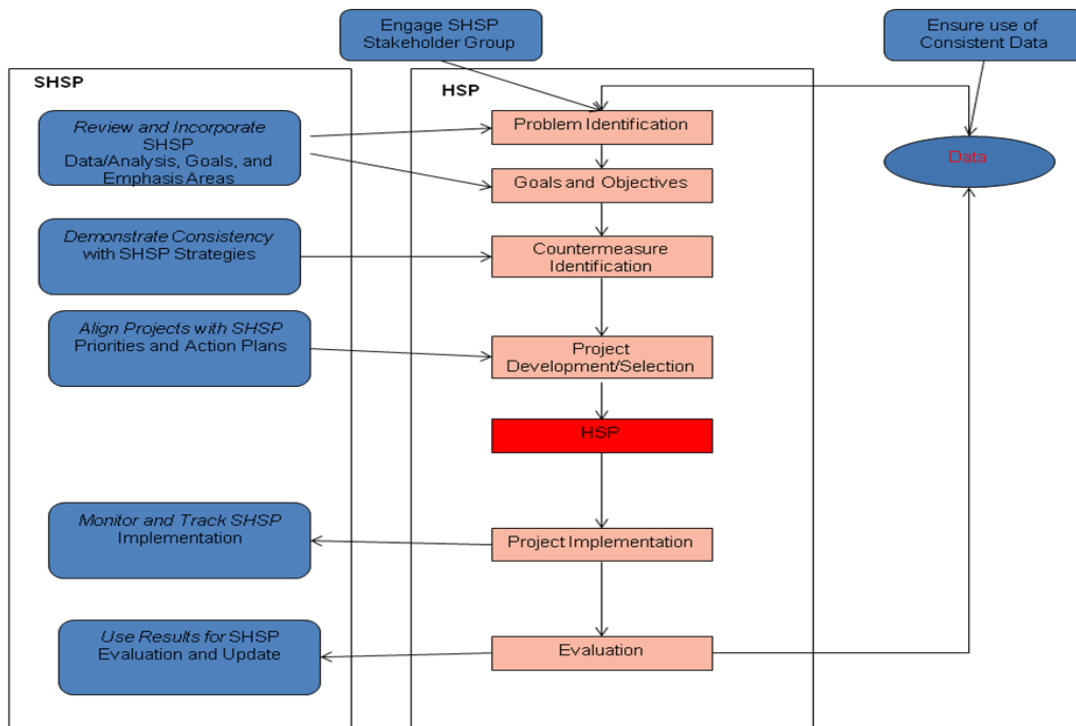
- Emergency Medical Services.
- Occupant Protection.

(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 April 25, 2011, the HSO host it first FY2012 Grant Planning meeting. The meeting was held with representatives from Metropolitan Police Department (MPD), Office of the Attorney General (OAG), Washington Regional Alcohol Association (WRAP), The McAndrew Company, Washington Area Bicycle Association (WABA) and Associates for Renewal in Education, Inc. (ARE) 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 601,657 people in 2010. It is the seventh-largest metropolitan area in the United States. Approximately 50.7 percent of the population is African-American, 38.5 percent Caucasian, 9.1 percent Hispanic, 3.5 percent Asian, 0.4 percent Native Americans/Pacific Islanders/Alaskans/Hawaiians, and 2.9 percent mixed raced. The demographic of the District show females outnumber males, 52.8 to 47.2 percent. People aged 65 and older, and younger than 18 years old comprise of 11.7 and 19 percent respectively of the total population in 2010.

During the workweek, however, the number of commuters from the suburbs into the city swells the District's population by an estimated 70 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 9,856.5 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 2010, the number of licensed drivers was 347,402, which represents 57.7 percent of the total population. There are also over 275,000 registered vehicles.

**Table 5: Motor Vehicle Data**

	<b>Licensed Drivers (in thousands)</b>	<b>Registered Vehicles (in thousands)</b>	<b>VMT (Billions)</b>
<b>2004</b>	349	240	3.7
<b>2005</b>	330	238	3.7
<b>2006</b>	358	220	3.6
<b>2007</b>	339	268	3.6
<b>2008</b>	337	268	3.6
<b>2009</b>	346	287	3.6
<b>2010</b>	347	275	N/A

### **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**

The District of Columbia has 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, **Vincent C. Gray**, was inaugurated January 2011. Mayor Gray serves as the seventh-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

eleventh 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.

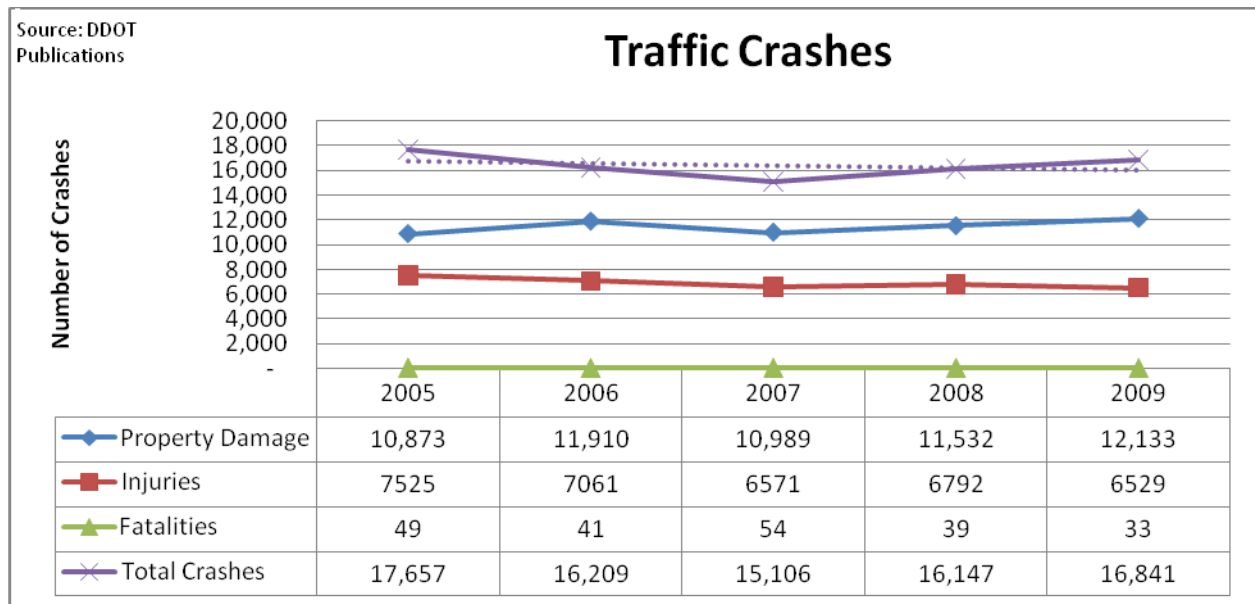
### **Legislative and Major District Issues**

The Safe Routes to School Program is 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 fatalities and injuries are declining. However, all traffic-related crashes are has increased from 15,106 in 2007 to 16,841 in 2009; an 11 percent increase, as shown in Figure 3. This is a attributed to the increase of Property Damage Only (PDO) crashes reported from 10,989 in 2007 to 12,133 in 2009; an 10 percent increase.

Figure 3: Traffic Crashes



There is a significant downward trend in fatalities in the District. In 2010, there were 25 traffic-related fatalities, as shown in Figure 4 – below the current trend.

Figure 4: Fatality Trends

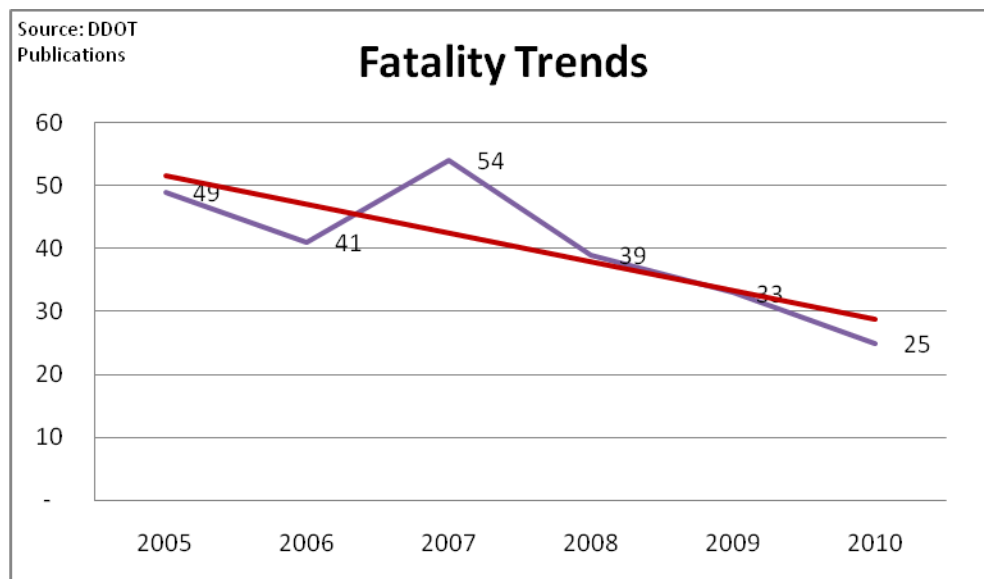
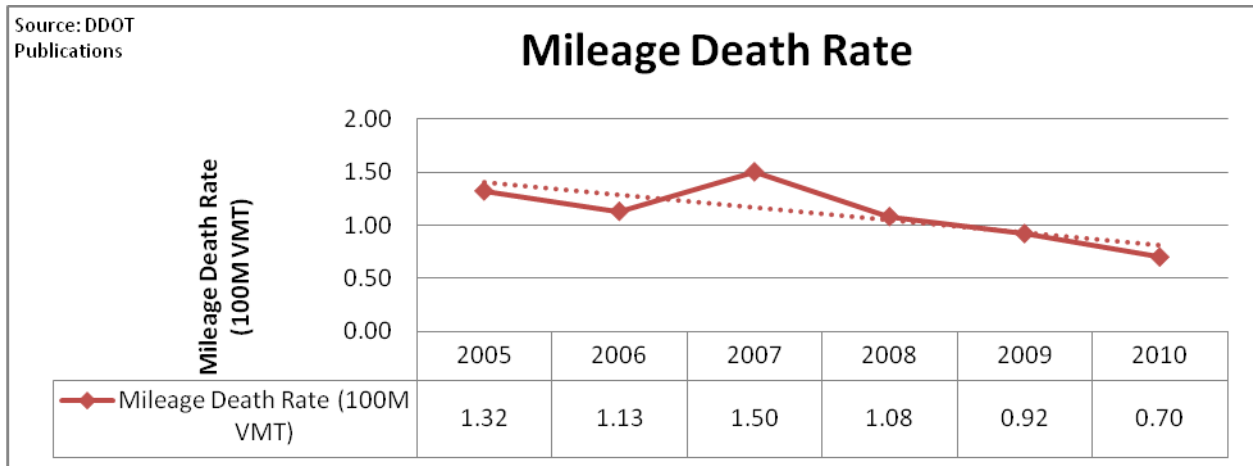




Figure 5 illustrate a 23.9 percent decrease in fatality rate in 2010, as compared to 2009.

**Figure 5: Mileage Death Rate**



\*2010 Mileage Death Rate was calculated using the VMT rate for 2009.

There was also a 4 percent decrease in the number of injuries 6,792 in 2008 to 6,529 in 2009, as shown in Figure 3. Figure 6 illustrates a breakdown in injuries by severity. In 2009 there was a 13 percent increase in disabling injuries of 347 in 2009 compared to 306 in 2008 and a 5 percent decrease in non-disabling injuries of 1,270 in 2009 compared to 1,343 in 2008.

**Figure 6: Injured Persons by Severity**

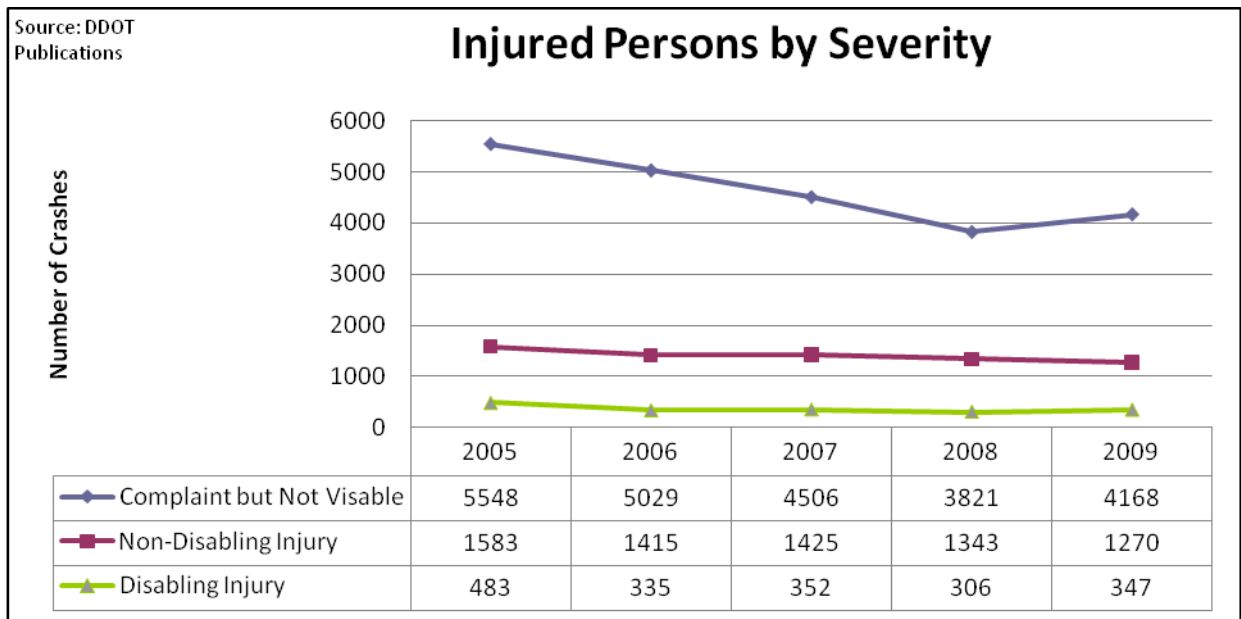


Figure 7 indicates that injuries in the District is on a downward trend, from 7,525 in 2005 to 6,529 in 2009, a 13 percent decrease.

Figure 7: Injury Trends

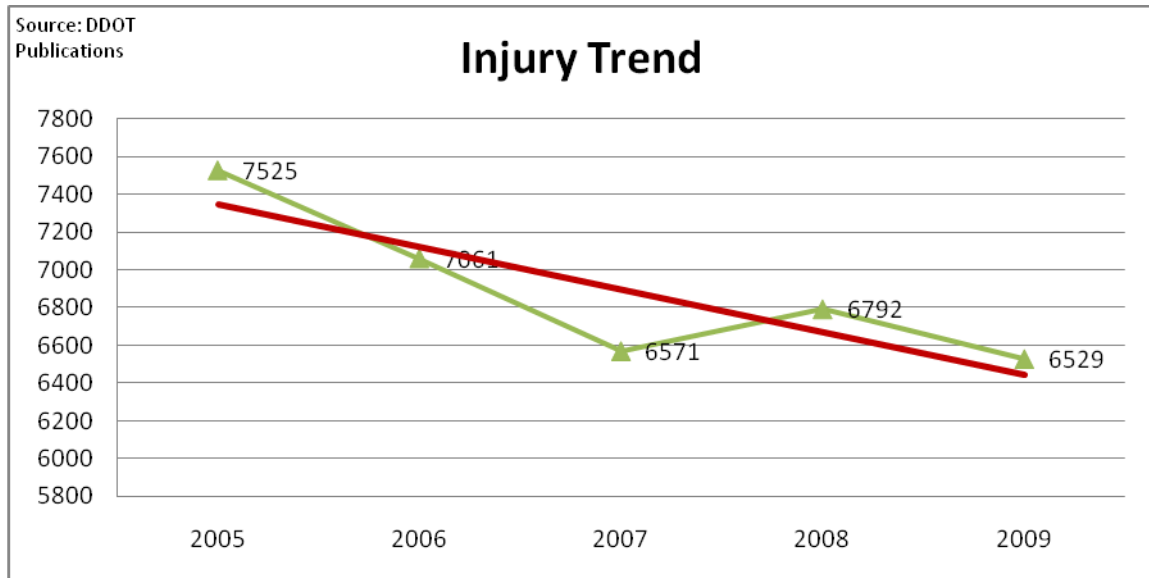
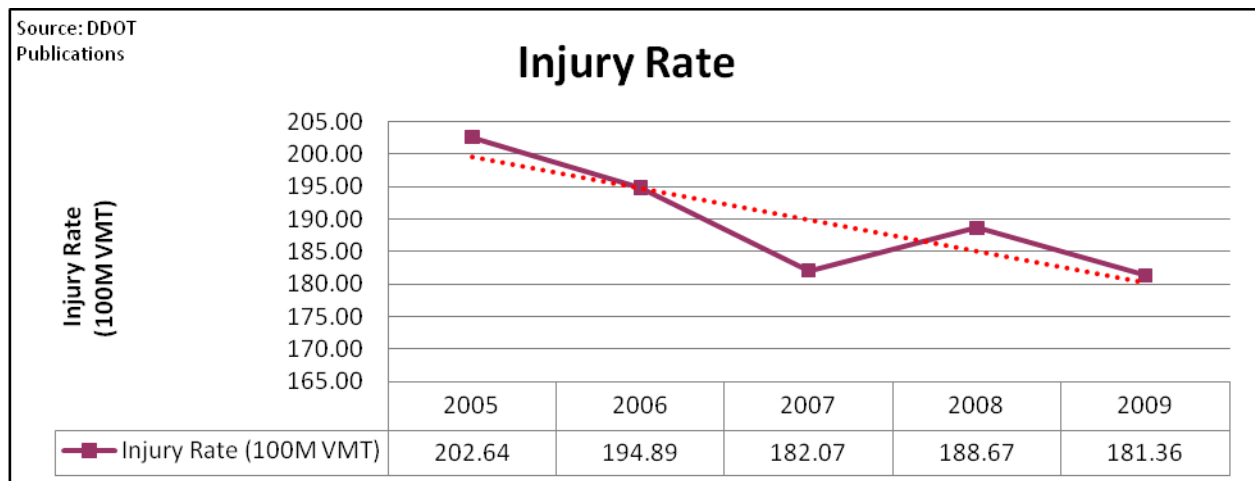


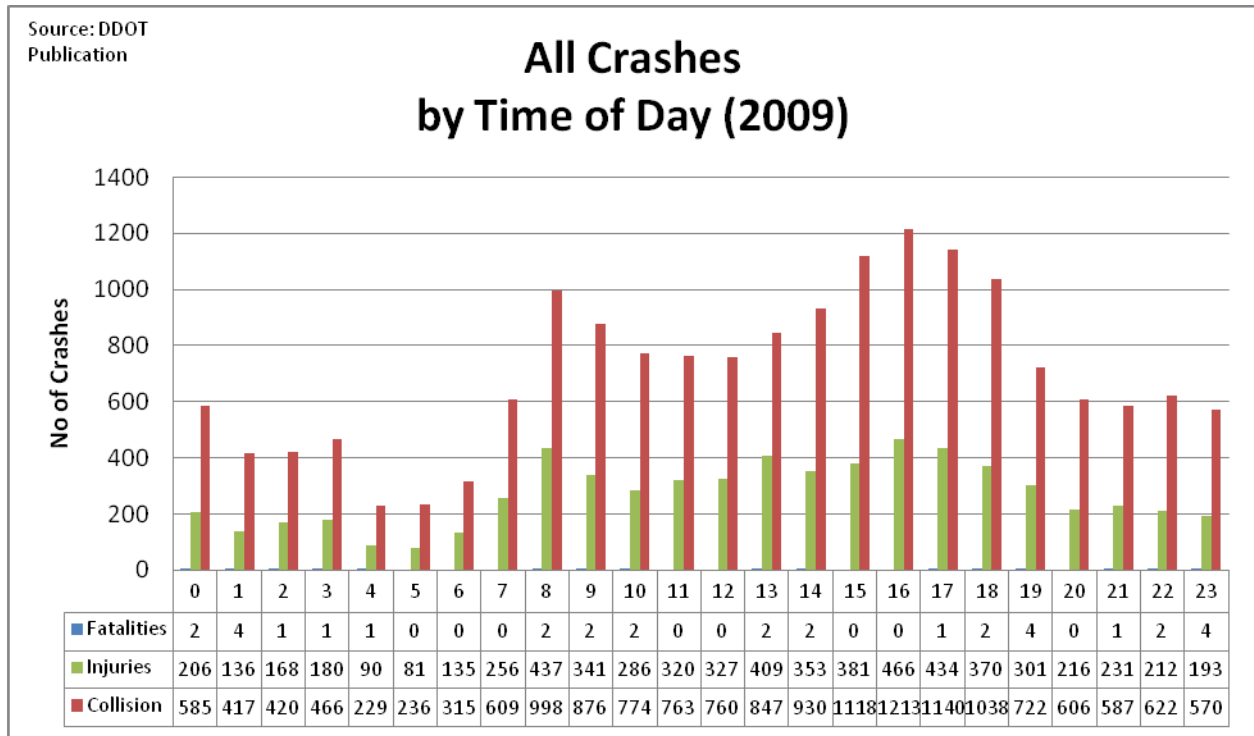
Figure 8 illustrate a 3.8 percent increase in injury rate in 2007, as compared to 2008.

Figure 8: Injury Rate



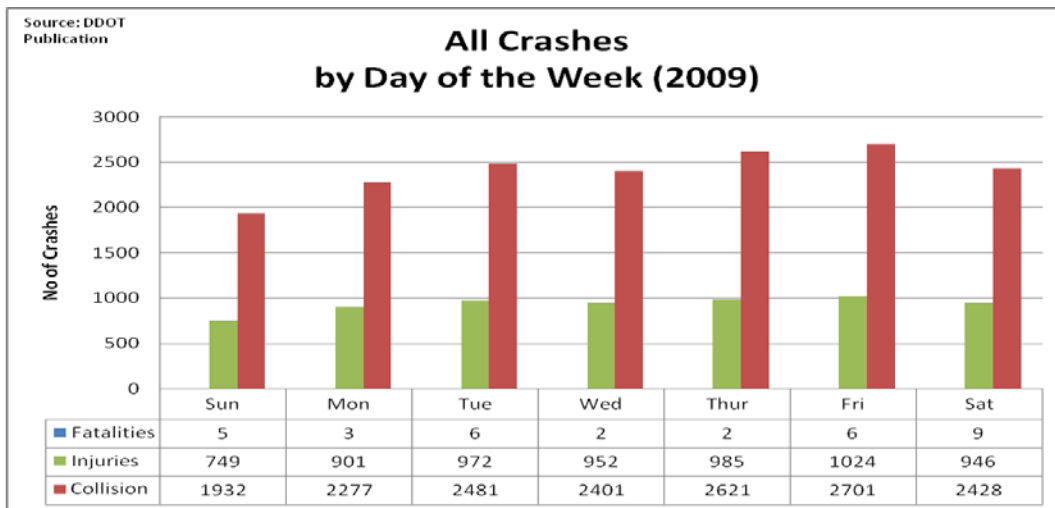
Further analysis, reveals that the most traffic-related crashes were reported between the hours of 8:00 am and 6:00 pm. However, there were 20 fatalities occurred between 6:00 pm and 6:00 am.

Figure 9: All Crashes by Time of Day (2009)



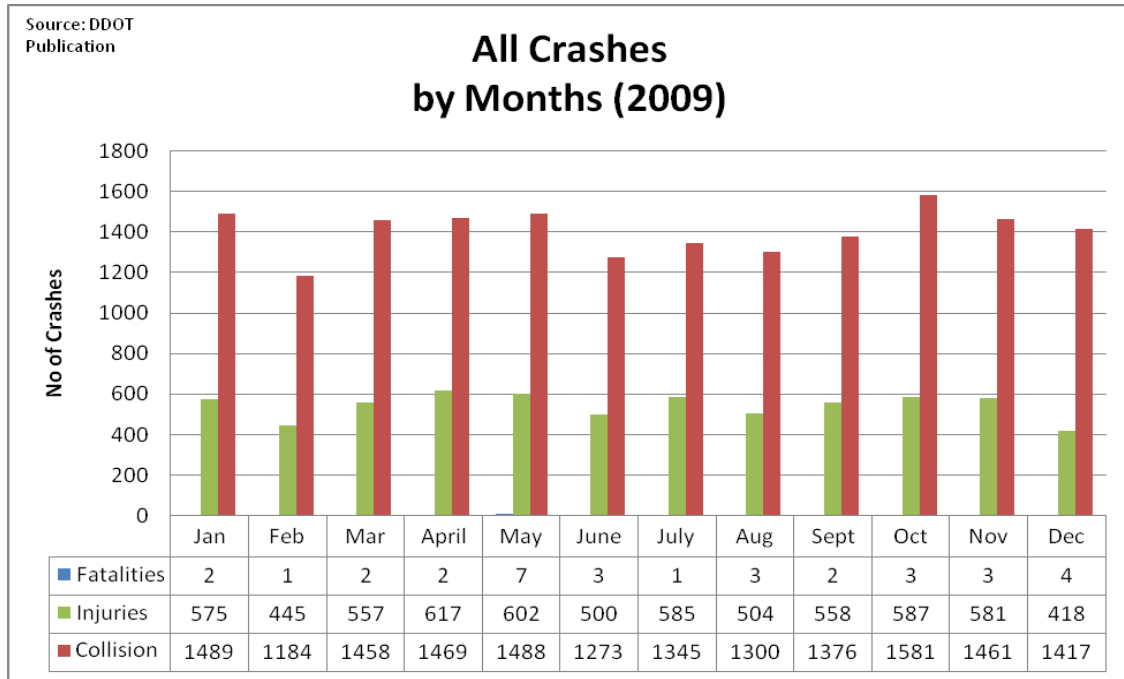
In 2009, the number of collisions recorded during the week was similar, with the higher number of crashes occurring on Fridays and the lowest number recorded on Sundays. However, more fatalities occurred on Fridays, Saturday, Sundays, and Tuesdays, as shown in Figure 10.

Figure 10: All Crashes by Day of the Week (2009)



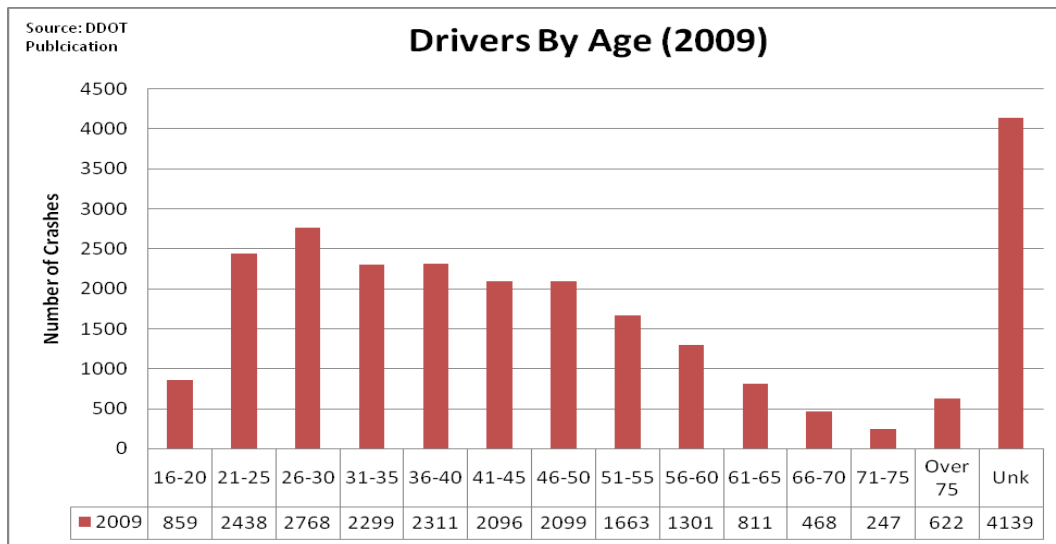
The number of recorded traffic-related crashes were relatively consistent between months, with February and October being the lowest and highest recorded month respectively. The highest amount of injuries occurred between the months of April and May, with December being the highest recorded month for fatalities, as shown in Figure 11.

Figure 11: All Crashes by Months



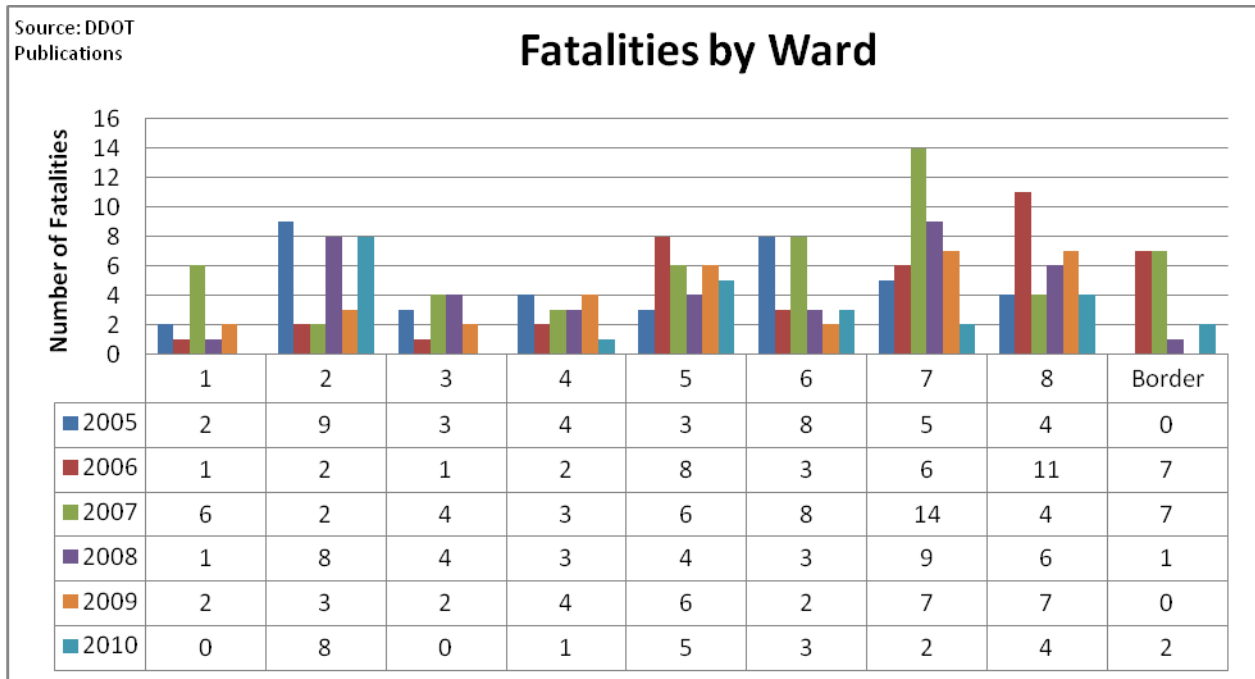
As shown in Figure 12, it can be observed that the age group of 26-30 had the highest number of drivers involved in a crashes, followed by the age group 21-25. However, out of the 2009 data, there were 17 percent of the drivers age was recorded as unknown.

Figure 12: Driver Age (2009)

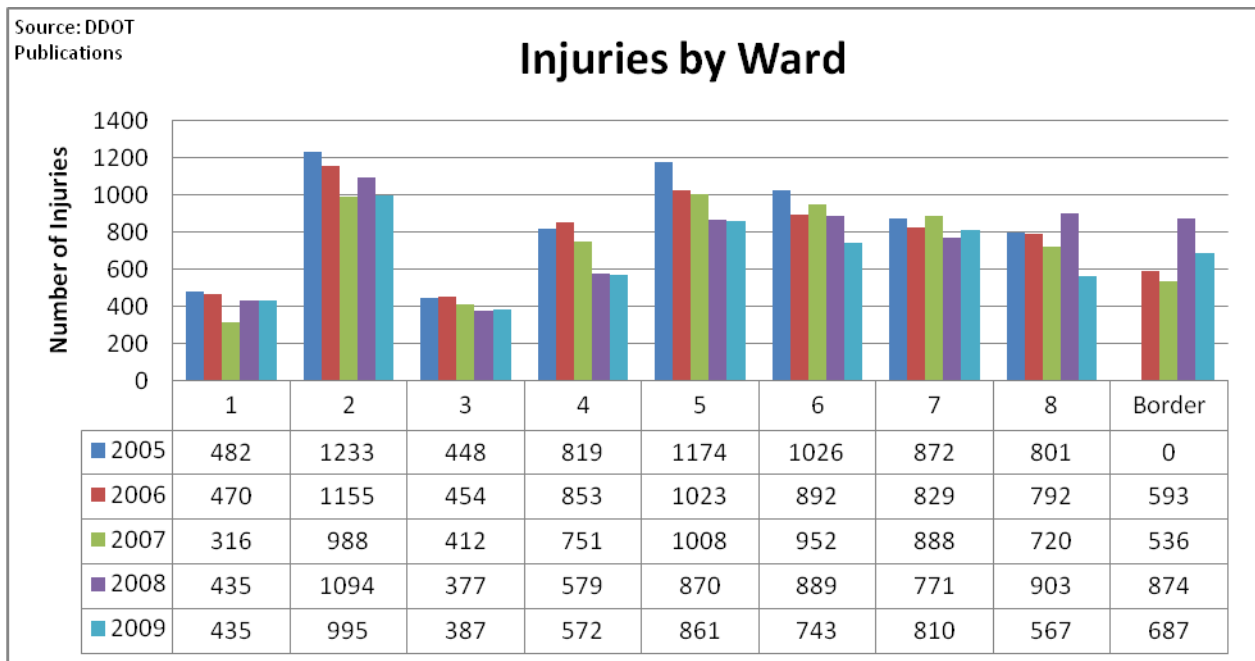


In the District, Wards 1 and 3 appear to have the least number of fatalities (0) and injuries (< 450), these wards have also the highest population, ranking fourth and second, respectively, based on 2010 census data, as shown in Figures 13, 14 and 15.

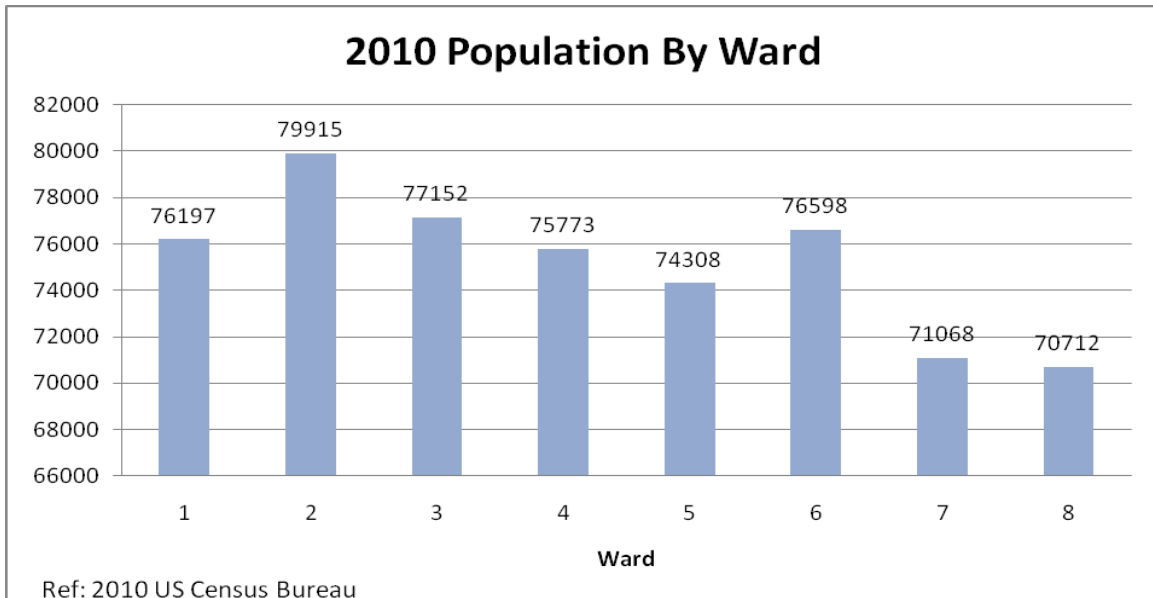
**Figure 13: Fatalities by Ward**



**Figure 14: Injuries by Ward**

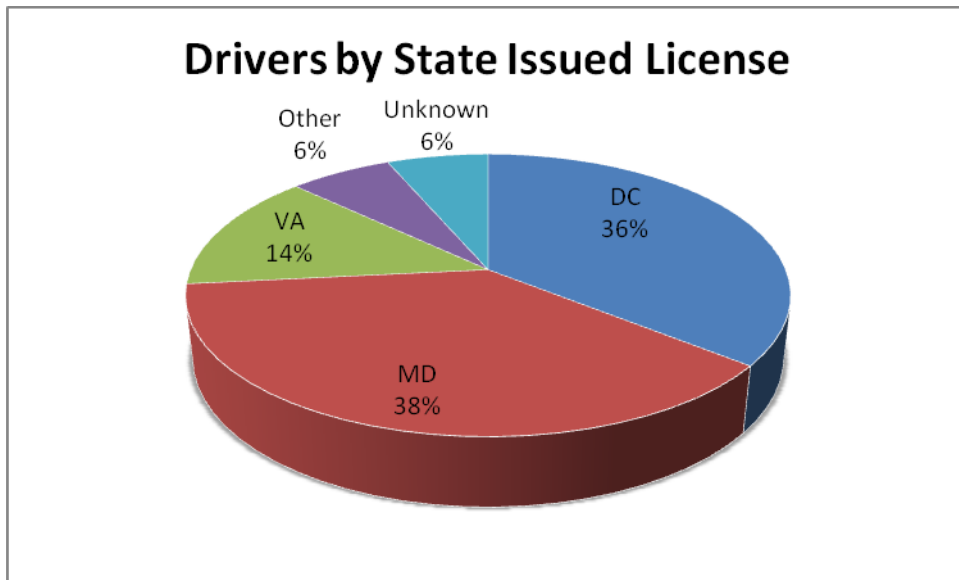


**Figure 15: 2010 Population Data**



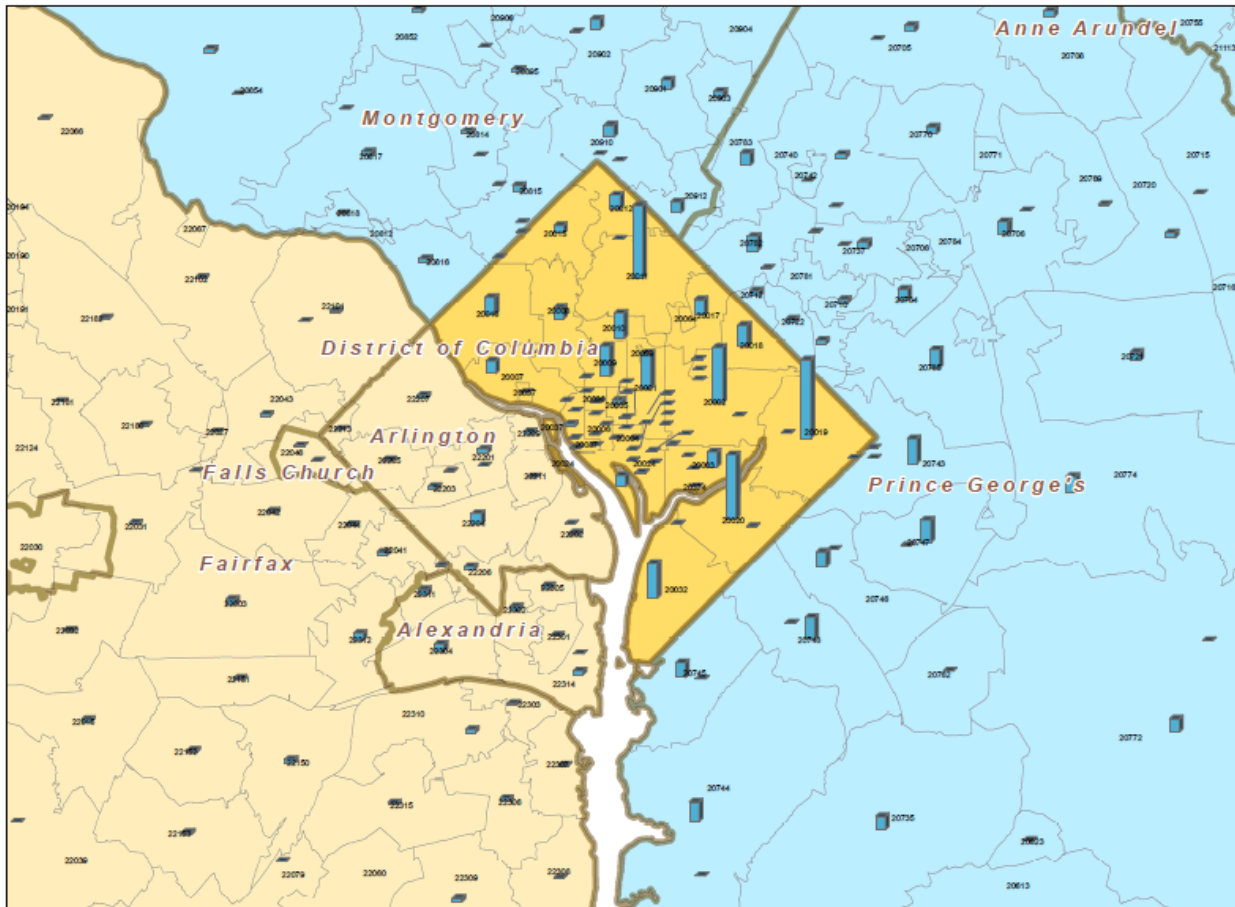
In 2009, almost 38 percent of the drivers involved in a traffic-related crashed were from Maryland, with 37 percent from the District of Columbia, leaving approximately 25 percent from Virginia, other States or Country, as shown in Figure 16.

**Figure 16: Drivers By State Issued License**



Further analysis of the available driver information, indicate that the majority of drivers involved in the District's crashes lived in Prince George's and Montgomery Counties, Maryland, as shown in Figure 17.

Figure 17: Drivers by Zip Codes



### 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 baseline<sup>1</sup>. 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. However, in 2010 the District met and exceeded the 2025 goal of 26 fatalities. The District Highway Safety Office is committed to increase its efforts towards zero fatalities.

### Intermediate Goals

To decrease traffic fatalities by 6 percent from a three-year (2008-2010) weighted average of 36 to 34 by December 31, 2012.

To decrease traffic-related injuries by 9 percent from a three-year (2007-2009) weighted average of 6,631 to 6,051 by December 31, 2012.

<sup>1</sup> District of Columbia, Strategic Highway Safety Plan, 2007

## 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	25	35	34
<b># Fatalities (SHSP District Goal)</b>		<b>56</b>	<b>54</b>	<b>53</b>	<b>51</b>	<b>50</b>	<b>49</b>	<b>48</b>

**Table 7: Injuries Performance Measures**

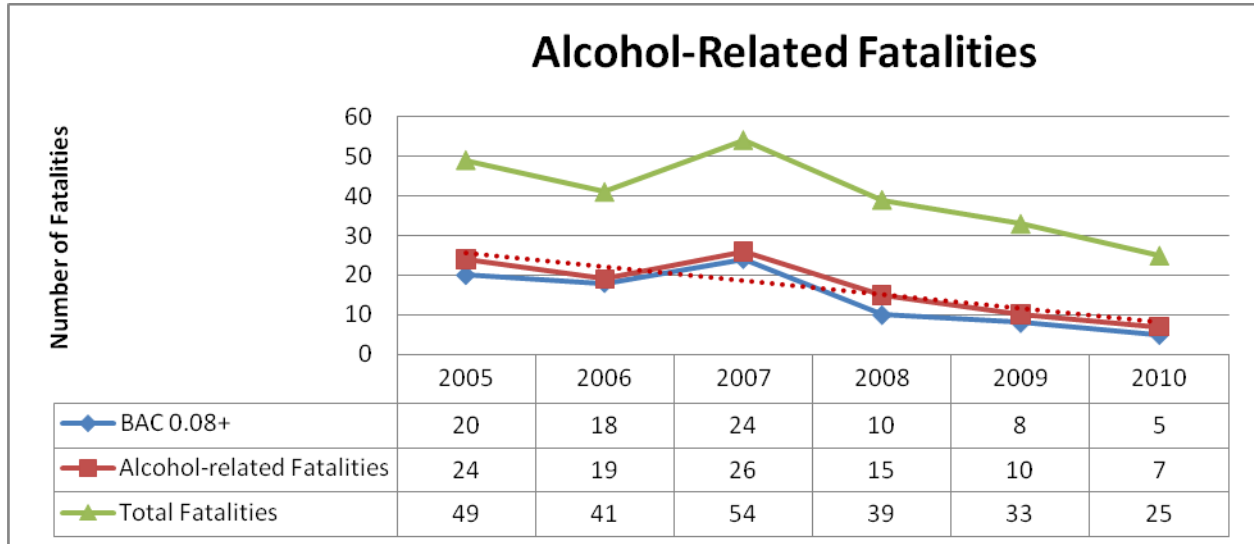
Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012
# Traffic-Related Injuries	7,525	7,061	6,571	6,792	6,529	6,366	6,207	6,051
<b># Injuries (SHSP District Goal)</b>		<b>8,457</b>	<b>8,246</b>	<b>8,040</b>	<b>7,839</b>	<b>7,643</b>	<b>7,452</b>	<b>7,266</b>



## Impaired Driving

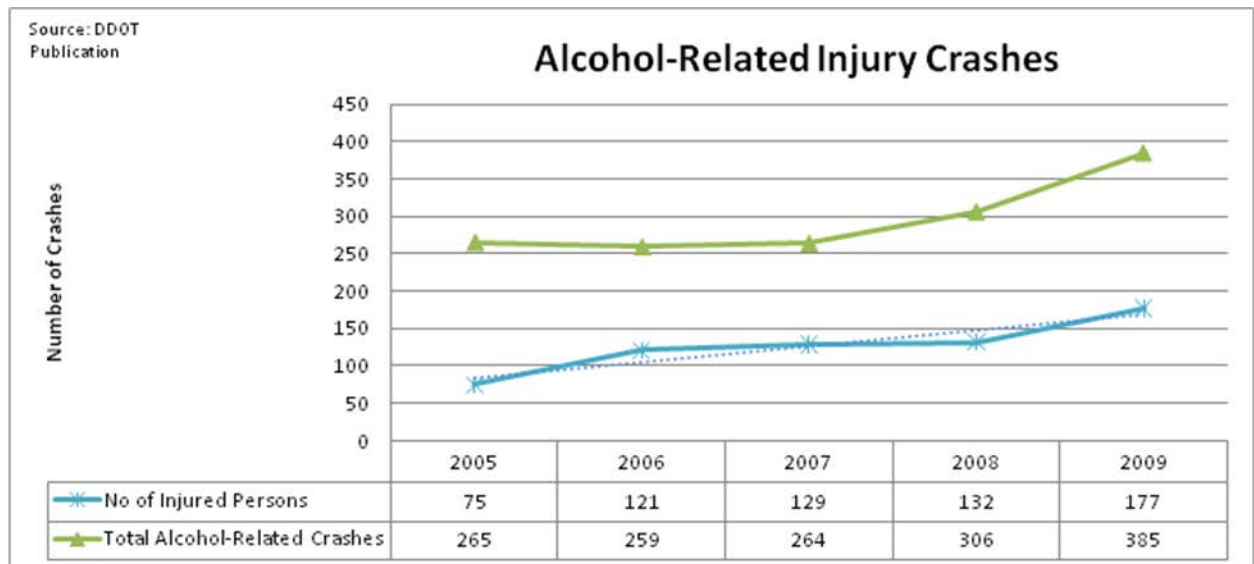
The consumption of alcohol and drugs continues to be a prominent factor in serious crashes in the District. Based on the District fatality data, alcohol-related fatalities have been reduced from 10 in 2009 to 7 in 2010 (30 percent decrease), as shown in Figure 18.

**Figure 18: Alcohol-Related Fatalities**



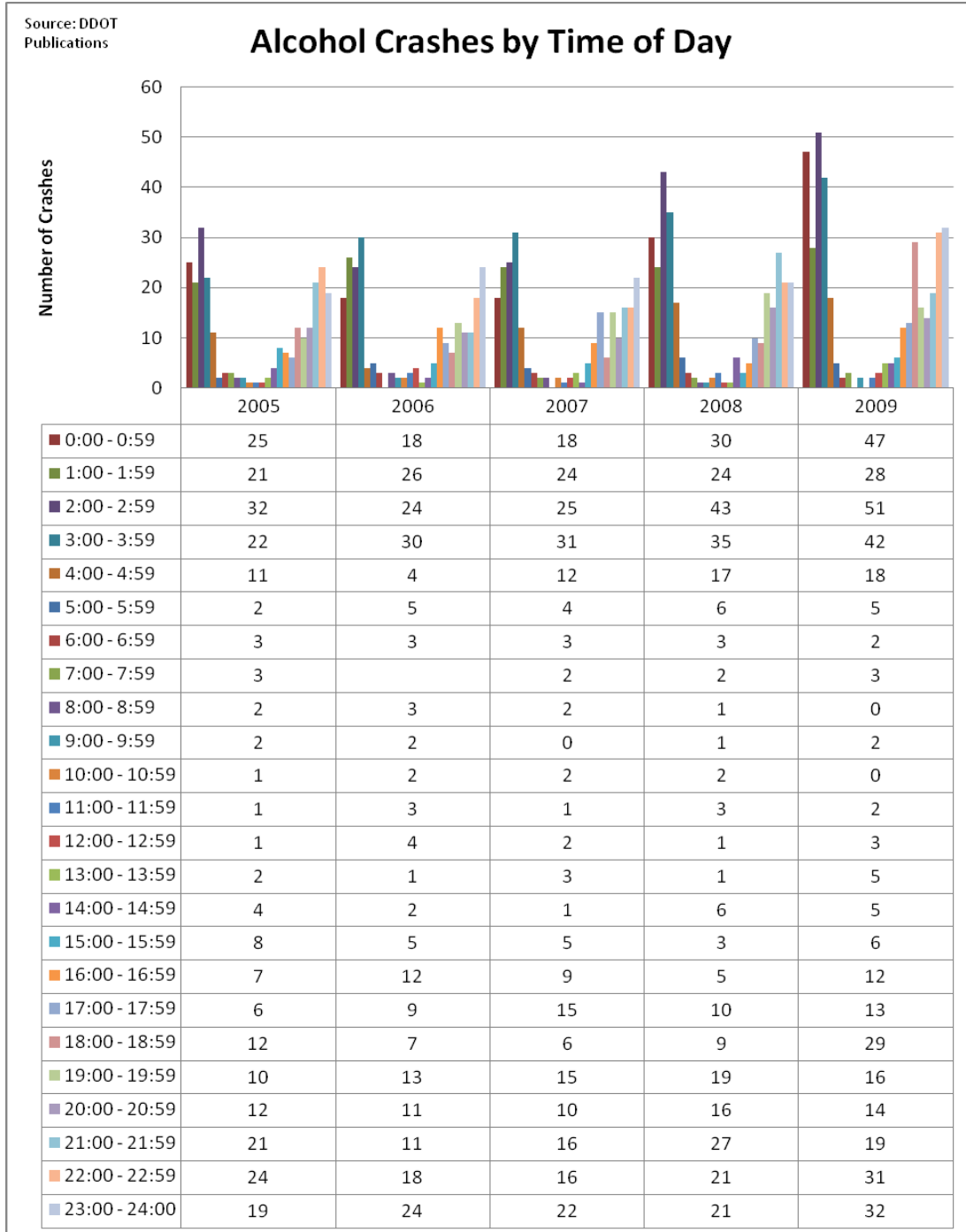
As shown in Figure 19, the number of person injuries in alcohol-related crashes has been showing an upward trend over the last four years. In 2009 there was a significant increase in the total number of alcohol-related crashes, from 306 in 2008 to 385 in 2009, a 26 percent increase.

**Figure 19: 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 20 and 21. These statistics have remained relatively unchanged over the last five years.

**Figure 20: Alcohol-Related Crashes by Time of Day**



**Figure 21: Alcohol-Involved Crashes by Day of Week**

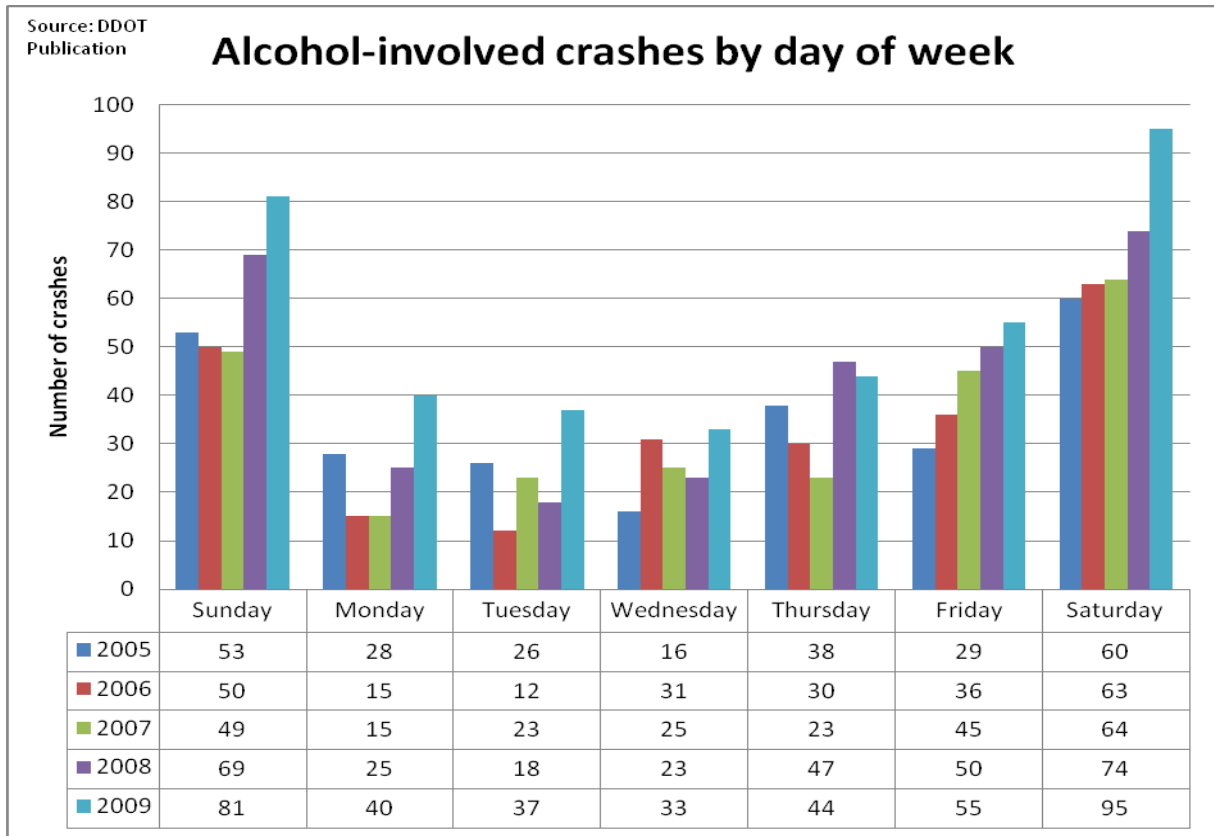


Figure 22, shows that in the past four years males’ drivers are more likely to drink and drive than female drivers.

**Figure 22: Alcohol Crashes by Gender of Driver**

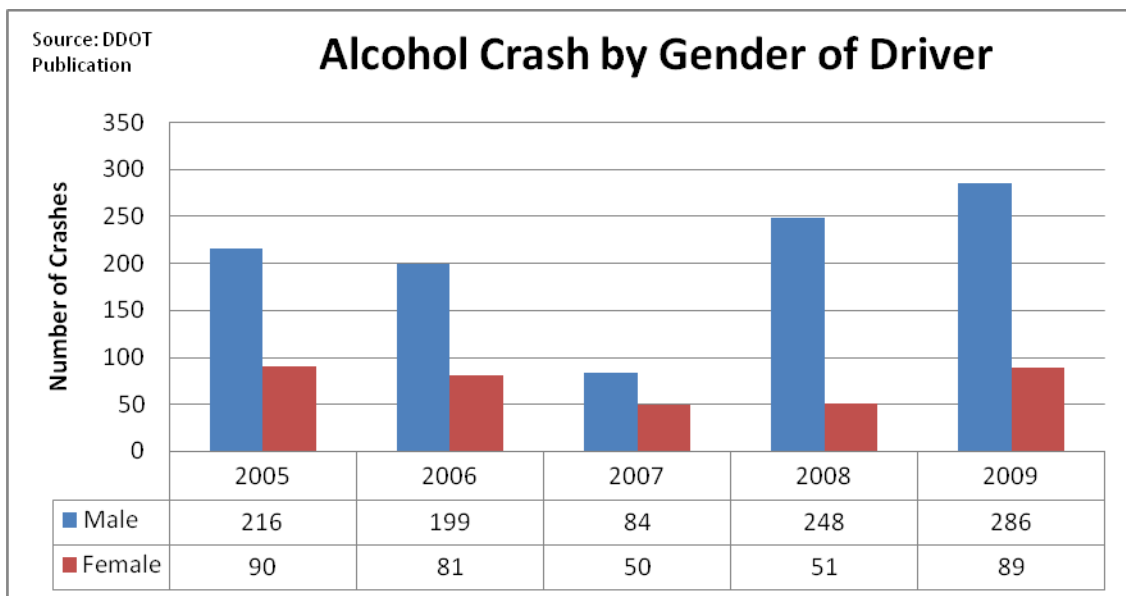
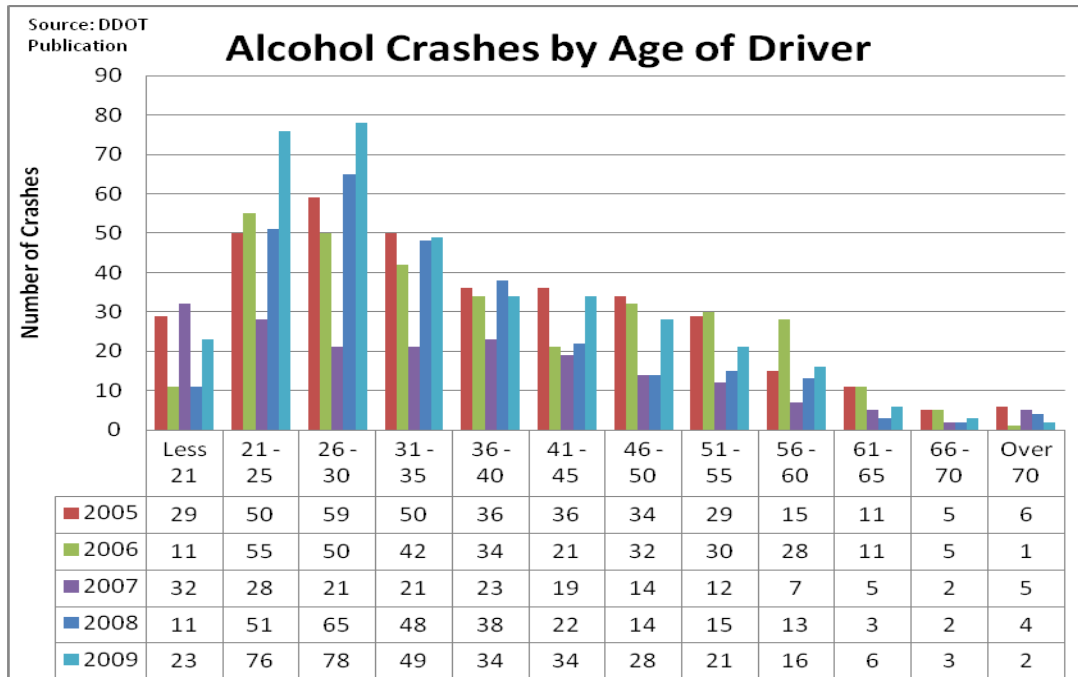


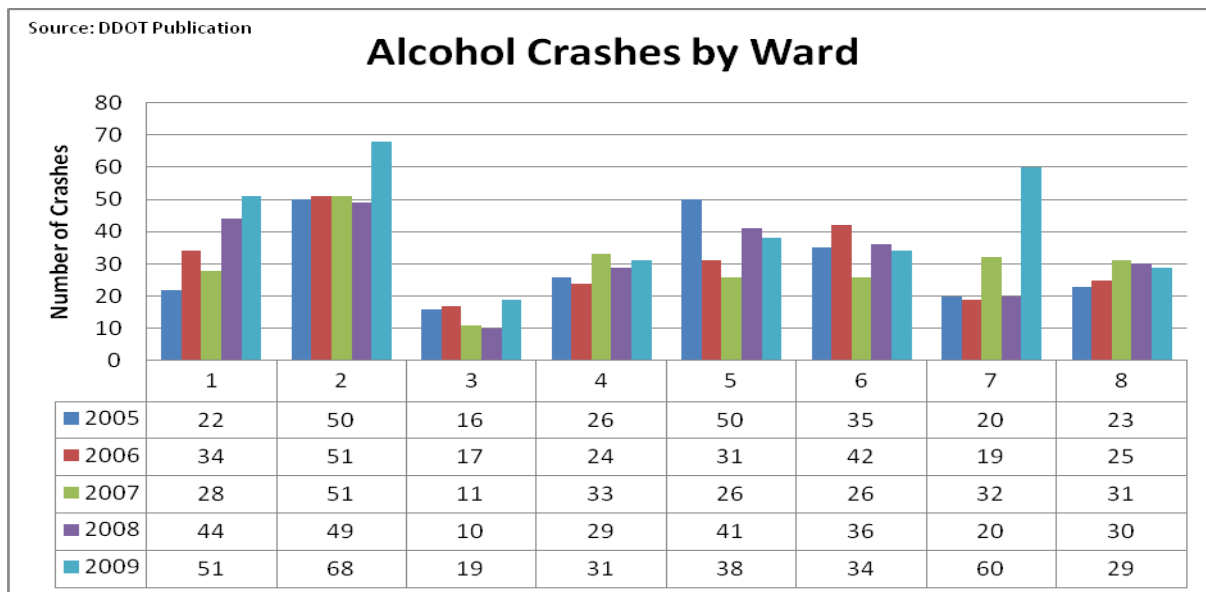
Figure 23, illustrate that drivers between the ages of 21 and 35 are also more likely to drink and drive.

**Figure 23: Ages of Drivers in Alcohol-Involved crashes**



In the District, Wards 2, 7 and 1 appear to have the most number of alcohol-related crashes, as shown in Figure 24. These locations are where there are the higher number of bars, night clubs and restaurants, as well as lower income demographic population who are more likely to consume drugs/alcohol and commit crime.

**Figure 24: Alcohol Crashes by Ward**



## Program Area

In 2010, 7 out of 25 fatalities (28 percent) were alcohol-related. This is a substantial decrease from 2009, when there were 10 fatalities involving alcohol or 30 percent of all fatalities (33). This trend indicates that the District efforts, through enforcement, public outreach and media appear to be succeeding.

It is significant to note that from 2008 to 2010 the 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.

There has been a significant increase in impaired injuries, from 75 in 2005 to 177 in 2009. This is in part due to a greater emphasis on data, enforcement and improved traffic recording within the last 2 years. The HSO will apply the moving average of the last 3 years data (2007 to 2009) to maintain the same 50 percent reduction (SHSP goal) by the year 2025, to assume the performance goals as shown in Table 9 below.

This trend suggests the need to emphasize strategies such as:

- Increase nighttime enforcement checkpoints for DWI/DUI violations on Fridays, Saturdays and Sundays between 8:00 pm to 4:00 am., emphasizing in wards 2, 7 and 1;
- Strengthen BAC detection methods and increase the prosecution of DWI/DUI offenders;
- Educate drivers between the ages of 21 and 35 in the dangers of drunk driving;
- Evaluate alcohol-related injuries and fatalities data to determine the crash problem.

## Performance Goals

To decrease alcohol impaired driving fatalities by 9 percent from a three-year (2009-2010) weight average of 11 to 10 by December 31, 2012.

To decrease alcohol impaired driving injuries by 12 percent from a three-year (2007-2009) weight average of 142 to 125 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	7	10	10
<b># Impaired Fatalities (SHSP District Goal)</b>		<b>25</b>	<b>25</b>	<b>24</b>	<b>23</b>	<b>23</b>	<b>22</b>	<b>22</b>

**Table 9: Alcohol-Related Injuries Performance Measures**

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012
# Impaired Injuries Crashes	75	121	129	132	177	136	131	125
<b># Impaired Injuries Crashes (SHSP District Goals)</b>		<b>56</b>	<b>55</b>	<b>54</b>	<b>52</b>	<b>51</b>	<b>50</b>	<b>49</b>

## Project Activities

### Metropolitan Police Department – Alcohol Enforcement

- Develop a Breath Testing Program that follows National Highway Traffic Safety Administration (NHTSA) and the American Society of Crime Laboratory Directors (ASCLD) standards. The program and its product will be accepted by the OAG in prosecutions and investigations related to impaired driving arrests by MPD. OCME will design the program, test, maintain, and track all breath alcohol instruments used in making these impaired driving arrests. The program will have a best practices foundation regarding procedures, manuals, and quality assurance. It will operate from clear standards that eliminate discretion and ensure each test’s reliability to a reasonable degree of scientific certainty.
- Obtain accreditation for the Breath Testing program products by ASCLD/LAB-International.
- Conduct 1,633 man-hours for alcohol enforcement for sobriety checkpoints and saturation patrols (bet 2100-0500) in hotspot locations including jurisdictional border locations with Maryland and Virginia.
- Participate during NHTSA Region 3 Checkpoint Strikeforce impaired driving campaigns, providing 560 man-hours of high visibility enforcement.
- Conduct weekly Summer Crime initiative enforcement between the months of June and August. 280 man-hours of enforcement.
- Conduct four border to border enforcement at four locations; approximately 220 man-hours of enforcement.
- Conduct SFST Training to 160 officers and refresher train 200.
- Conduct Intoximeter training to 100 officers.
- Educate six officers on various workshops meeting, training and conferences on Major Crash and Traffic Safety.

### Office of the Attorney General (OAG) – DUI Prosecutor

- Review 10 cases of serious impaired driving cases (third offense and higher), offenders having a specific BAC content greater than 2.5 times the legal limit and cases requiring special attention, including cases where the defendants are police officers, government employees or public cases, cases involving death or serious injury, in FY2012.

- Attend meetings with representatives of the MPD and other relevant police agencies once bimonthly to discuss the improvement in the completion of paperwork for trials by the officers.
- Review and rebring eight cases a year, with a goal of rebringing all appropriate cases that are reviewed.
- Develop and revise new and improved guidelines for acceptable pleas in serious impaired driving cases involving repeat offenders and individuals above specified BAC levels and reassess the policy.
- Conduct four trainings of other Criminal Section prosecutors and members of the United States Capitol Police, the United States Secret Service, and United States Park Police. Five attendees per training.
- Regularly attend and participate in MPD Breath Test Program Team meetings and any benefits derived from the meetings, including a new and improved program. Meetings are held once a month.
- Prepare and develop five briefs, legal memorandum, and other pleadings used at hearings, trials or on appeal of serious impaired driving cases.
- Provide assistance to 10 prosecutors regarding written and verbal inquiries on a day-to-day basis. Ten response/request in FY2012.
- Attend four hearings or trials that the DUI Prosecutor assists with as a second chair or other advisory role.
- Assist with the development of a manual for prosecutors to assist in the prosecution of impaired driving cases, to be completed by September 30, 2012.

#### **Office of the Attorney General (OAG) – TRSP Prosecutor**

- Attend at least six in person or electronic media based training to develop and maintain specialized knowledge of traffic safety and impaired driving issues.
- Foster a relationship with the United States Attorney's Office (USAO) and provide resources and training needs where needed. Attend at least two in person meetings or communicate via telephone and/or e-mail with the USAP during FY2012.
- Host/Conduct a minimum of 12 training sessions for prosecutors, law enforcement officers and other traffic safety professionals with an emphasis on the effective prosecution of impaired driving cases. There should be a minimum of five attendees per training.
- Meet quarterly with representatives from the NTLC; maintain online relationship with other TSRPs nationwide, and when needed provide support to other jurisdictions.

- Regularly attend and participate in MPD Breath Test Program Team meetings and any benefits derived from the meetings, including a new and improved program. Attend at least eight meetings during FY2012.
- Conduct/host at least eight training sessions to law enforcement, toxicologists, breathalyzer test operators, and other persons involved in impaired driving enforcement.
- Meet with and provide assistance to MPD and other law enforcement agencies, DDOT, the Office of the Chief Medical Examiner, and the Executive Office of the Mayor. Attend at least 10 meetings/support during the FY2012.
- Attend at least one meeting with the MPD to develop a more consistent targeted Check Point Program.
- Provide assistance/reference via OAG website to prosecutors, law enforcement agencies, defense attorneys, and the public to documents related to DUI cases. Provide monthly updates to the website. Communicate monthly with the Information Technology department to determine user statistics.
- Develop and distribute one SFST training videos that will aid in enhancing law enforcement report writing, and in-court testimony to USCP, USPP, and MPD.
- Host/conduct monthly DUI enforcement meetings to train and assist police officers and other traffic safety professionals. There should be representatives from at least three different police agencies at the monthly enforcement meetings.
- Attend at least one meeting to assist with the implementation of the Law Enforcement Advanced DUI/DWI Reporting System (LEADRS) program.
- Communicate trends in DUI enforcement and prosecution, updates in the law, and other issues regarding impaired driving to prosecutors at weekly staff meetings, and/or weekly e-mail communication.
- Screen (paper) a minimum of 400 DUI arrests, arrest warrant applications, and judicial summons cases.
- Avail self to prosecutors for trial assistance by providing technical support. Observe court proceedings on a bi-weekly basis to identify problem areas and the need for additional training.
- Maintain discovery database to preserve prosecutor requests for information. Convert approximately 300 incoming toxicology reports to an electronic format and preserve in electronic database. Encourage all police agencies to convert to an electronic based document transmittal system.



- Develop a draft set of guidelines for breath, urine and blood testing, and to a more limited extent, by the voluntary adoption of those guidelines or their adoption through legislation by working with District agencies, including the Chief Medical Examiner Office.
- Facilitate and/or conduct at least six training sessions to prosecutors on the use of breath testing instruments used by MPD, United States Capitol Police, United States Park Police, and other police agencies.
- Conduct at least two training sessions for prosecutors, police agencies and District-area hospitals as to the changes brought about by the new legislation and the law as it pertains to impaired driving related blood draws.

#### **Washington Regional Alcohol Program (WRAP):**

- Release the "2011 How Safe Are Our Roads?" report prepared through a contract with the Metropolitan Washington Council of Governments or other similar agency. This detailed report represents an overall picture of the greater Washington-area in the areas of impaired driving deaths, crashes, fatalities and injuries.
- Produce and distribute 2000 copies two newsletters and one annual report highlighting and communicate WRAP's programs and efforts for the continued need for traffic safety initiatives.
- Four SoberRide campaigns will run on Halloween 2011, the Holiday season from December 16-31, 2011, St. Patrick's Day 2012 and July 4, 2012, to would be drunk drivers. Printing and distributing 300,000 printed material from October 1 to July 5, 2012.
- WRAP's 2011 Law Enforcement Awards for Excellence for Impaired Driving Prevention to be held in December 2011 with attendance of 200. A total of 11 awards will be given from awardees selected from local law enforcement agencies including Metropolitan Police Department and US Park Police.
- Host WRAP's Annual Meeting to be held in October 2011 with attendance of 100. Corporate, public and community awards to be given—around 20 awards in total to be given.
- Update and maintain WRAP's websites ([www.wrap.org](http://www.wrap.org) and [www.soberride.com](http://www.soberride.com)) with current news releases, upcoming events and program information.
- Continue to serve as a resource for referrals to a host of audiences regarding the issues of impaired driving and underage drinking as well as explore opportunities to better compile and disseminate such information.
- Attend annual 2012 Lifesavers Conference in April 2012 in Orlando, FL and/or the 2012 GHSA Annual Meeting in August 2012 in Baltimore, MD.
- Contact all public and private District of Columbia high schools through mailings and direct calling promoting WRAP's Alcohol Awareness for Students presentation. Increase by 10%

the number of students reached in District of Columbia high schools and other youth community related groups.

- Increase the number of District of Columbia high schools or community youth groups applying to WRAP's 2012 GEICO Student Awards from one in 2010 to four in 2012.
- Promote and conduct a high school prom and graduation season activity around May 14 involving a time for reflection by area students on the young lives lost to drunk driving. Direct mailing to all District of Columbia high schools.
- Attend five meetings with local and regional coalitions and advisory groups to address alcohol related issues concerning traffic safety.
- Produce and distribute 2,500 of WRAP's annual educational guide on underage drinking laws, consequences, tips, information and more.
- Produce and distribute 1,500 copies of WRAP's 2012 Corporate Guide through SoberRide materials distribution list and post electronic version on [www.wrap.org](http://www.wrap.org).
- Promote and conduct WRAP's Safe and Vital Employees (SAVE) initiative educating local employees and military personnel about impaired driving laws and consequences.
- In collaboration with the Washington Hospital Center, AAA Mid-Atlantic, and NCCPUD host a youth event as part of National Drug Fact Week.

### **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.

### **Alcohol Data Quality Review**

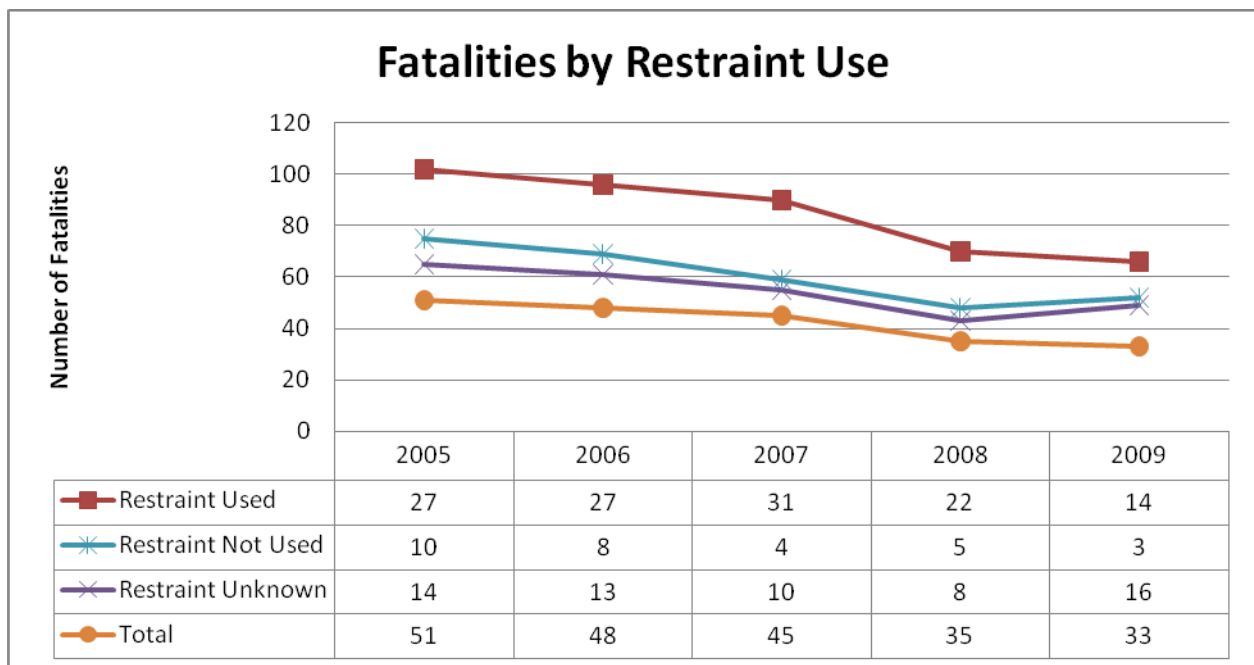
- Review of Alcohol crashes between 2005-2010
  - Review all fatality data and compare to driver history.
  - Review all injury data between 2007 and 2010 and compare to driver history.
  - Develop appropriate program to alleviate apparent rise in alcohol injuries.

## 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.

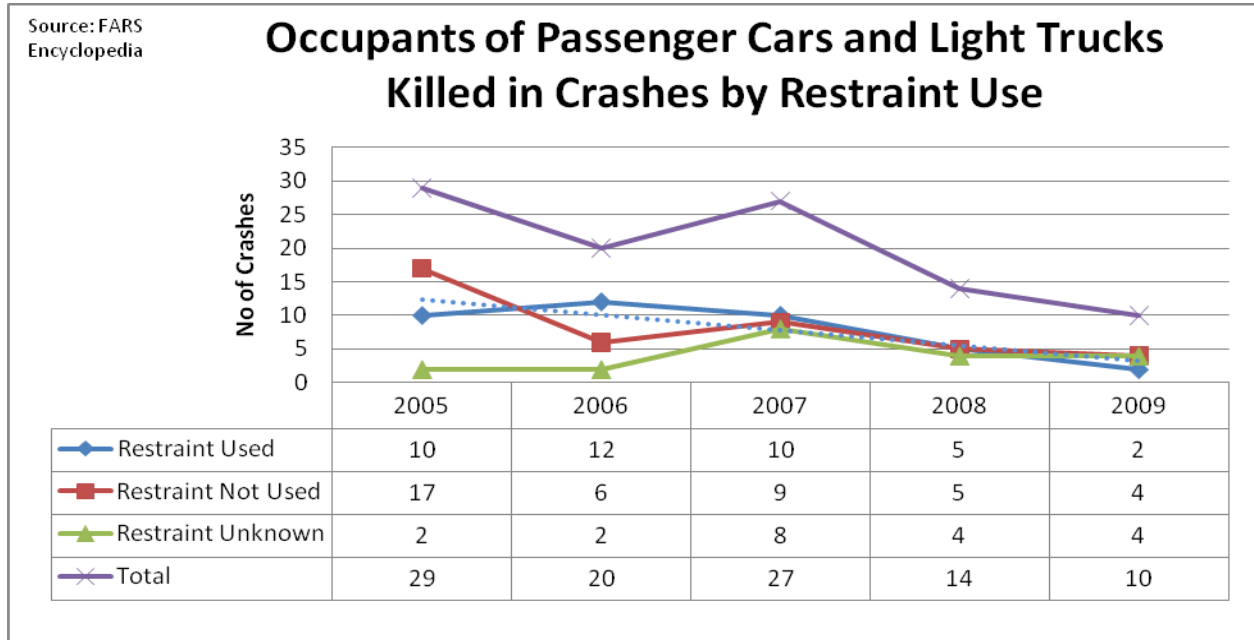
Based on the analysis of the FARS data, the number of drivers wearing their seat belts involved in a fatal crashes decreased from 22 in 2008 to 14 in 2009 (36 percent), as shown in Figure 25. However, the number of restraints reported as “unknown” continues to be significant, with approximately 48 percent of all drivers involved in a fatal crashes not having restraint information recorded or unavailable.

Figure 25: Drivers in Fatal Crash by Restraint Use



Further analysis of FARS data, as shown in Figure 26, revealed that in 2009 the number of occupants of passenger cars and light trucks killed while wearing their seatbelts decreased from 5 in 2008 to 2 in 2009 (60 percent decrease). However, the number of *unknown* increased from 8 in 2008 to 16 in 2009 (50 percent increase).

Figure 26: Occupant Fatalities by Restraint Use



FARS data also revealed that 39.5 percent of the survivors involved in a fatal crash were wearing their seatbelts. It should be also noted that 55 percent of the survivors restraint use were unknown, as shown in Table 10.

Table 10: Passenger Vehicle Occupant Survivors of a Fatal Crash by Age Groups

Age (Years)	2007				2008				2009			
	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	2	0	0	2	1	0	0	1
5 – 9	0	0	0	0	0	0	1	1	0	0	0	0
10 – 15	0	5	0	5	3	0	0	3	0	0	0	0
16 – 20	3	0	1	4	0	0	1	1	1	0	1	2
21 – 24	2	0	2	4	0	0	3	3	1	1	4	6
25 – 34	5	0	1	6	9	1	1	11	4	0	9	13
35 – 44	9	1	2	12	1	0	0	1	3	0	4	7
45 – 54	6	0	0	6	1	0	1	2	2	1	1	4
55 – 64	0	0	0	0	1	0	1	2	0	0	0	0
65 – 74	1	0	1	2	0	0	0	0	0	0	0	0
> 74	1	0	0	1	1	0	3	4	0	0	0	0
Unknown	0	0	0	0	0	0	3	3	2	0	2	4
<b>Total</b>	<b>27</b>	<b>6</b>	<b>7</b>	<b>40</b>	<b>18</b>	<b>1</b>	<b>14</b>	<b>33</b>	<b>15</b>	<b>2</b>	<b>21</b>	<b>38</b>

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 2011, DC’s seat belt use rate is 95 percent, above the National average of 85 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 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 by implementing strategies such as:

- Increase daytime and nighttime enforcement on seat belt usage;
- Determine methods to reduce the number of unrecorded or unknowns for seat belt usage in crash report, working with MPD;
- Provide assistance to low income families on purchasing a child safety seat and increase inspections for proper installation.
- Educate the public on the benefits of wearing a seat belt.

## Performance Goal

To decrease unrestrained passenger vehicle occupant fatalities in all seating positions by 23 percent from a three-year (2007-2009) weight average of 13 to 10 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	11	11	10	10
# 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%	95%	>90%

## Project Activities

### Metropolitan Police Department – Occupant Enforcement

- Perform 4 border to border seatbelt and child passenger restraint enforcement activities in conjunction with Prince Georges, Montgomery and Arlington County Police.
- Continue to educate the public that seat belts save lives by printing and distributing 5000 materials.
- Conduct a total of 2,154 man-hours of enforcement on day and or nighttime safety compliance checkpoints, traffic safety and saturation patrol enforcement at high hazard locations.
- Conduct 1,920 man-hours of enforcement during CIOT and CPS enforcement campaign during the spring and summer month mobilizations.
- Perform a total of 35 CPS seat inspections at designated locations such as police district, firehouse, schools and other community centers.

### Child Passenger Safety (CPS)

- Conduct 10 presentations at 10 elementary schools in the District, teaching the safety and procedures when traveling in a motor vehicle. Law enforcement officers will be the guest speakers to deliver vehicle safety messages to over 3,200 to the District's students, during the FY2012.
- Host two 32 hour National Child Passenger Safety Certification Training to Police Officers, Fire and EMS Departments, Health Care and Child Care providers with the necessary knowledge to explain installation procedures to parents and caregivers. Increasing the number of the District's certified technicians from 50 to 75 in FY2012.
- Host one recertification class to at least six expired certified personnel with the current NHTSA updates and guidelines to maintain and enhance provider skill.
- Provide at least 1,000 child seats and a 2-hour workshop to parents and caregivers, at a low cost to the District's low income families at the nine purchasing locations within the District.
- Participate in at least 22 events, such as Family First Expo, Kids in Motion, Child passenger Safety Week and Click it or Ticket during the FY2012.
- Conduct at least 3 demonstrations/inspections per month on how to use child safety seats and boosters at the nine fitting stations within the District.

### 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.

### **Associates for Renewal in Education – Teen Highway Safety Program**

- Conduct/host driver safety education and training to 500 youths in between October 2011 and September 2012. Target groups include youth from the District’s Dunbar, Woodson, Duke Ellington, and Ballou High Schools; Collaboratives; ARE’s Youth Development program; ARE and Sasha Bruce group homes; and the Summer Youth Employment Program.
- Promote teen driver safety between May and June via 32 radio announcements on local radio stations.
- Increase the number of teen and young adults taking the on-line Teen Driver pledge by 50 percent from 131 in 2011 to 196 in 2012.
- Target 800 teens to take the Teen Safe Driving Pledge “sign-offs” during the National Emergency Medical Services and National Click It or Ticket It weeks. Targeted youth come from the District’s Dunbar, Woodson, Duke Ellington, and Ballou High Schools; Collaboratives; ARE’s Youth Development program; ARE and Sasha Bruce group homes; and the Summer Youth Employment Program.
- Produce and distribute 300 driver safety information packets during ARE’s Annual Community Safety and Fun Day (September 29, 2012).
- Develop and distribute 500 handouts and videos educating the youth on the dangers of driver distraction; these flyers will be distributed various program activities as well as community partners who request materials.
- Conduct Driver Safety “peer” discussions on the dangers of distracted driving to District teens through standing partnerships with the District High Schools previously listed; ARE and Sasha Bruce group homes; District Collaboratives; and other local community organizations.
- Host four car safety seat give-a-aways during the Child Passenger Safety week (typically held in September).
- Conduct four on-site safety seat inspections (sites to be determined in conjunction with DC Department of Planning and MPD, who partner with ARE on these inspections)

- Conduct four educational workshops for 100 parents and children between the ages 2 -12 on current restraint laws at ARE's headquarters (45 P Street, NW).
- Distribute 3,000 button promoting the pedestrian safety campaign to District youth and parents through ARE's parent workshops, Child Development Associates (CDA) training classes, ANC and community associations, and other community events.

### **Seatbelt Reporting**

- Review of fatality crashes between 2007-2009 to determine the number of unknowns.
- Work with relevant agencies to alleviate the underreporting problem.



## Aggressive Driving

Aggressive driving is increasing as society is moving at a faster pace. 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 almost one-third of all traffic-related fatalities in the District. The District has adopted a Zero Tolerance Policy for speeding and based on the District’s fatality data, speeding-related fatalities decreased from 12 in 2009 to 6 in 2010 (50 percent decrease), as shown in Figure 27.

**Figure 27: Speeding Involved in Fatal Crashes**

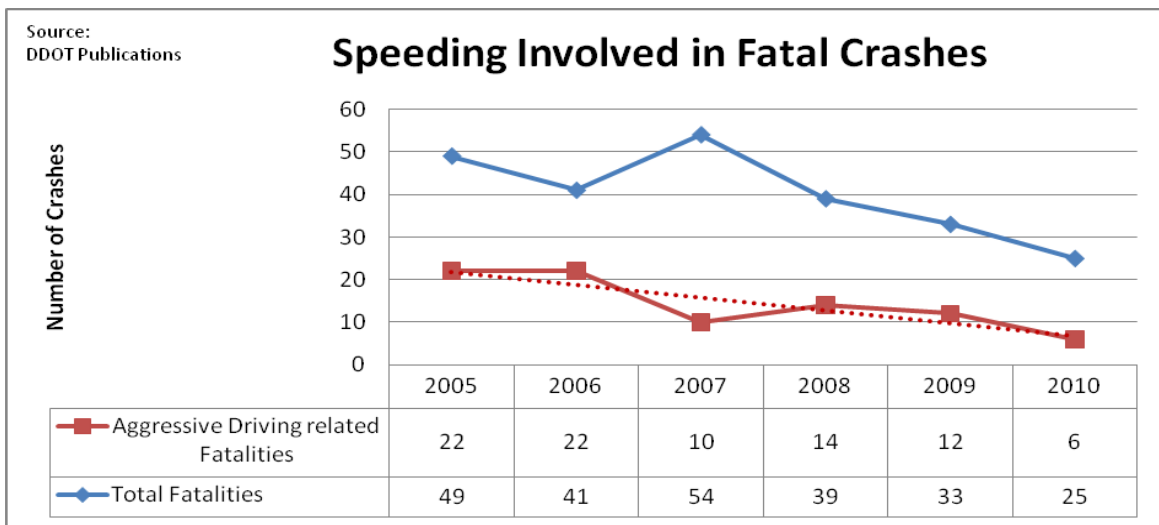
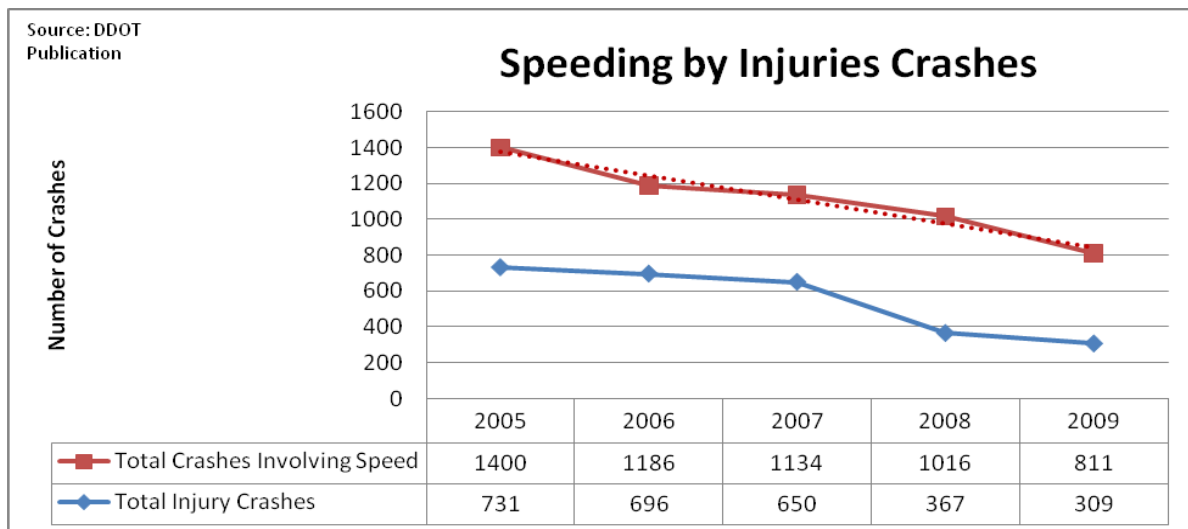


Figure 28 also indicate a significant decrease in the number of crashes involving speed from 1,016 in 2008 to 811 in 2009 (20 percent). Similarly, the total number of injury crashes has also decreased from 367 in 2008 to 309 in 2009 (15.8 percent).

**Figure 28: Speeding by Injuries Crashes**



Based on 2009 data, the most dangerous hours for speed-related crashes are generally between 3:00 p.m. and 4:00 a.m., generally any day of the week, as illustrated in Figures 29 and 30.

Figure 29: Speed-related Crashes by Time of Day

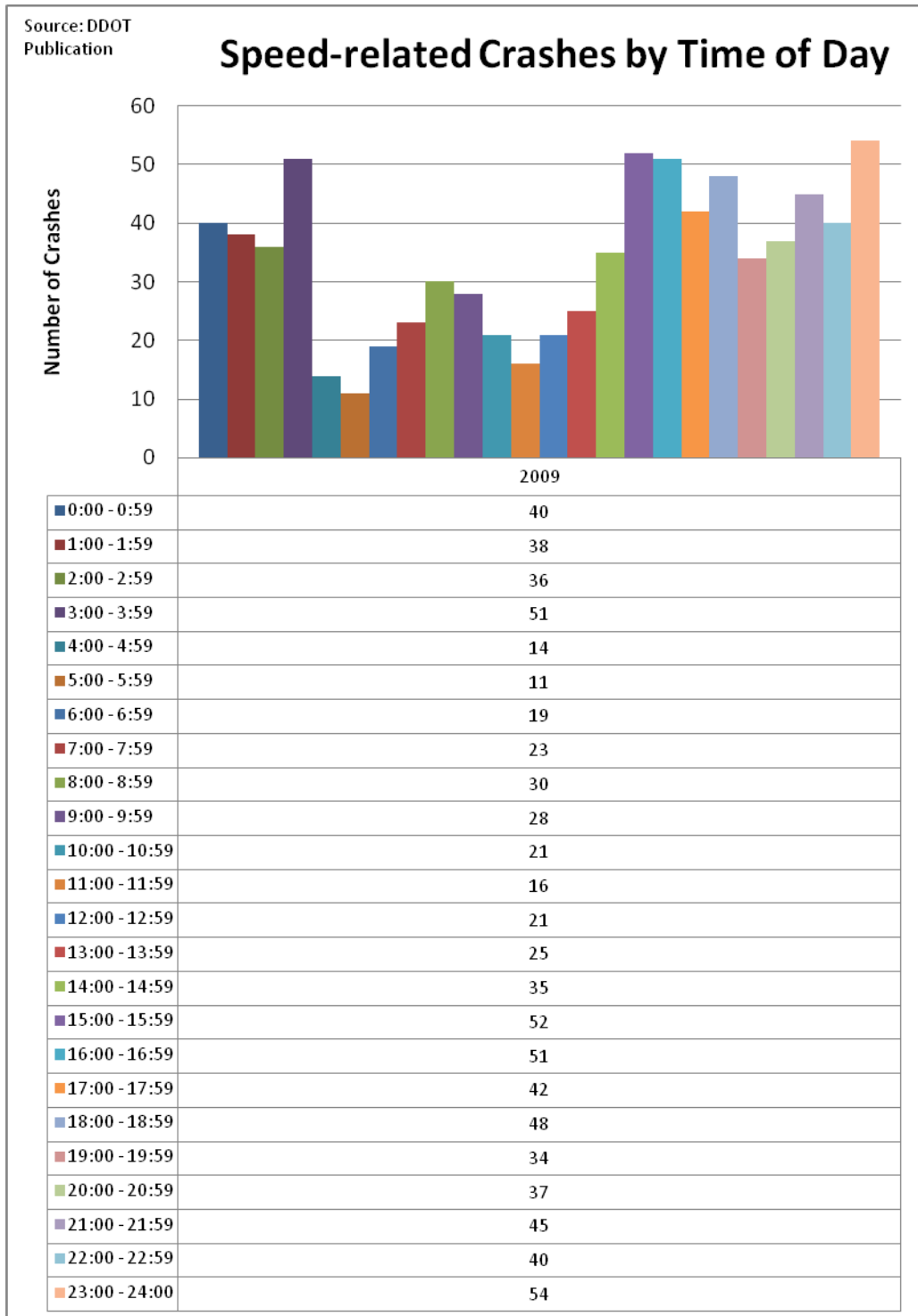
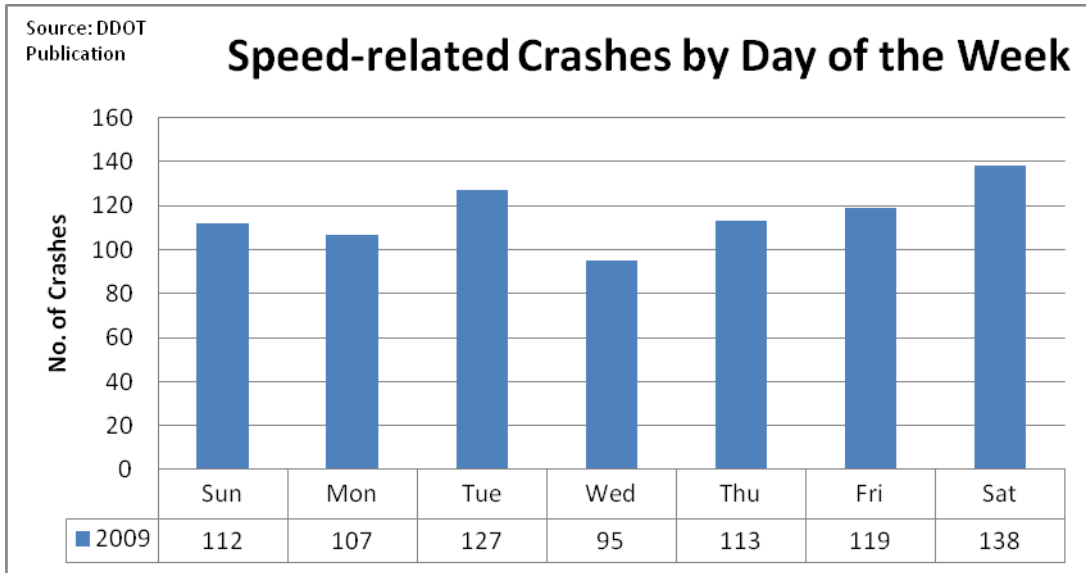
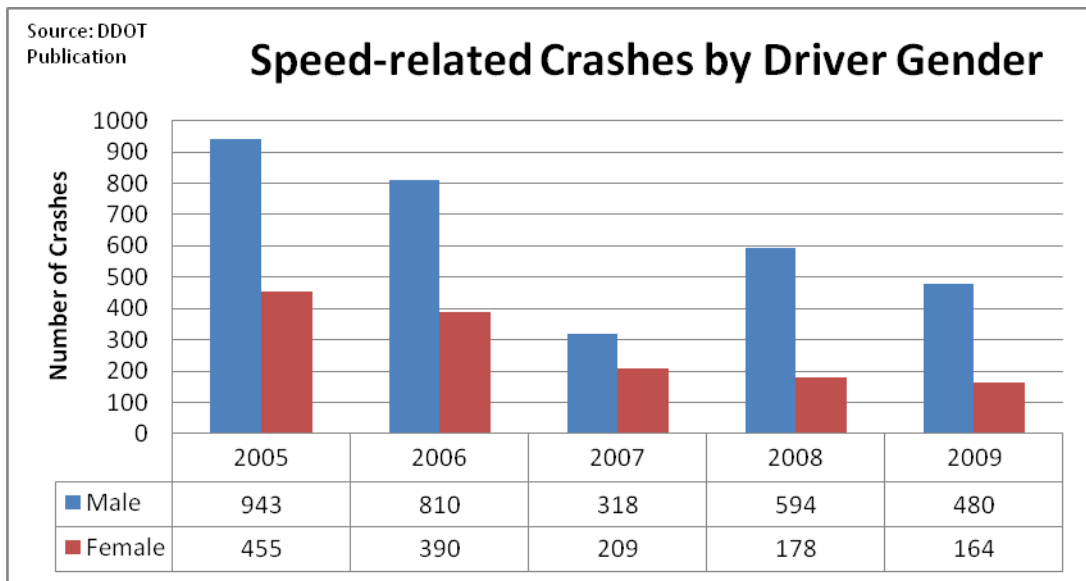


Figure 30: Speed-related Crashes by Day of the Week

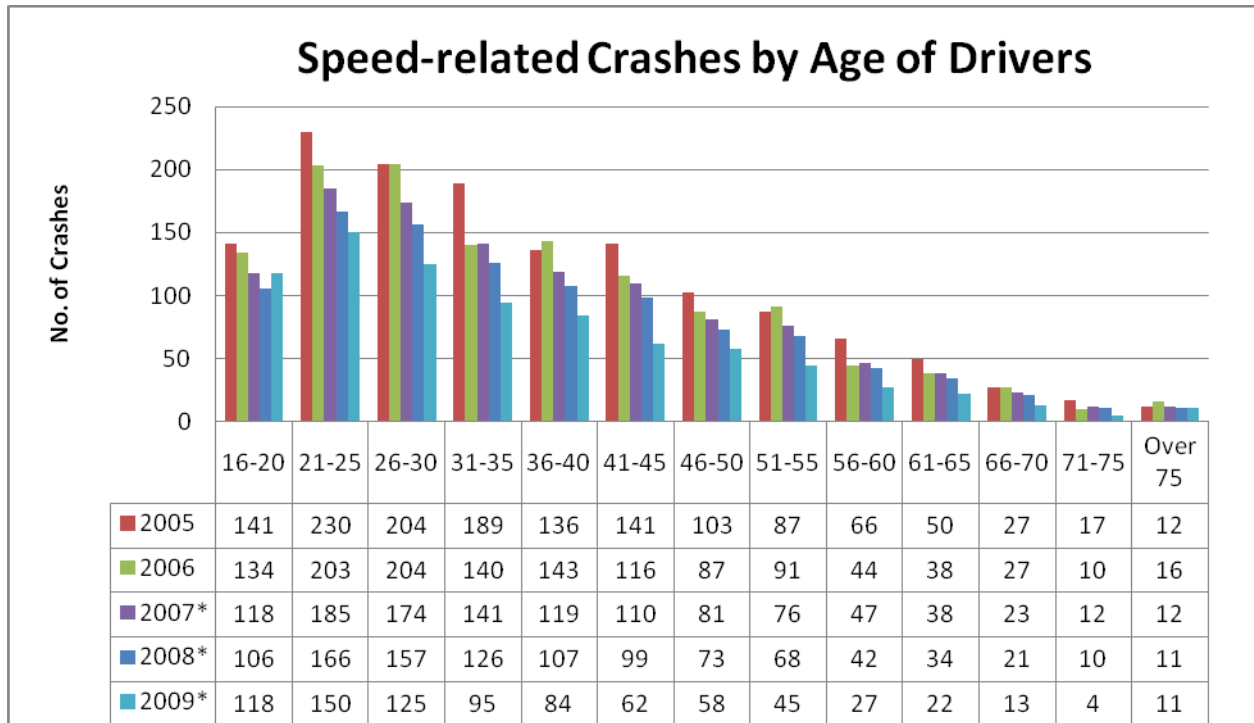


Based on the five-year trend, male drivers between the ages of 21 and 30 were more likely to be involved in speeding-related crashes, as shown in Figures 31 and 32. It should be noted that were there are hit-and-run crashes that involved speed, the age of the driver is not available. As such the total speed-related crashes were apportioned based on the 2005/6 trends.

Figure 31: Speeding-Related Crashes by Driver Gender

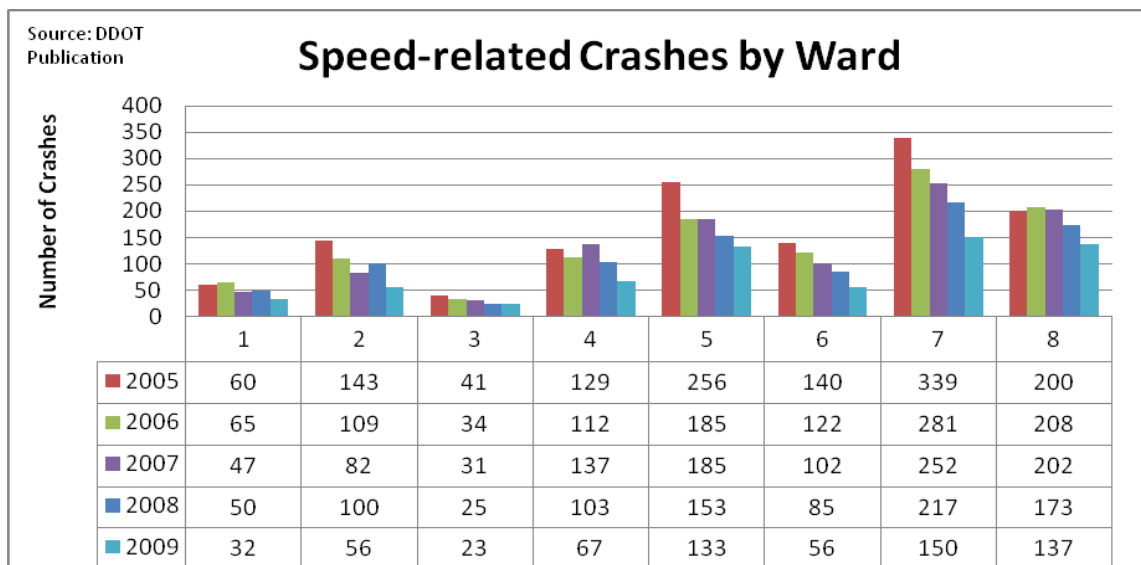


**Figure 32: Speeding-Related Crashes by Age of Drivers**



Based on District crash data, Wards 7, 8 and 5 have the highest average speeding-related crashes. The high-speed corridors are Kenilworth Avenue, Southern Avenue, South Dakota Avenue, Suitland Parkway, Benning Road, New York Avenue and East Capitol Street.

**Figure 33: Speed-related Crashes by Ward**



## Program Area

Based on the last three years of data, it is significant to note that all crashes, injuries and fatalities related to speeding are decreasing. In 2010, 6 out of 25 fatalities were due to aggressive driving (approximately 24 percent of all traffic fatalities). In 2009 there was a significant decrease in speed-related injuries from 367 in 2008 to 309 in 2009 (16 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 (2008-2010) of 13 to 12 by December 31, 2012.

To decrease speeding-related injuries by 11.5 percent from a three-year weight average (2007-2009) of 442 to 391 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	12	12
<b># Aggressive Driving Fatalities (SHSP District Goal)</b>		<b>21</b>	<b>21</b>	<b>20</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>19</b>

**Table 14: Aggressive Driving Injury Performance Measures**

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012
# Aggressive Driving Injuries	731	696	650	367	309	424	407	391
<b># Aggressive Driving Injuries (SHSP District Goal)</b>		<b>713</b>	<b>695</b>	<b>678</b>	<b>661</b>	<b>644</b>	<b>628</b>	<b>613</b>

## Project Activities

### Metropolitan Police Department – Aggressive driving

- Conduct 10 on-duty LIDAR gun enforcement in all seven police Districts, throughout the DC.
- Conduct a projected total of 1,795 man-hours of enforcement during safety compliance checkpoints (SSC's) and saturation patrols (SP's) between (2130-0500), on aggressive driving behaviors throughout the District.
- Conduct 400 man-hours of high visibility enforcement during the Smooth Operator Campaigns.
- Print and distribute 5000 educational materials to educate the public relating to the dangers of aggressive driving and behaviors.

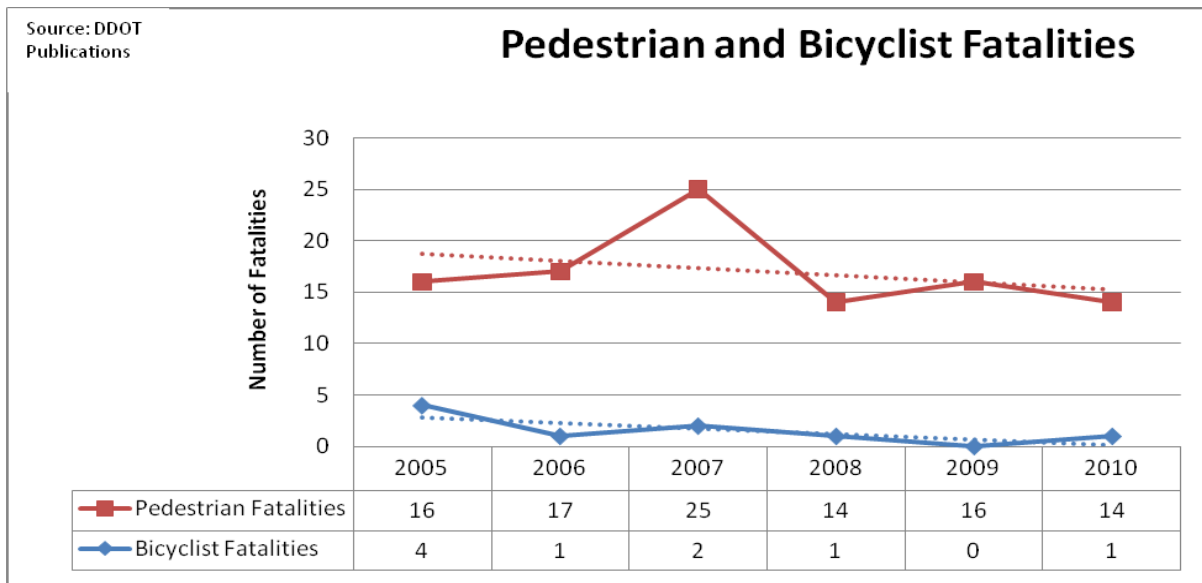
### Paid Media

- 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

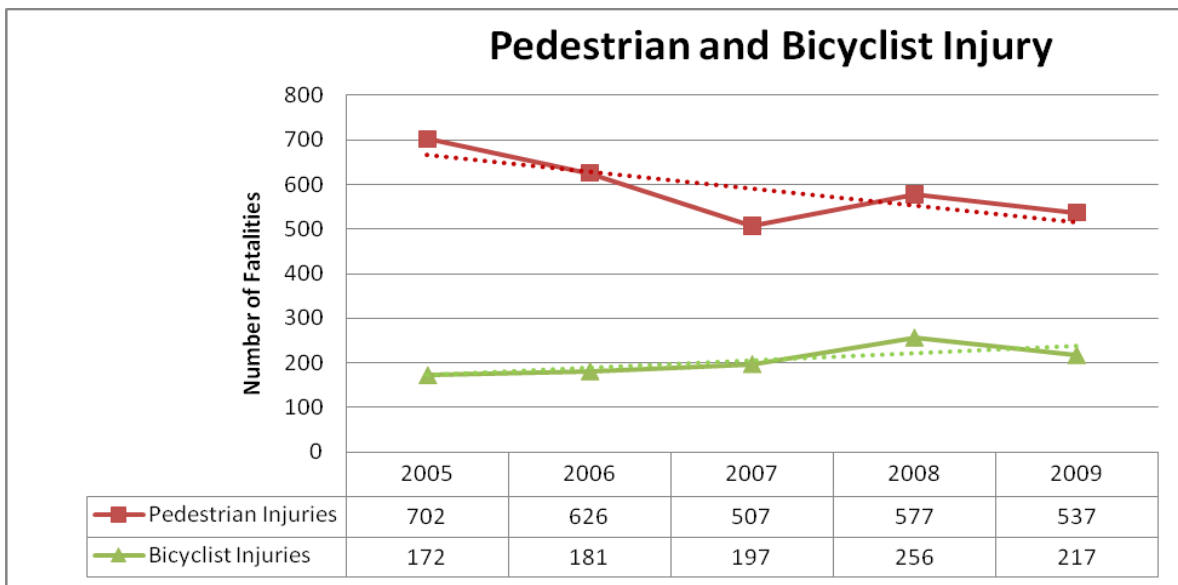
Pedestrians and bicyclists are among our most vulnerable roadway users and when involved in a crash with a motor vehicle, they usually suffer more serious injuries than vehicle occupants do. Based on the District’s fatality data, pedestrian fatalities have decreased from 16 in 2009 to 14 in 2010 (a 12.5 percent decrease), bicycle-fatalities increased from 0 in 2009 to 1 in 2010, as shown in Figure 34.

Figure 34: Pedestrian and Bicyclist Fatalities



The number of pedestrian and bicycle injuries has decreased to 537 and 217 respectively in 2009; 7 and 15 percent decrease from 2008 data, as shown in Figure 35.

Figure 35: Pedestrian and Bicyclist Injuries



The most dangerous days of the week for pedestrian-related crashes are generally Monday to Friday, between the hours from 8:00 am to 6:00 pm, as illustrated in Figures 36 and 37.

Figure 36: Pedestrian/Bicycle-related Crashes by Day of the Week (2009)

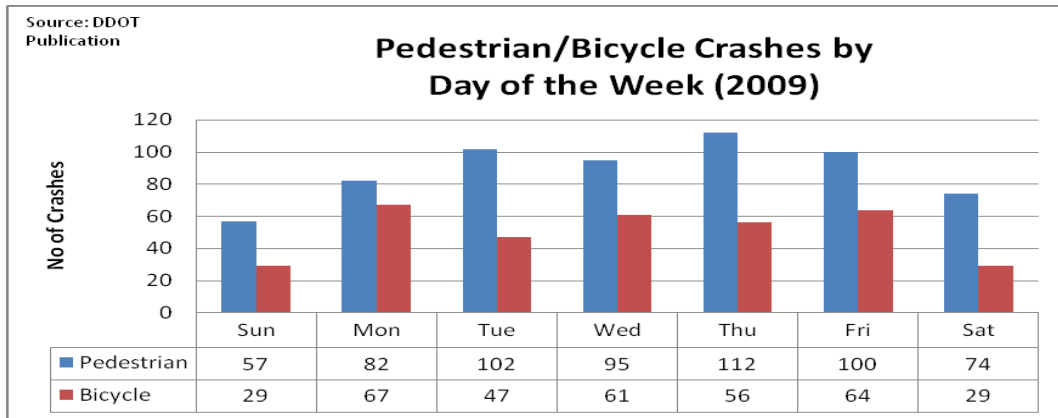
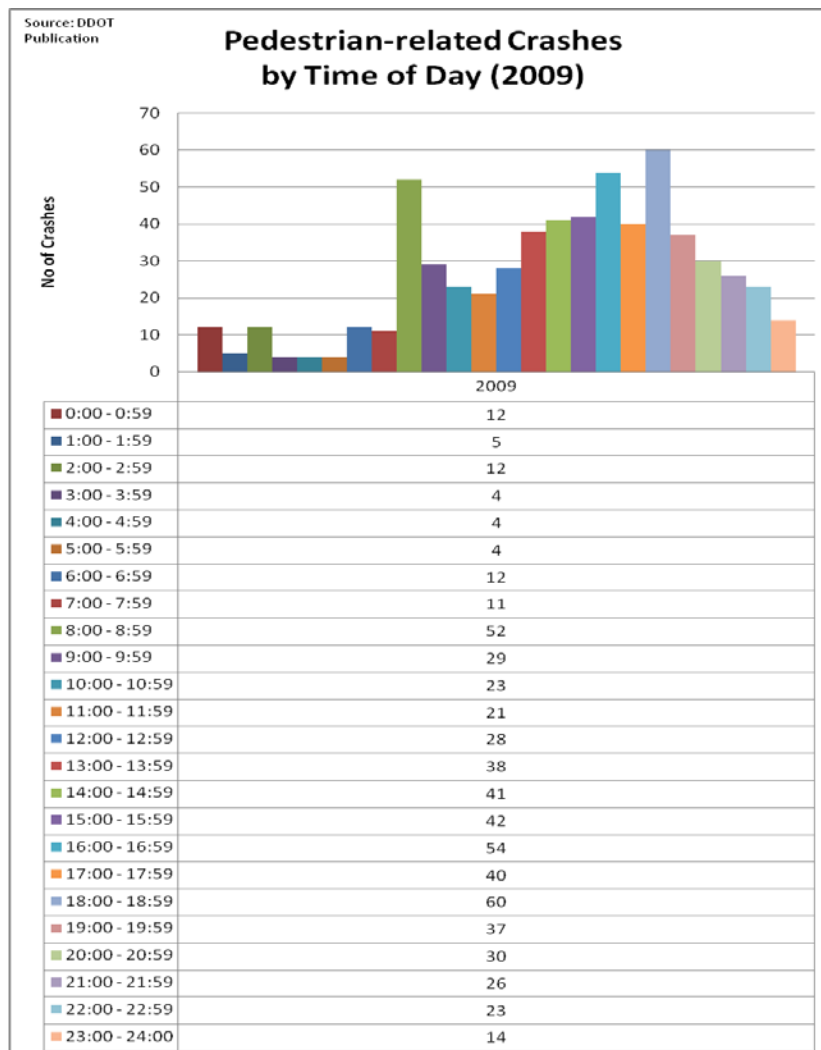


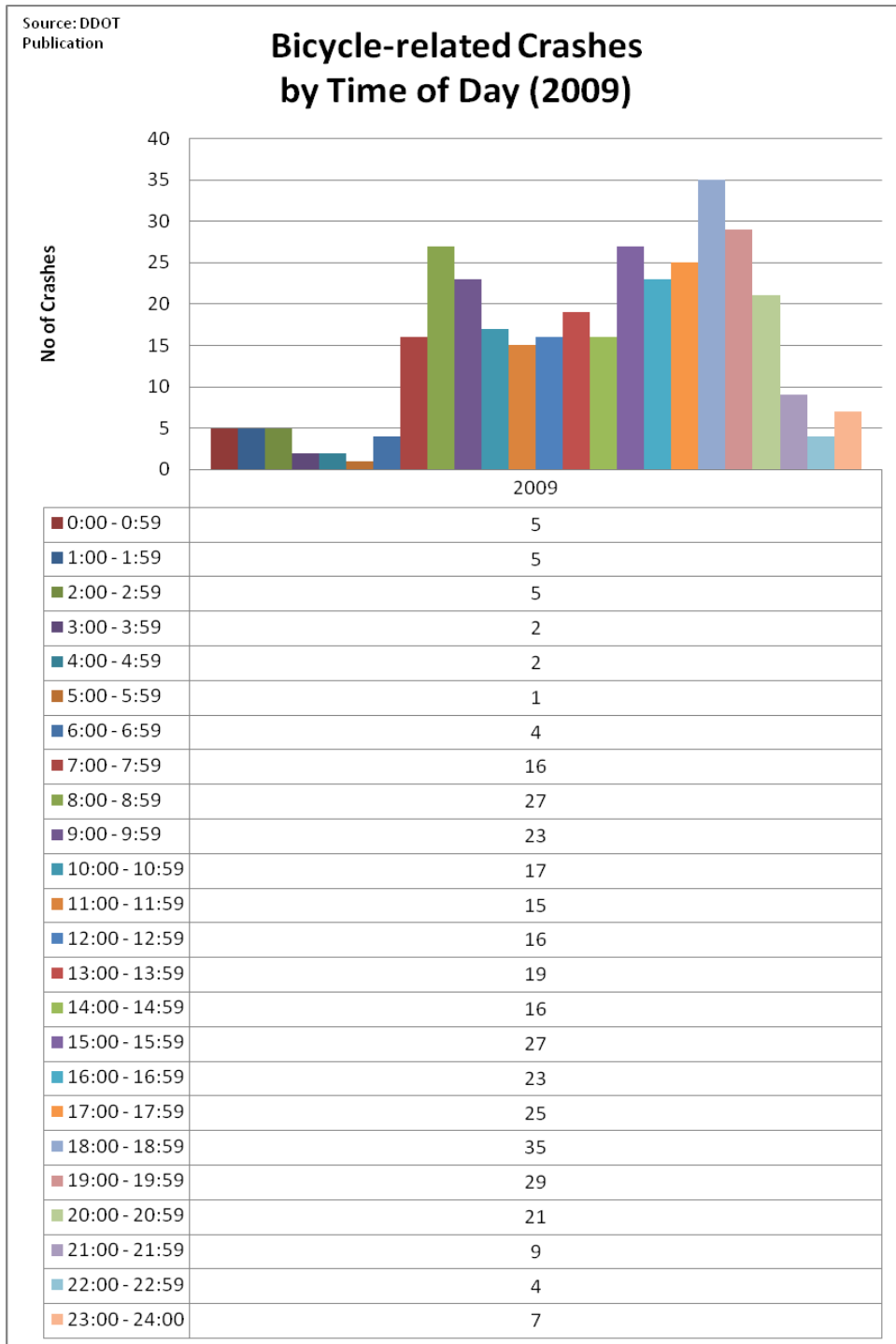
Figure 37: Pedestrian-related Crashes by Time of Day (2009)





The most dangerous days of the week for bicycle-related crashes are generally Monday to Friday, between the hours from 8:00 am to 7:00 pm, as illustrated in Figures 36 and 38.

Figure 38: Bicycle-related Crashes by Time of Day (2009)



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 39.

**Figure 39: Pedestrian Involvement by Age**

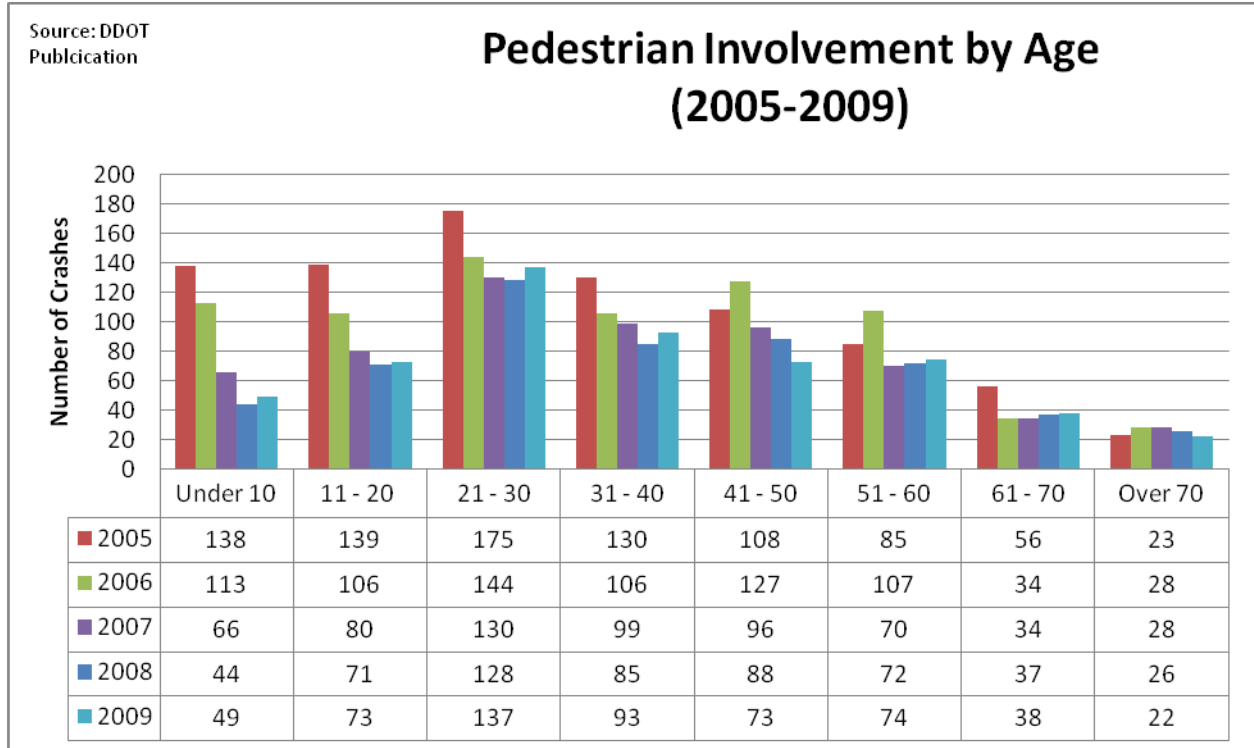
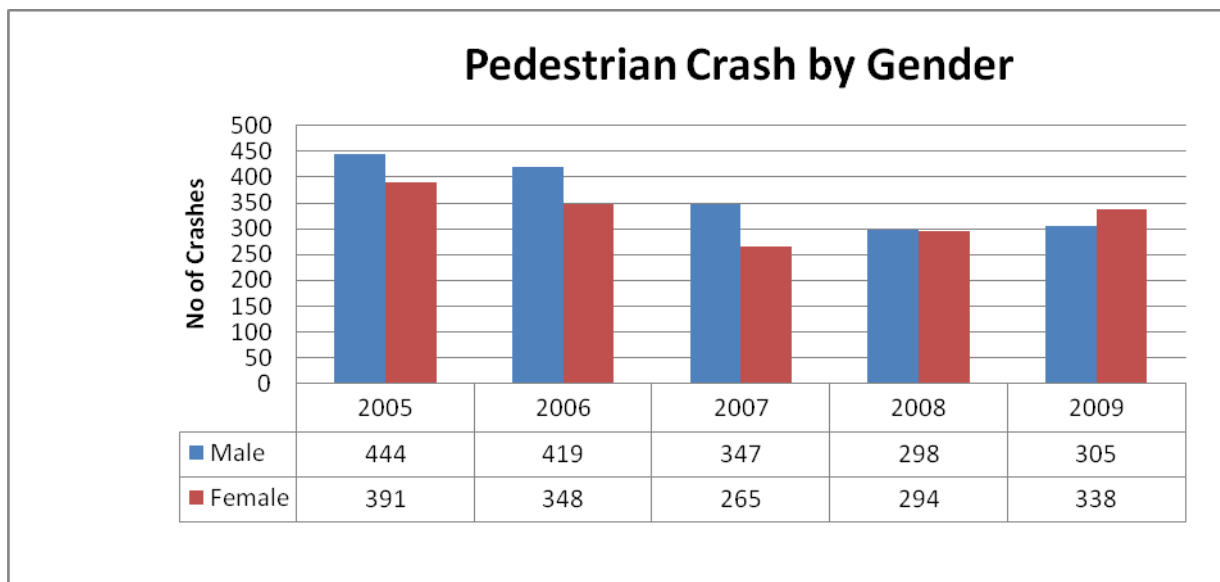


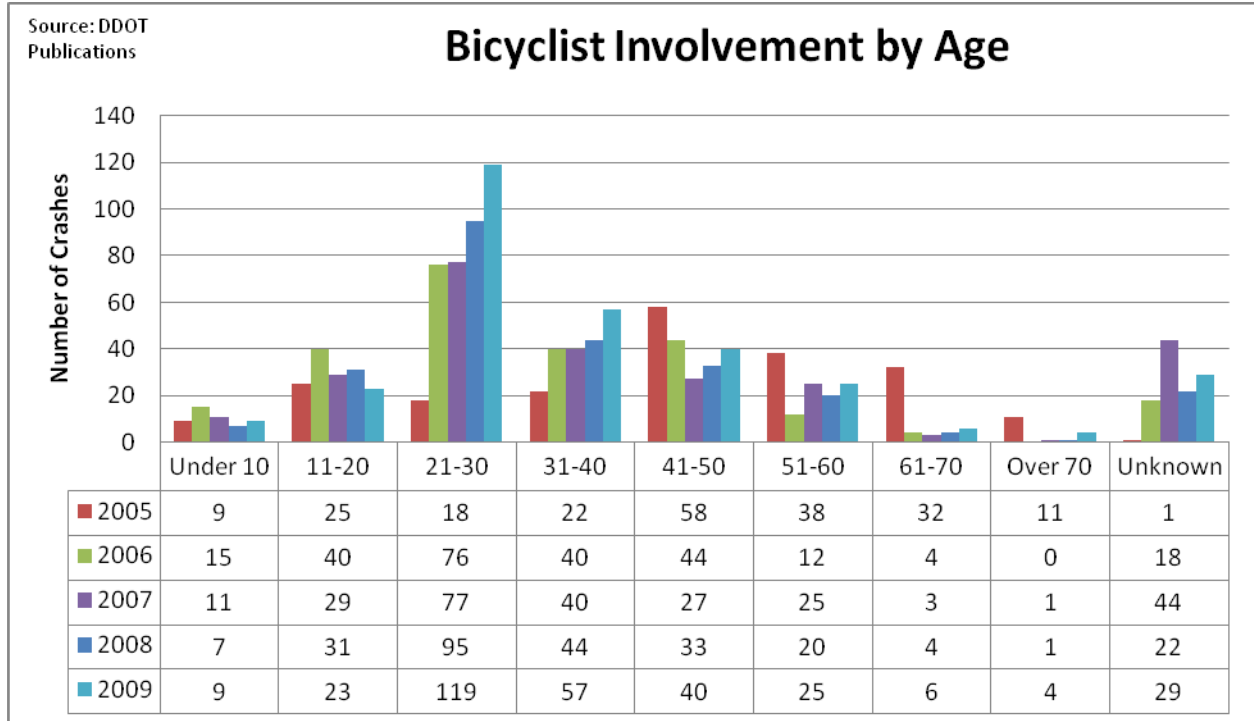
Figure 40 reveals that in 2009 there was a slight change in female pedestrians were more likely to be involved in crashes than males, by 10.8 percent.

**Figure 40: Pedestrian Crash by Gender**

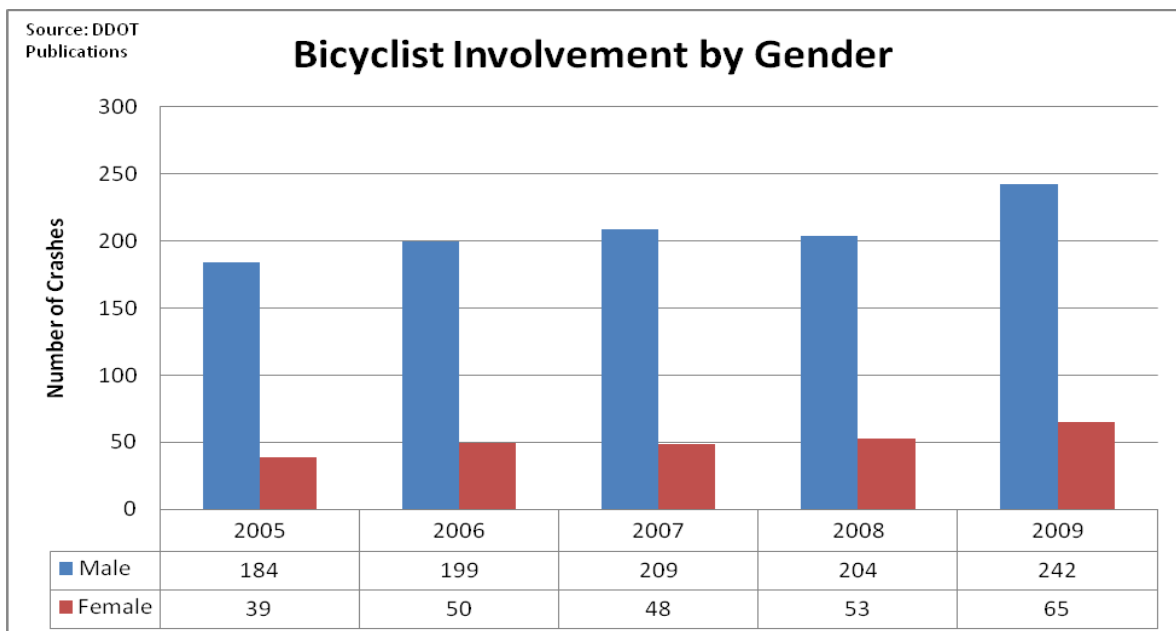


The 21 – 30 year old bicyclist age groups have the highest percentage of involvement in crashes. A male bicyclist has a significantly higher involvement rate in crashes of (73 percent) than a female bicyclist, as shown in Figures 41 and 42.

**Figure 41: Bicyclist Involvement by Age**

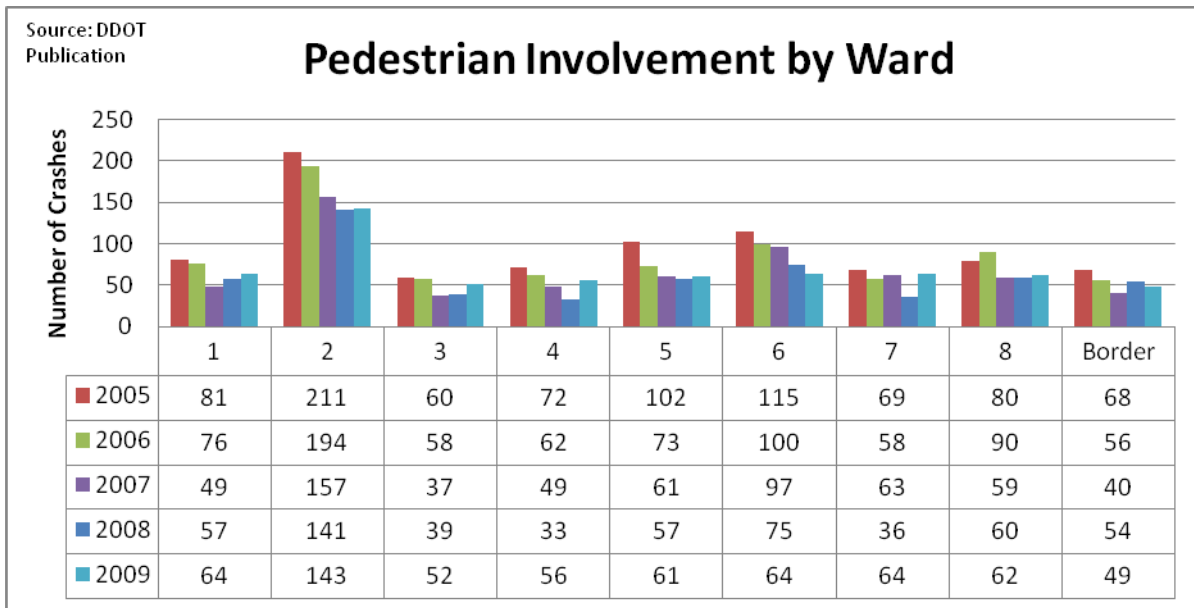


**Figure 42: Bicyclist Involvement by Gender**



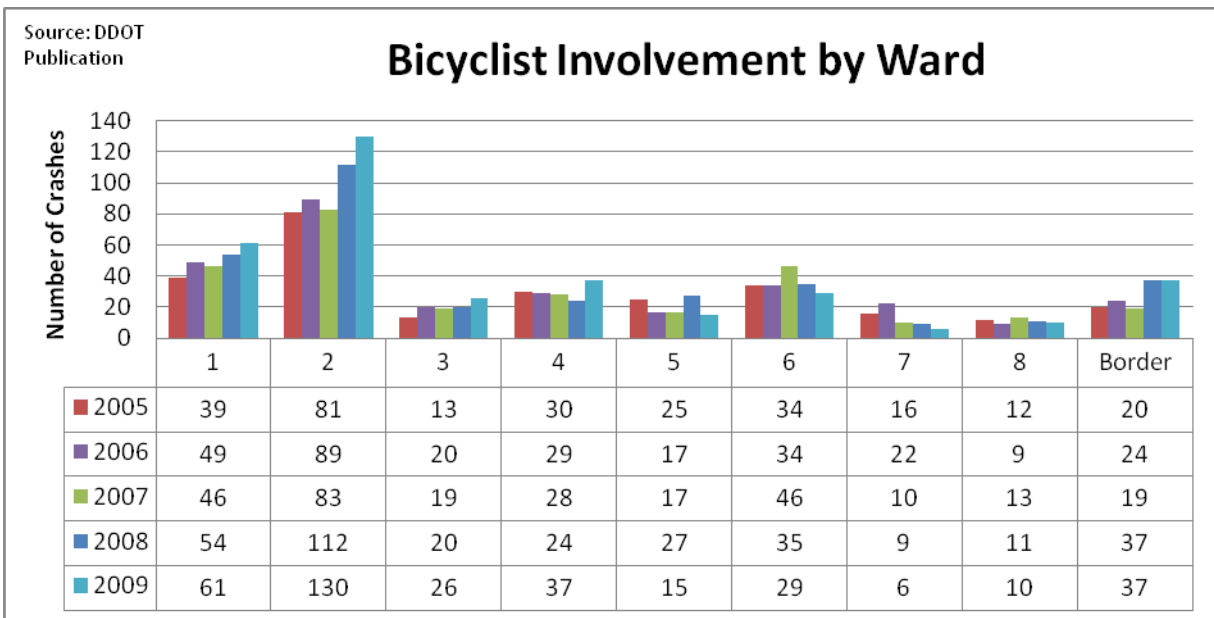
Ward 2 had the highest proportion of crashes involving a pedestrian, followed by Ward 6, as shown in Figure 43.

**Figure 43: Pedestrian Involvement by Ward**



Ward 2 had the highest proportion of crashes involving a bicyclist, followed by Ward 1, as shown in Figure 44.

**Figure 44: 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.

There is concern that with the added 50 miles of bike lanes and over 3,000 users per day, bicycle injuries and fatalities could rise. Approximately 2 percent of workers in the District bike to work and DDOT is planning to add even more bike lanes in 2012.

In 2010, there were 14 pedestrians (56 percent) and 1 bicyclist fatalities out of the 25 total fatalities. This is an increase from 2009, where there were 16 pedestrians (48 percent) and 0 bicyclist out of 33 total fatalities. This trend indicates that the District's efforts, such as outreach campaigns like "Street Smart," radio PSAs, and education, are succeeding.

Also, in 2009 pedestrian and bicycle injuries are on a downward trend. However with the expectation of more bicyclists on the District roadways, a more rigorous strategies towards bicycle safety needs to be implemented.

It is significant to note that the 2010 goal set for pedestrian and bicycle related fatalities, and the 2009 goal set for pedestrian-related injuries, as stated in SHSP has been met. However, the number of bicycle-related injuries did not meet the SHSP goal, as shown in Table 18. As such, strategies that are more rigorous need to be implemented in order to achieve the 2012 goals.

Pedestrian and Bicycle safety strategies include:

- Increase enforcement for pedestrian, bicyclist and driver violations at high crash locations.
- Implementing the Pedestrian Master Plan.
- Implementing the Bicycle Master Plan.

## Performance Goal – Pedestrian

To decrease pedestrian-related fatalities by 20 percent from a three-year weight average (2008-2010) of 15 to 12 by December 31, 2012.

To decrease pedestrian-related injuries by 13 percent from a three-year weight average (2007-2009) of 540 to 478 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	14	13	12
<b># Pedestrian Fatalities (SHSP District Goal)</b>		<b>16</b>	<b>15</b>	<b>15</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>13</b>

**Table 16: Pedestrian Injury Performance Measures**

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012
# Pedestrian Injuries	702	626	507	577	537	519	498	478
<b># Pedestrian Injuries (SHSP District Goal)</b>		<b>761</b>	<b>741</b>	<b>723</b>	<b>705</b>	<b>687</b>	<b>670</b>	<b>653</b>

## Performance Measures – Bicyclist

To maintain bicycle-related fatalities from a three-year weighted average (2008-2010) of 1 to 1 by December 31, 2012.

To decrease bicycle-related injuries by 16 percent from a three-year weighted average (2007-2009) of 223 to 188 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
<b># Bicycle Fatalities (SHSP District Goal)</b>		<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>

**Table 18: Bicyclist Injury Performance Measures**

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012
# Bicyclist Injuries	172	181	197	256	217	211	199	188
<b># Bicyclist Injuries (SHSP District Goal)</b>		<b>195</b>	<b>190</b>	<b>185</b>	<b>181</b>	<b>176</b>	<b>172</b>	<b>168</b>

## Project Activities

### Metropolitan Police Department – Enforcement

- Conduct a total 2,262 man-hours of enforcement for both driver and pedestrian violations at known high pedestrian and vehicle collision locations/intersections. Focus on both in and out of crosswalk and with or without cross signal violations.
- Conduct 1,062 man-hours of enforcement of both driver and bicyclist violations high hazard intersections and bike lane corridors. Focus on District biking regulations including use of helmet violations etc.
- Conduct 1,200 man-hours of enforcement during the fall and spring/early summer Street Smart Campaign in all districts but with added emphasis in MPD Seventh, First, Second and Third Districts, which is where the majority of pedestrian and bicycle fatalities occur based on MPD/DDOT data.
- Educate 2,700 officers on MPD online SITELMS Bicycle and Pedestrian training module.

### Paid Media

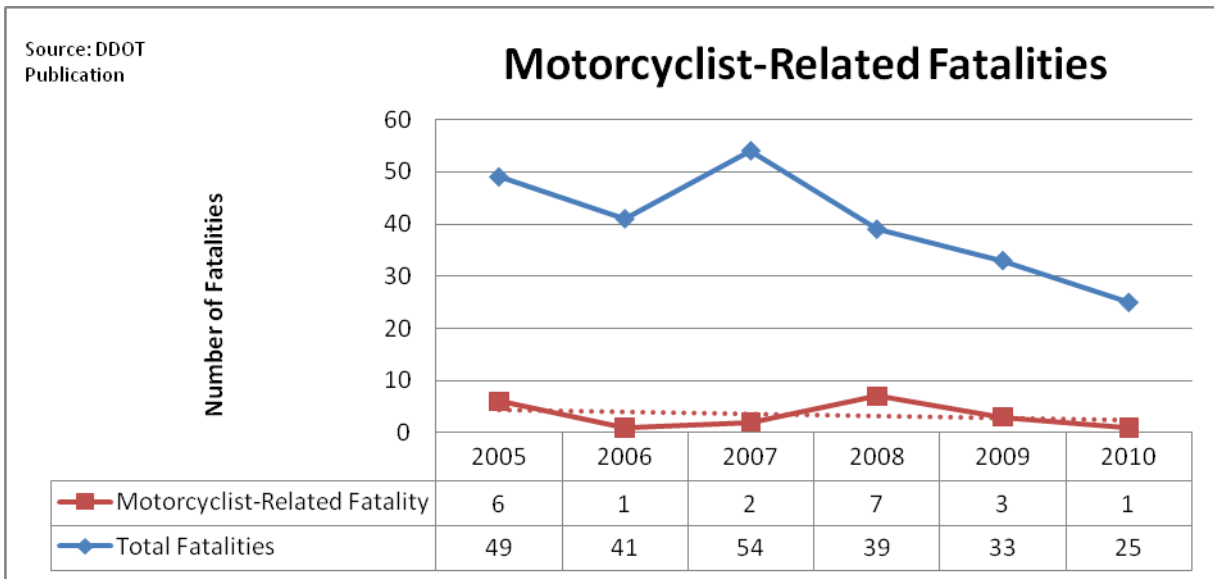
- Street Smart Campaign (fall and spring)
  - 500 spots (10,000,000 impressions) via radio.
  - Outdoor advertising: 150 bus sides; 450 bus cards; 20 bus shelters (30,000,000 impressions)
  - Pre-roll videos and in-banner videos geotargeted to reach metro DC audience; 5,000,000 total impressions.
  - 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 by 66 percent; from 3 fatalities in 2009 to 1 fatalities in 2010, as shown in Figure 45.

Figure 45: Motorcyclist -Related Fatalities



The data revealed that the motorcyclist involved in a fatal crash was wearing a helmet, as shown in Figure 46.

Figure 46: Motorcyclist Fatalities by Helmet Use

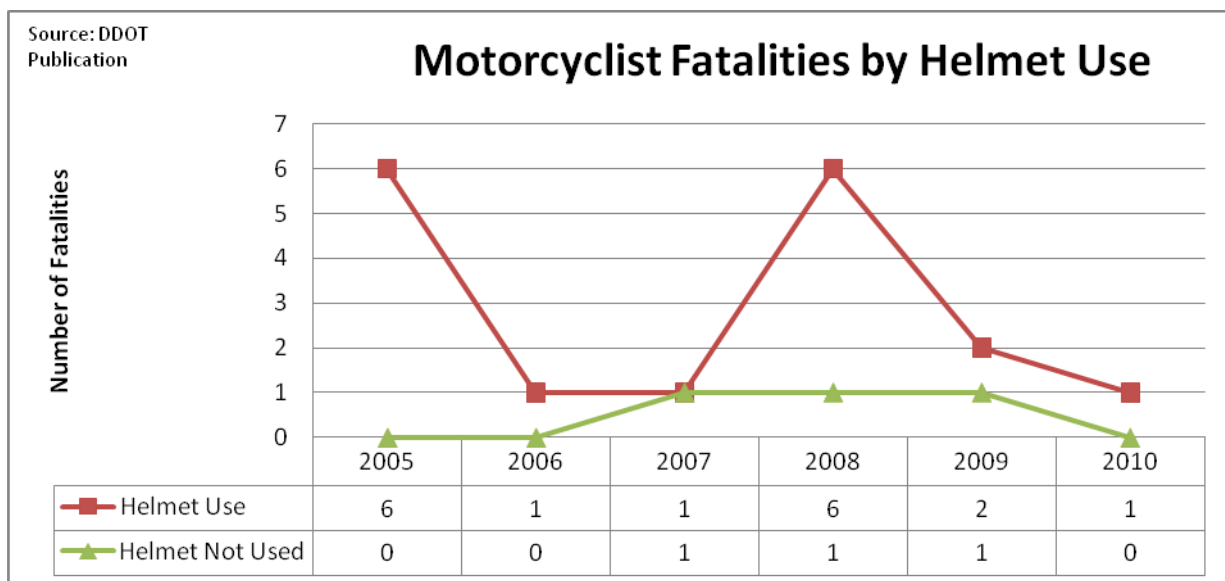
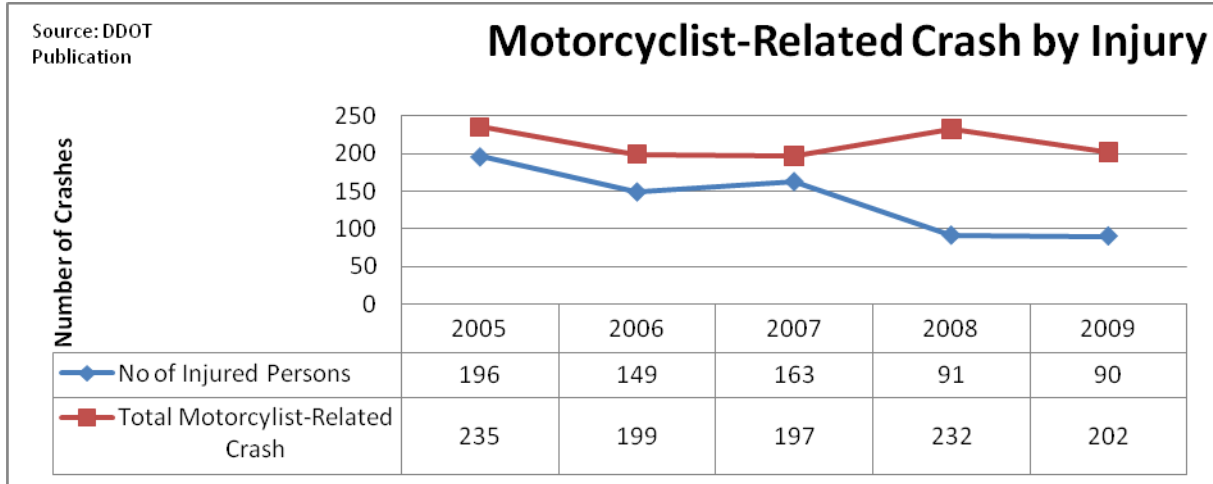




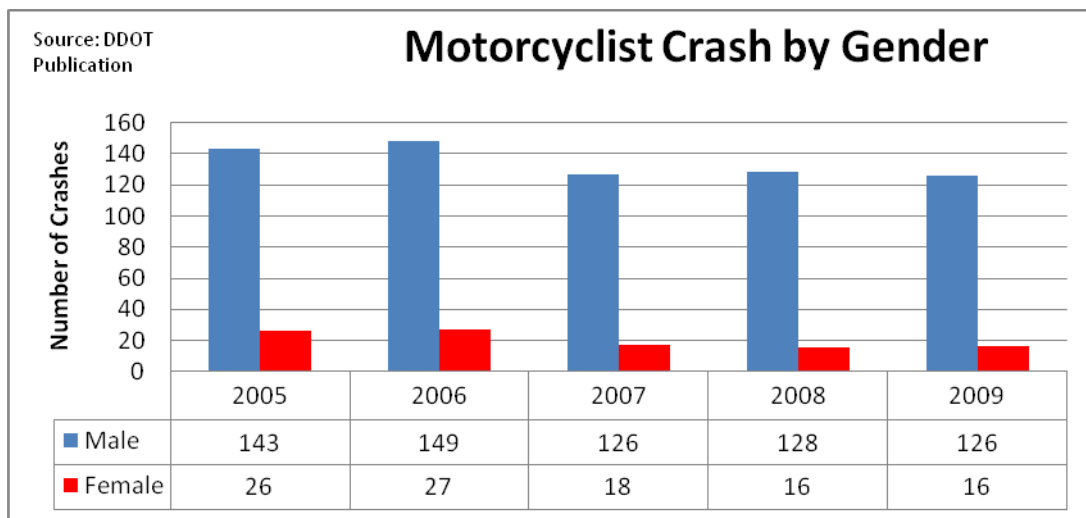
Figure 47 reveals that the number of injured persons has slightly decreased from 91 in 2008 to 90 in 2009. However, the rate of injury involved in a motorcycle crashes increased from 39.2 percent in 2009 to 44.6 percent in 2009; a 5.4 percent increase.

**Figure 47: Motorcyclist-Related Crashes by Injuries**

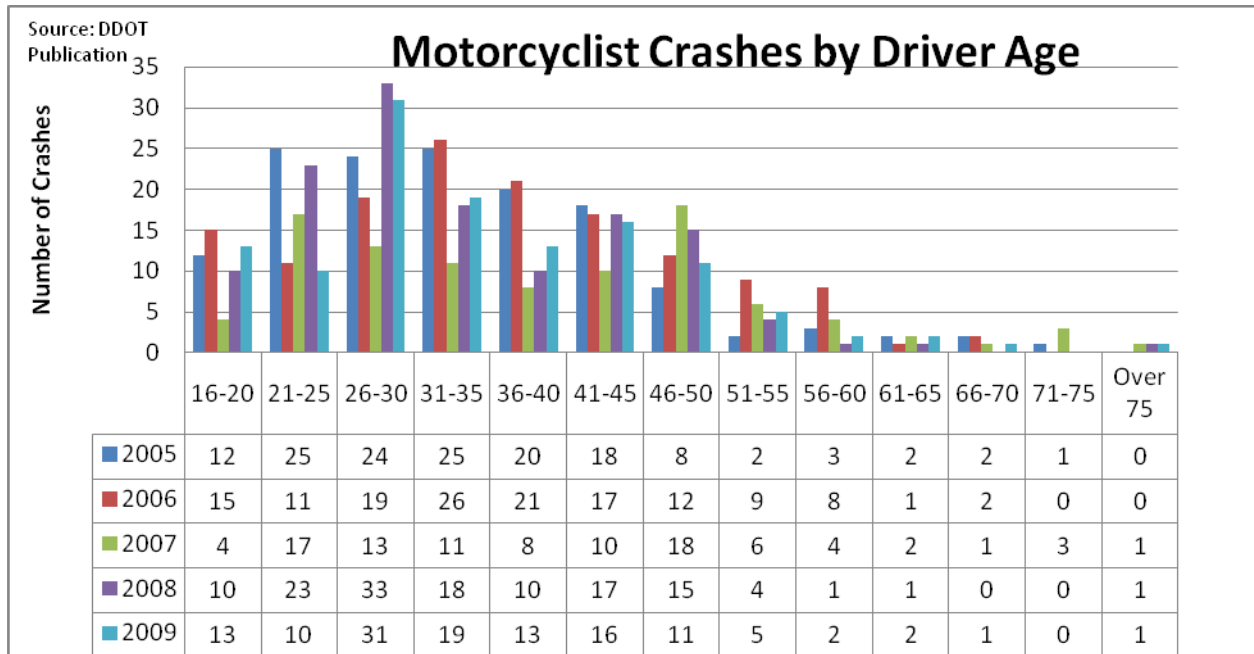


Generally, male drivers between the ages of 21 and 35 are at a higher risk of being involved in a motorcyclist-related crash. Further, there seemed to be an increase in the number of crashes for drivers between the ages of 41 and 50.

**Figure 48: Motorcyclist Crash by Gender**

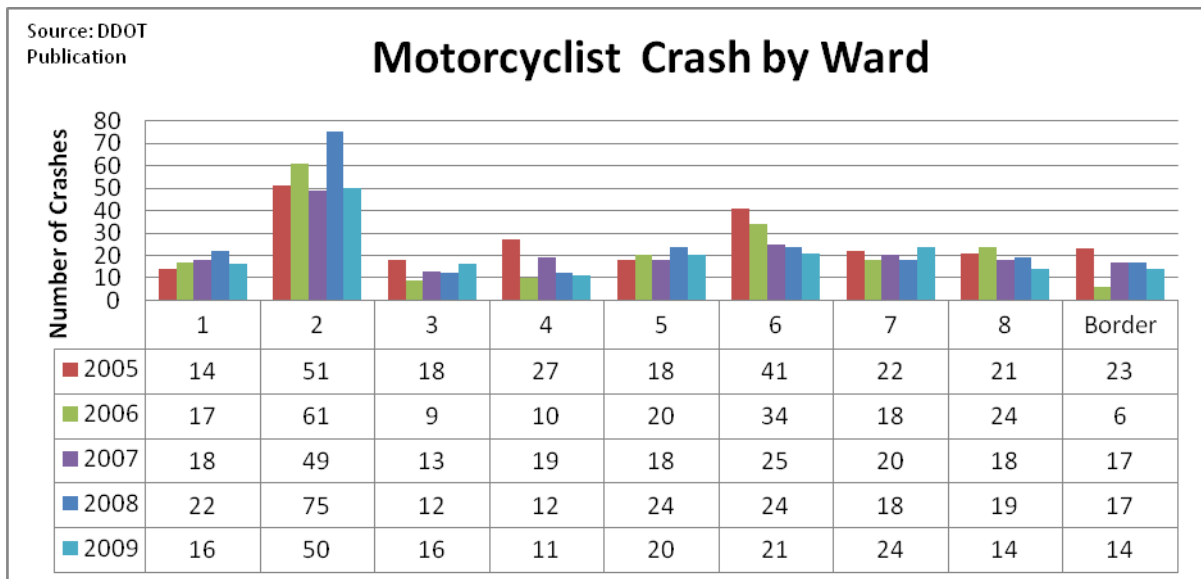


**Figure 49: Motorcyclist Crashes by Driver Age**



Wards 2 and 6 had the highest proportion of involvement in crashes, as shown in Figure 50.

**Figure 50: Motorcyclist Crashes by Ward**



## Program Area

In 2010, 1 out of 25 fatalities involved motorcyclist (approximately 4 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 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, such as:

- Increase enforcement and media
- Review of data to improve crash data records.

## Performance Goal

To decrease motorcyclist fatalities by 25 percent from a three-year weight average (2008-2010) of 4 to 3 by December 31, 2012.

To decrease motorcyclist injuries by 12 percent from a three-year weight average (2007-2009) of 115 to 101 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	1	3	3
<b># Motorcyclist Fatalities (SHSP District Goal)</b>		<b>6</b>	<b>6</b>	<b>6</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>

**Table 20: Motorcyclist Injury Performance Measures**

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012
# Motorcyclist Injuries	196	149	163	91	90	110	106	101
<b># Motorcyclist Injuries (SHSP District Goal)</b>		<b>150</b>	<b>146</b>	<b>143</b>	<b>139</b>	<b>136</b>	<b>132</b>	<b>129</b>

## Project Activities

- **Metropolitan Police Department – Motorcycle Safety**
  - Conduct 2 additional Motorcycle Safety Enforcement Checkpoints.
  
- **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 2005-2010**
  - Review all fatality data and compare to driver history.
  - Review all injury data between 2007 and 2010 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 achievements by agency are as follows:

### **MPD Highlights:**

- May, 2008—PD-10 Electronic crash data application system (Phase 1) rolled out
- December, 2008—805 MPD patrol vehicles were outfitted with tough book laptops
- 2009 - Truck inspection application (ASPIN) in use by all MPD – Motor Carrier Unit staff
- April, 2010—185 hand-held ticket writing units for non-DPW ticket writers deployed
- July, 2010—MOU signed giving DDOT access to both user interface and database
- December, 2010—90% of all crash reports being entered electronically
- May, 2011—Justice Information System (JUSTIS), an automation/data sharing project to share arrest data from MPD with the USAO, OAG, Pretrial, Public Defender, Parole, and the DC Superior Court. Testing of Phase I is ongoing (data from MPD thru prosecutors and Pretrial to the courts) with expected live deployment proposed in late 2011
- Fall 2011- updated electronic crash reporting system in use

### **DDOT Highlights:**

- December, 2010—DDOT have access to crash data within 24 hours of the crash 85% of the time.
- Enhancement to TARAs to improve timeliness/accuracy reporting.

#### DMV Highlights:

- August, 2008—Nightly data exchange between DMV and SCDC for convictions relating to DUI, DWI, and drugs
- December, 2008—Web-based scheduling system completed for DMV hearings to inform MPD officers
- September, 2009—Implemented new-driver knowledge test, including new driver manual
- November, 2009—Web capabilities for public to view all documents and images associated with a ticket (RLR and photo enforcement)
- March, 2010— Performance and Registration Information Systems Management Program (PRISM) project completed
- May, 2011—validating vehicle insurance information in DESTINY. The real-time inquiry/response informs DMV whether the insurance is confirmed or unconfirmed based on insurance information gathered from various reporting companies.

#### OAG Highlights:

- August, 2009—Two Traffic Resource Safety Prosecutor (TRSP) responsible for reviewing all incoming DUI/DWI cases and responsible for providing training, education, and technical support (breath test procedures and instruments, search for clues, etc) to traffic crimes prosecutors and law enforcement agencies
- DUI prosecutor, in place since January 2008, regularly files expert notices on cases that the officer conducted the Horizontal Gaze Nystagmus (HGN) test and files expert notice for Drug Recognition Expert (DRE) officers and toxicologists.
- March, 2011—Law enforcement agencies initiated training trainers for LEADRS. Expected roll-out in Fall 2011.

#### DOH Highlights:

- Trauma software purchased in 2011. Waiting grant funding for implementation.

#### FEMS Highlights:

- 2008 — Electronic system in place and compliant with NEMISIS
- 2010 - 147,163 FEMS runs entered out of 225,549 records (65% of total runs) in electronic database – NEMIS compliant.

#### OCTO Highlights:

- MARs updated weekly
- SIS updated quarterly

## 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.

**FY 2011 – (\$149,675)** 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 & 2011 – 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, and 2011 – (\$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 – (\$972,388)** Eligible based on low fatality rate.

**FY 2011** – DC qualifies based on low fatality rate but amount is unknown 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)**

**FY 2011 – (\$78,399)**

## 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 9 percent from a three-year (2009-2010) weight average of 11 to 10 by December 31, 2012.

To decrease alcohol impaired driving injuries by 12 percent from a three-year (2007-2009) weight average of 142 to 125 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 2012 Impaired Driving Projects

<b>Project Number</b>	PA-2012-01
<b>Project Title</b>	Planning and Administration
<b>Project Goals/Description</b>	Salaries, benefits, travel, services, supplies, and office equipment will be funded for administrative personnel: HSO Coordinator, Project Assistants and Research Analyst.
<b>Funding Source</b>	Section 402

<b>Project Number</b>	AL-2012-03
<b>Project Title</b>	Alcohol Enforcement – MPD
<b>Project Goals/Description</b>	To increase the accuracy of impaired driving arrest and prosecution by redeveloping a Breath Testing Program that follows National Highway Traffic Safety Administration (NHTSA) and the American Society of Crime Laboratory Directors (ASCLD) standards.  To decrease the number of alcohol-related fatalities by 10% from 9 in 2010 to 8 in 2012 in the District of Columbia.
<b>Funding Source</b>	Section 402

<b>Project Number</b>	AL-2012-03
<b>Project Title</b>	Washington Regional Alcohol Program (WRAP)
<b>Project Goals/Description</b>	<p>To increase knowledge and awareness of the dangers of alcohol by promoting healthy decisions through direct educational programs at local public and private high schools and community groups in the District of Columbia.</p> <p>To increase community outreach opportunities outside of the school environment.</p> <p>To reduce the number of alcohol-related traffic fatalities in the District of Columbia by 5% from 7 in 2009 to 6 in 2012.</p> <p>To increase responsible choices regarding alcohol among those 21 and over through increased reach of WRAP's educational programs and printed materials.</p> <p>To increase educational outreach to the public on the risks and consequences of impaired driving through media campaigns and printed materials.</p> <p>To increase recognition of area leaders for their efforts in fighting impaired driving and/or underage drinking.</p>
<b>Funding Source</b>	Section 402

<b>Project Number</b>	AL-2012-03
<b>Project Title</b>	Office of the Attorney General
<b>Project Goals/Description</b>	<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"> <li>• DUI prosecutor is essential for the effective and efficient prosecution of DWI, DUI, and other serious offenses.</li> <li>• 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.</li> </ul> <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"> <li>• 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.</li> </ul>
<b>Funding Source</b>	Section 402

<b>Project Number</b>	AL-2012-03
<b>Project Title</b>	Alcohol Enforcement – Equipment
<b>Project Goals/Description</b>	To support enforcement agencies with training, equipment and education that will effectively improve the highway safety.
<b>Funding Source</b>	Section 402

<b>Project Number</b>	PM-2012-14
<b>Project Title</b>	Paid Advertising – Checkpoint Strikeforce Regional Impaired Driving Campaign
<b>Project Goals/Description</b>	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
<b>Funding Source</b>	Section 402

**Table 21: Impaired Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
PA-2012-01	Planning and Administration	\$95,000.00	Section 402
AL-2012-03	Alcohol Enforcement – MPD	\$250,000.00	Section 402
	Washington Regional Alcohol Program	\$100,000.00	Section 402
	Office of the Attorney General	\$284,000.00	Section 402
	Alcohol Enforcement – Equipment/Training	\$100,000.00	Section 402
PM-2012-14	Paid Advertising – Checkpoint Strikeforce Regional Impaired Driving Campaign	\$125,000.00	Section 402
<b>402 Total</b>		<b>\$944,000.00</b>	
<b>Total All Funds</b>		<b>\$944,000.00</b>	

## Occupant Protection Program Area

### Performance Goal

To decrease unrestrained passenger vehicle occupant fatalities in all seating positions by 23 percent from a three-year (2007-2009) weight average of 13 to 10 by December 31, 2012.

To maintain seatbelt usage above 90 percent by 2012.

### FY 2012 Occupant Protection Projects

<b>Project Number</b>	<b>OP-2012-05</b>
<b>Project Title</b>	<b>Occupant Enforcement – MPD</b>
<b>Project Goals/Description</b>	To reduce the number of unbelted drivers and passengers involved in a traffic-related crash. To increase or maintain the District’s high seatbelt compliance rate.
<b>Funding Source</b>	Section 402

<b>Project Number</b>	<b>OP-2012-05</b>
<b>Project Title</b>	<b>Associates for Renewal in education – Teen Highway Safety Program</b>
<b>Project Goals/Description</b>	To educate teens of the dangers of cell phone use and text-messaging while driving. To educate participants on the District of Columbia’s “Click It or Ticket”, “Over the limit, Under Arrest” and “Smooth Operator” laws and the national “Buckle Up America” campaign. To emphasize the importance of seat belt use to teens in the District of Columbia. To increase teenagers’ awareness about the dangers of drinking and driving. To emphasize the importance of pedestrian safety.
<b>Funding Source</b>	Section 402

<b>Project Number</b>	<b>K2-2012-05</b>
<b>Project Title</b>	<b>Occupant Protection Survey 2012 &amp; Educational Outreach</b> <b>2012 Occupant Protection Program</b> <b>Various Occupant Protection Projects for MPD 2012</b>

<b>Project Description</b>	<p>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.</p> <p>Training, purchase of car seats, education, outreach to community, materials/supplies, and Child Passenger Safety Program Manager.</p> <p>Enforcement of child passenger safety laws and safety seats checkpoint.</p>
<b>Funding Source</b>	Section 405

<b>Project Number</b>	<b>K4-2012-08, K4OP-2012-05</b>
<b>Project Title</b>	<b>Seat Belt Incentive Program Occupant Protection Safety Project</b>
<b>Project Description</b>	Child Safety seats, training. MPD, DDOT, FEMS car installation.
<b>Funding Source</b>	Section 406

<b>Project Number</b>	<b>K3-2012-05</b>
<b>Project Title</b>	<b>CPS Activities FY 2012</b>
<b>Project Description</b>	<p>To increase knowledge and awareness to elementary school students on the safety procedures when traveling in a motor vehicle.</p> <p>To increase the number of trained Certified Police Officers, Fire and EMS Department, Health Care and Child Care providers in the National Child Passenger Safety Certification on the proper installation of child passenger seat.</p> <p>To maintain certification to expired certified personnel with current NHTSA updates and guidelines on the proper installation of child passenger seat.</p> <p>To increase child passenger seat use, by providing low income families in the District with the appropriate child car seat for a low cost and with a 2 hour educational workshop to parents and caregivers.</p> <p>To increase the number of properly installed car seats by providing car seat inspections at fitting stations and events to demonstrate how to use child safety seats and boosters.</p> <p>Demonstrations of how to use child safety seats and boosters - Use local retailers who sell the seats, in-school class for children, showing them how to use their booster seats properly. This will be part of a strategy of proactive public reinforcement.</p>
<b>Funding Source</b>	Section 2012



<b>Project Number</b>	PM-2012-14
<b>Project Title</b>	<b>Paid Advertising – CIOT, CPSC</b>
<b>Project Description</b>	<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>
<b>Funding Source</b>	Section 402

**Table 22: Occupant Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
OP-2012-05	Occupant Enforcement – MPD	\$100,000.00	Section 402
	Associates for renewal in education	\$60,000.00	Section 402
K2-2012-05	OP Survey 2012 & Educational Outreach	\$72,000.00	Section 405
	Various OP Projects for DDOT and MPD 2012	\$156,643.00	Section 405
K4-2012-08	Seat Belt Incentive Program	\$77,986.00	Section 406
K4OP-2012-05	OP Safety Project	\$75,000.00	Section 406
K3-2012-05	CPS Activity FY 2012	\$101,549.00	Section 2012
	2012 Child Passenger Incentive	\$335,894.00	Section 2012
PM-2012-14	Paid Advertising:		
	<ul style="list-style-type: none"> <li>• CIOT</li> <li>• Child Passenger Safety</li> </ul>	\$200,000.00 \$100,000.00	Section 402 Section 402
<b>405 Total</b>		<b>\$ 528,643.00</b>	
<b>Total All Funds</b>		<b>\$1,239,072.00</b>	

## Aggressive Driving Program

### Performance Goal

To decrease speeding-related fatalities by 8 percent from a three-year weight average (2008-2010) of 13 to 12 by December 31, 2012.

To decrease speeding-related injuries by 11.5 percent from a three-year weight average (2007-2009) of 442 to 391 by December 31, 2012.

### FY 2012 Aggressive Driving Projects

<b>Project Number</b>	<b>PT-2012-04</b>
<b>Project Title</b>	<b>Police Traffic Services/Aggressive Driving- MPD</b>
<b>Project Goals/Description</b>	To decrease the number of speed-related fatalities by 25% from 12 in 2010 to 9 in 2012, in the District of Columbia.
<b>Funding Source</b>	Section 402

<b>Project Number</b>	<b>PM-2012-14</b>
<b>Project Title</b>	<b>Paid Advertising – Smooth Operator</b>
<b>Project Description</b>	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.
<b>Funding Source</b>	Section 402

**Table 23: Aggressive Driving Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
PT-2012-04	Police Traffic Services – Aggressive Driving	\$100,000.00	Section 402
	Speed Enforcement Equipment – MPD	\$35,000.00	Section 402
K4PT-2012-04	Safety Campaign-Police	\$100,000.00	Section 406
PM-2012-14	Paid Advertising – Smooth Operator	\$100,000.00	Section 402
<b>402 Total</b>		<b>\$335,000.00</b>	
<b>Total All Funds</b>		<b>\$335,000.00</b>	

## Pedestrian/Bicycle Safety Program Area

### Performance Goals

To decrease pedestrian-related fatalities by 20 percent from a three-year weight average (2008-2010) of 15 to 12 by December 31, 2012.

To decrease pedestrian-related injuries by 13 percent from a three-year weight average (2007-2009) of 540 to 478 by December 31, 2012.

To maintain bicycle-related fatalities from a three-year weighted average (2008-2010) of 1 to 1 by December 31, 2012.

To decrease bicycle-related injuries by 16 percent from a three-year weighted average (2007-2009) of 223 to 188 by December 31, 2012.

### FY 2012 Pedestrian/Bicyclist Safety Projects

<b>Project Number</b>	<b>PS-2012-08</b>
<b>Project Title</b>	<b>Pedestrian Enforcement – MPD</b>
<b>Project Description</b>	To reduce the number of pedestrian-related fatalities by 29% from 14 in 2010 to 10 in 2012 in the District of Columbia. To maintain the number of bicycle-related fatalities at 2 fatalities in 2012, from 0 in 2009 to 2 in 2010 in the District of Columbia.
<b>Funding Source</b>	Section 402

<b>Project Number</b>	<b>PM-2012-14</b>
<b>Project Title</b>	<b>Metropolitan Council of Governments – Street Smart</b>
<b>Project Description</b>	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.
<b>Funding Source</b>	Section 402

**Table 24: Pedestrian/Bicyclist Safety Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
PS-2012-08	Pedestrian Enforcement – MPD	\$100,000.00	Section 402
PM-2012-14	Paid Advertising – Street Smart	\$200,000.00	Section 402
<b>402 Total</b>		<b>\$409,363.00</b>	
<b>Total All Funds</b>		<b>\$409,363.00</b>	

## Motorcycle Safety Program Area

### Performance Goal

To decrease motorcyclist fatalities by 25 percent from a three-year weight average (2008-2010) of 4 to 3 by December 31, 2012.

To decrease motorcyclist injuries by 12 percent from a three-year weight average (2007-2009) of 115 to 101 by December 31, 2012.

### FY 2012 Motorcycle Safety Program Area

<b>Project Number</b>	<b>MC-2012-02</b>
<b>Project Title</b>	<b>Motorcycle Safety</b>
<b>Project Description</b>	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.
<b>Funding Source</b>	Section 402

**Table 25: Motorcycle Safety Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
MC-2012-02	Motorcycle Safety	\$25,000.00	Section 402
<b>402 Total</b>		<b>\$25,000.00</b>	
<b>Total All Funds</b>		<b>\$25,000.00</b>	

## 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 2012 Traffic Records Program Area

<b>Project Number</b>	<b>TR-2012-07</b>
<b>Project Title/s</b>	<b>Traffic Records Strategic Plan Codes Project</b>
<b>Project Description</b>	<p>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.</p> <p>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.</p>
<b>Funding Source</b>	Section 402

<b>Project Number</b>	<b>K9-2012-07</b>
<b>Project Title</b>	<b>Traffic Records Program Coordination MPD Grant Trauma Data Repository</b>
<b>Project Description</b>	<p>To coordinate the TRCC committee activities, monitor project progress, work with the District Agencies (9) to share project resources, etc.</p> <p>Provide funding to MPD to undertake:</p> <ul style="list-style-type: none"> <li>• Data entry for CY 2009 hard copy reports into MPD new traffic crash application.</li> <li>• Additional development of the PD-10 electronic application</li> </ul> <p>To work with DOT to develop a Trauma Data Repository with appropriate linkages to CODES, etc.</p>
<b>Funding Source</b>	Section 408

**Table 26: Traffic Records Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
TR-2012-07	Traffic Records Strategic Plan	\$290,578.00	Section 402
	Codes Project	\$177,000.00	Section 402
K9-2012-07	Traffic Records Program Coordination	\$42,766.00	Section 408
	MPD Grant	\$150,000.00	Section 408
	Trauma Data Registry	\$350,000.00	
<b>408 Total</b>		<b>\$542,766.00</b>	
<b>Total All Funds</b>		<b>\$1,010,344.00</b>	



## Other Areas

<b>Project Number</b>	<b>RS-2012-13</b>
<b>Project Title</b>	<b>Roadway Safety</b>
<b>Project Description</b>	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.
<b>Funding Source</b>	Section 402

<b>Project Number</b>	<b>SA-2012-05</b>
<b>Project Title</b>	<b>Office of Highway Safety Proc Manual</b>
<b>Project Description</b>	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.
<b>Funding Source</b>	Section 402

<b>Project Number</b>	<b>SA-2012-05</b>
<b>Project Title</b>	<b>SHSP Coordination, Monitoring and Evaluation</b>
<b>Project Description</b>	To coordinate the SHSP implementation District-wide with a focus on behavioral and other non-infrastructure strategies.
<b>Funding Source</b>	Section 402

<b>Project Number</b>	<b>SA-2012-05</b>
<b>Project Title</b>	<b>Highway Safety Reports</b>
<b>Project Description</b>	To develop the HSPP and AR to be in compliance with the US DOT, NHTSA requirements.
<b>Funding Source</b>	Section 402

<b>Project Number</b>	<b>SA-2012-05</b>
<b>Project Title</b>	<b>Project Mgr/Coordinator (2)</b>
<b>Project Description</b>	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.
<b>Funding Source</b>	Section 402

**Table 27: Other Area Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
RS-2012-13	Road Safety	\$130,000.00	Section 402
SA-2012-05	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
<b>402 Total</b>		<b>\$629,000.00</b>	
<b>Total All Funds</b>		<b>\$629,000.00</b>	

### 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		\$81,337	\$150,827	\$972,388	\$500,000		N/A	
FY 11	\$748,048		\$78,399.00	\$86,129.00	Unknown	\$500,00			

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.**

**(23 USC 402 (b)(1)(E));**

**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(I)).**

## **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 comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, ([https://www.frs.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.frs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSRS.gov for each sub-grant awarded:

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

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;
- 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 OMB guidance.

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).

  
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Mayor's Representative for Highway Safety

**District of Columbia**

**For Fiscal Year 2012**

8/31/11

**Date**

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
<b>NHTSA</b>								
<b>NHTSA 402</b>								
<b>Planning and Administration</b>								
	PA-2012-01-01-00	PLANNING & ADMINISTRATION	\$ .00	\$ 118,000.00	\$ .00	\$ 117,162.86	\$ 117,162.86	\$ .00
<b>Planning and Administration Total</b>			<b>\$ .00</b>	<b>\$ 118,000.00</b>	<b>\$ .00</b>	<b>\$ 117,162.86</b>	<b>\$ 117,162.86</b>	<b>\$ .00</b>
<b>Alcohol</b>								
	AL-2012-03-00-00		\$ .00	\$ 400,000.00	\$ .00	\$ 516,796.00	\$ 516,796.00	\$ .00
<b>Alcohol Total</b>			<b>\$ .00</b>	<b>\$ 400,000.00</b>	<b>\$ .00</b>	<b>\$ 516,796.00</b>	<b>\$ 516,796.00</b>	<b>\$ .00</b>
<b>Motorcycle Safety</b>								
	MC-2012-02-00-00	MOTORCYCLE SAFETY	\$ .00	\$ 50,000.00	\$ .00	\$ 46,835.00	\$ 46,835.00	\$ .00
<b>Motorcycle Safety Total</b>			<b>\$ .00</b>	<b>\$ 50,000.00</b>	<b>\$ .00</b>	<b>\$ 46,835.00</b>	<b>\$ 46,835.00</b>	<b>\$ .00</b>
<b>Occupant Protection</b>								
	OP-2012-05-00-00	OCCUPANT PROTECTION	\$ .00	\$ 50,000.00	\$ .00	\$ 270,000.00	\$ 270,000.00	\$ .00
<b>Occupant Protection Total</b>			<b>\$ .00</b>	<b>\$ 50,000.00</b>	<b>\$ .00</b>	<b>\$ 270,000.00</b>	<b>\$ 270,000.00</b>	<b>\$ .00</b>
<b>Pedestrian/Bicycle Safety</b>								
	PS-2012-08-00-00	PEDESTRIAN SAFETY	\$ .00	\$ 780,000.00	\$ .00	\$ 544,343.00	\$ 544,343.00	\$ .00
<b>Pedestrian/Bicycle Safety Total</b>			<b>\$ .00</b>	<b>\$ 780,000.00</b>	<b>\$ .00</b>	<b>\$ 544,343.00</b>	<b>\$ 544,343.00</b>	<b>\$ .00</b>
<b>Police Traffic Services</b>								
	PT-2012-04-00-00	POLICE TRAFFIC SERVICES	\$ .00	\$ 1,500,000.00	\$ .00	\$ 112,804.00	\$ 112,804.00	\$ .00
<b>Police Traffic Services Total</b>			<b>\$ .00</b>	<b>\$ 1,500,000.00</b>	<b>\$ .00</b>	<b>\$ 112,804.00</b>	<b>\$ 112,804.00</b>	<b>\$ .00</b>
<b>Traffic Records</b>								
	TR-2012-07-00-00	TRAFFIC RECORDS	\$ .00	\$ 100,000.00	\$ .00	\$ 92,316.80	\$ 92,316.80	\$ .00
<b>Traffic Records Total</b>			<b>\$ .00</b>	<b>\$ 100,000.00</b>	<b>\$ .00</b>	<b>\$ 92,316.80</b>	<b>\$ 92,316.80</b>	<b>\$ .00</b>
<b>Roadway Safety</b>								
	RS-2012-13-00-00	ROADWAY SAFETY	\$ .00	\$ 500,000.00	\$ .00	\$ 145,114.19	\$ 145,114.19	\$ .00

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<b>Roadway Safety Total</b>			<b>\$ .00</b>	<b>\$ 500,000.00</b>	<b>\$ .00</b>	<b>\$ 145,114.19</b>	<b>\$ 145,114.19</b>	<b>\$ .00</b>
<b>Safe Communities</b>								

SA-2012-05-00-00	SAFE COMMUNITIES	\$ .00	\$ .00	\$ .00	\$672,071.65	\$672,071.65	\$ .00
<b>Safe Communities Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$672,071.65</b>	<b>\$672,071.65</b>	<b>\$ .00</b>
<b>Paid Advertising</b>							
PM-2012-14-00-00	PAID ADVERTISING	\$ .00	\$200,000.00	\$ .00	\$806,516.95	\$806,516.95	\$ .00
<b>Paid Advertising Total</b>		<b>\$ .00</b>	<b>\$200,000.00</b>	<b>\$ .00</b>	<b>\$806,516.95</b>	<b>\$806,516.95</b>	<b>\$ .00</b>
<b>NHTSA 402 Total</b>		<b>\$ .00</b>	<b>\$3,698,000.00</b>	<b>\$ .00</b>	<b>\$3,323,960.45</b>	<b>\$3,323,960.45</b>	<b>\$ .00</b>
<b>405 OP SAFETEA-LU</b>							
K2-2012-15-00-00	405 OP SAFETEA-LU	\$ .00	\$210,000.00	\$ .00	\$256,858.13	\$256,858.13	\$ .00
<b>405 Occupant Protection Total</b>		<b>\$ .00</b>	<b>\$210,000.00</b>	<b>\$ .00</b>	<b>\$256,858.13</b>	<b>\$256,858.13</b>	<b>\$ .00</b>
<b>405 Paid Media</b>							
K2PM-2012-14-02-00	405 PAID MEDIA	\$ .00	\$210,000.00	\$ .00	\$63,550.00	\$63,550.00	\$ .00
<b>405 Paid Media Total</b>		<b>\$ .00</b>	<b>\$210,000.00</b>	<b>\$ .00</b>	<b>\$63,550.00</b>	<b>\$63,550.00</b>	<b>\$ .00</b>
<b>405 OP SAFETEA-LU Total</b>		<b>\$ .00</b>	<b>\$420,000.00</b>	<b>\$ .00</b>	<b>\$320,408.13</b>	<b>\$320,408.13</b>	<b>\$ .00</b>
<b>NHTSA 406</b>							
K4PA-2012-01-02-00	NHTSA 406	\$ .00	\$50,000.00	\$ .00	\$85,678.21	\$85,678.21	\$ .00
<b>406 Planning and Administration Total</b>		<b>\$ .00</b>	<b>\$50,000.00</b>	<b>\$ .00</b>	<b>\$85,678.21</b>	<b>\$85,678.21</b>	<b>\$ .00</b>
<b>406 Safe Communities</b>							
K4SA-2012-05-08-00	406 SAFE COMMUNITIES	\$ .00	\$500,000.00	\$ .00	\$58.00	\$58.00	\$ .00
<b>406 Safe Communities Total</b>		<b>\$ .00</b>	<b>\$500,000.00</b>	<b>\$ .00</b>	<b>\$58.00</b>	<b>\$58.00</b>	<b>\$ .00</b>
<b>NHTSA 406 Total</b>		<b>\$ .00</b>	<b>\$550,000.00</b>	<b>\$ .00</b>	<b>\$85,736.21</b>	<b>\$85,736.21</b>	<b>\$ .00</b>
<b>408 Data Program SAFETEA-LU</b>							
K9-2012-07-00-00	408 DATA PROGRAM SAFETEA-LU	\$ .00	\$455,000.00	\$ .00	\$2,258,289.16	\$2,258,289.16	\$ .00

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		408 Data Program Incentive Total	\$ .00	\$455,000.00	\$ .00	\$2,258,289.16	\$2,258,289.16	\$ .00
		<b>408 Data Program SAFETEA-LU Total</b>	<b>\$ .00</b>	<b>\$455,000.00</b>	<b>\$ .00</b>	<b>\$2,258,289.16</b>	<b>\$2,258,289.16</b>	<b>\$ .00</b>
<b>410 Alcohol SAFETEA-LU</b>								
	K8-2012-01-00-00	410 ALCOHOL SAFETEA-LU	\$ .00	\$400,000.00	\$ .00	\$2,556,457.00	\$2,556,457.00	\$ .00
<b>410 Alcohol SAFETEA-LU Total</b>			<b>\$ .00</b>	<b>\$400,000.00</b>	<b>\$ .00</b>	<b>\$2,556,457.00</b>	<b>\$2,556,457.00</b>	<b>\$ .00</b>
<b>410 Alcohol SAFETEA-LU Paid Media</b>								
	K8PM-2012-01-04-00	410 ALCOHOL SAFETEA-LU PAID MEDIA	\$ .00	\$ .00	\$ .00	\$150,000.00	\$150,000.00	\$ .00
<b>410 Alcohol SAFETEA-LU Paid Media Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$150,000.00</b>	<b>\$150,000.00</b>	<b>\$ .00</b>
<b>410 Alcohol SAFETEA-LU Total</b>			<b>\$ .00</b>	<b>\$400,000.00</b>	<b>\$ .00</b>	<b>\$2,706,457.00</b>	<b>\$2,706,457.00</b>	<b>\$ .00</b>
<b>2011 Child Seats</b>								
	K3-2012-05-00-00	2011 CHILD SEATS	\$ .00	\$100,000.00	\$ .00	\$498,882.53	\$498,882.53	\$ .00
<b>2011 Child Seat Incentive Total</b>			<b>\$ .00</b>	<b>\$100,000.00</b>	<b>\$ .00</b>	<b>\$498,882.53</b>	<b>\$498,882.53</b>	<b>\$ .00</b>
<b>2011 Child Seats Total</b>			<b>\$ .00</b>	<b>\$100,000.00</b>	<b>\$ .00</b>	<b>\$498,882.53</b>	<b>\$498,882.53</b>	<b>\$ .00</b>
<b>NHTSA Total</b>			<b>\$ .00</b>	<b>\$5,623,000.00</b>	<b>\$ .00</b>	<b>\$9,193,733.48</b>	<b>\$9,193,733.48</b>	<b>\$ .00</b>
<b>Total</b>			<b>\$ .00</b>	<b>\$5,623,000.00</b>	<b>\$ .00</b>	<b>\$9,193,733.48</b>	<b>\$9,193,733.48</b>	<b>\$ .00</b>