

FFY25 District of Columbia  
Annual Grant Application

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## Coordination of the Triennial Highway Safety Plan (3HSP), Data Collection, and Information Systems with the State Strategic Highway Safety Plan (SHSP)

Mayor Bowser is committed to a holistic government that works to make our roadways safer for all, and this commitment begins with inner agency coordination. The Highway Safety Office reports to the City Administrator and leads efforts associated with the Triennial Highway Safety Plan and Strategic Highway Safety Plan. The HSO will lead continued efforts around Public Participation and Engagement (PP&E), which will drive decision-making for mobility safety outreach investments. The HSO will continue to lead the Traffic Records Coordinating Committee, which will ensure that data is foundational to the 3HSP and SHSP process and outcomes. The HSO also instituted a Safe Community Coalition in Fiscal Year 2024. This coalition, meeting monthly, leverages the data mentioned to share resources, and promising practices, and coordinate on shared projects. With the HSO leading safety efforts for the District, the coordination of these efforts will serve as a national model to reduce roadway crashes, injuries, and fatalities.

## Section 402: State and Community Highway Safety Grant Program

The Highway Safety Office executes Mayor Bowser's framework of *Vision Zero*, a multi-agency, "all-hands on deck" approach to equitable education, enforcement, and outreach. To support this framework, the HSO annually opens a competitive grant process, as outlined in the DC Highway Safety Office Operations Manual. The projects below support the goals of Vision Zero, while leveraging effective countermeasures that will reach new audiences and lead to a change in culture.

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**PROJECT NAME:** PEDESTRIAN AND BICYCLIST SAFETY: FOR-HIRE VEHICLES EDUCATION, ENFORCEMENT, AND DATA COLLECTION

**Countermeasure(s):** Enforcement Strategies (A4-4.4); Enforcement Strategies (A5-3.3); High-Visibility Enforcement (3-2.2)

**Federal Funding Source(s)/Amount:** 402 - FAST Act NHTSA 402/BIL 402

**Project Agreement Number:** N/A

**Subrecipient(s):** DC Department of For-Hire Vehicles (DFHV)

**Eligible Use of Funds:** 402 - PS

**Planning and Administration Costs:** No                      **Amount:** \$300,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** Yes

**Location where the Project is Performed:** District-wide with a focus on DC High Injury Network (HIN)

**Affected Communities:** All roadway users with a focus on vulnerable roadway users (pedestrians and bicyclists).

The DC Department of For-Hire Vehicles (DFHV) will continue to work on protecting the District's most vulnerable road users (pedestrians and bicyclists) at high-risk intersections on traffic safety and making the District a more pedestrian/bicycle-friendly area. The DFHV covers the District and aims to create safer roadways in the last eight years with the increase of Transportation Network Companies (TNCs) such as Uber and Lyft. Additionally, DFHV works with partners to also work on the impounding of vehicles or issuing citations for all drivers that are both public and private vehicle for hire.

The project aims to enhance pedestrian and bicyclist safety at high-risk intersections, educate vehicle-for-hire industry participants and the broader driving public on traffic safety, and track TNC activity in these areas. Through targeted enforcement, provision of "Toughpad" devices for data tracking, and officer training on de-escalation techniques, the initiative seeks to improve road safety, reduce confrontations, and foster public trust in law enforcement efforts.

- Conduct a total of 3,500 hours of overtime that supports the strategic goals of the Highway Safety Office in reducing roadway crashes, injuries, and fatalities:

- enforcement for pedestrian and bicyclist safety violations as known risk locations/intersections and during the days and times of the month where the crash data indicates are the highest.
- OT pedestrian and bicycle safety enforcement around Intersections, bicycle lanes, and pedestrian areas
- Purchase one Toughpad for data tracking around pedestrian and bicycle activities by September 30, 2025. These new resources will support equitable enforcement in areas to protect our most vulnerable roadway movers.
- Implement, at a minimum, one comprehensive de-escalation training program by September 30, 2025.

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**PROJECT NAME:** BUILDING CAPACITY FOR EQUITABLE ENFORCEMENT: DC LAW ENFORCEMENT TECHNICAL ASSISTANCE

**Countermeasure(s):** High-Visibility Enforcement (3-2.2), Enforcement Strategies (A4-4.4); Enforcement Strategies (A5-3.3)

**Federal Funding Source(s)/Amount:** 402

**Project Agreement Number:** N/A

**Subrecipient(s):** DC Police Foundation

**Eligible Use of Funds:** 402 - PT

**Planning and Administration Costs:** No                      **Amount:** \$470,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** All roadway users with a focus on vulnerable roadway users (pedestrians and bicyclists). High-visibility enforcement will focus on the High Injury Network, the roadways that represent the highest percentage of crashes

The DC Police Foundation will use the grant to hire a full-time law enforcement liaison (LEL) who will work with the HSO to promote national and state priorities through the District's highway safety programs and encourage best practices in traffic enforcement. The DC Police Foundation is an organization focused on promoting public safety, supporting businesses of all types, and making Washington, DC a safer community for all.

The District's Law Enforcement Liaison (LEL) program plays a pivotal role in promoting traffic safety priorities among law enforcement agencies. It emphasizes the enforcement of key traffic laws to achieve Vision Zero goals. Through enhanced communication, coordination, and training initiatives, the LEL program aims to strengthen enforcement efforts and ultimately reduce traffic-related injuries and fatalities in the District.

- Hold four regional leadership meetings to promote current programs and gather feedback from the local law enforcement community on challenges and best practices by September 30, 2025.
- Work with community leaders in each of the eight wards to gain support and encourage participation in enforcement activities, recognizing ward-specific challenges by September 30, 2025.
- Represent the HSO at 12 assorted task force-style meetings.
- Attend four national, regional, and/or local law enforcement conferences and/or trainings relevant to traffic safety.
- Support four campaign media/events to the HSO, law enforcement agencies & Safe Communities by September 30, 2025.
- Assist the HSO in the development of two training materials for high-visibility enforcement by September 30, 2025.
- By September 30, 2025, support one pilot program of the Acusensus Heads Up technology to increase equitable distracted driving enforcement in the District.

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**PROJECT NAME:** PUBLIC EDUCATION ON MOBILITY SAFETY: EMPOWERING THE DMV

**Countermeasure(s):** Alcohol Measurement Devices Enforcement, Alcohol Ignition Interlocks

**Federal Funding Source(s)/Amount:** 402

**Project Agreement Number:** N/A

**Subrecipient(s):** Department of Motor Vehicles (DMV)

**Eligible Use of Funds:** 402 - DE

**Planning and Administration Costs:** No                      **Amount:** \$381,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** All roadway users with a focus on vulnerable roadway users (pedestrians and bicyclists). High-visibility enforcement will focus on the High Injury Network, the roadways that represent the highest percentage of crashes

The DMV Ignition Interlock Device (IID) Program Outreach efforts will be a multifaceted approach to engage and educate the public on preventative methods to avoid being enrolled in the program through a wide variety of methods. The DMV has a long history of responsibility for the issuance, monitoring, and other activities associated with obtaining and maintaining driving privilege in the DC area.

The DMV will produce educational materials, videos, social media engagement, billboards, text messaging, smartphone communications, and public awareness events on laws and policies that explain the IID, as well as alternative transportation promotion (impaired driving prevention). The program will also focus on the steps to enroll in the program once the individual is deemed “eligible”, the requirements for completion of the program, related laws, and policies.

- Develop work statements and procurement packages for contractual services, equipment, and supplies to support project initiatives by September 30, 2025.
- Through community engagement, use Mobile Ignition Interlock Devices (IID) Units for road testing and demonstration purposes while simultaneously developing IID program training materials for DC DMV staff by September 30, 2025.
- In partnership with the Highway Safety Office, develop billboard/metrobus advertisements and campaign materials by September 30, 2025.
- Increase the number of participants in the program to approximately 1,200 participants per year by September 30, 2025.
- Distribute 3.3 million educational inserts into automated traffic enforcement (ATE) citations to increase the risk perception of reckless driving by September 30, 2023

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**PROJECT NAME:** REMOVING DANGEROUS DRIVERS FROM OUR ROADWAYS: DPW ENFORCEMENT PROGRAM

**Countermeasure(s):** High-Visibility Enforcement (3-2.2), Enforcement Strategies (A4-4.4); Enforcement Strategies (A5-3.3)

**Federal Funding Source(s)/Amount:** 402

**Project Agreement Number:** N/A

**Subrecipient(s):** Department of Public Works (DPW)

**Eligible Use of Funds:** 402 - CP

**Planning and Administration Costs:** No                      **Amount:** \$250,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** Residents District-wide

The DC Department of Public Works (DPW) aims to address reckless driving issues in Washington, D.C. through a targeted pilot program focused on high-dollar scofflaw vehicles – those drivers who have repeatedly shown a disregard for the laws of our roadways. By deploying specialized teams to identify and tow vehicles with significant outstanding fines, DPW seeks to improve road safety and reduce congestion caused by these repeat offenders. DPW, an essential municipal agency under the Deputy

Mayor for Operations and Infrastructure, has a longstanding commitment to enhancing public safety and mobility within the District of Columbia. With expertise in managing parking enforcement and municipal services, DPW is well-positioned to implement innovative solutions to address traffic violations and improve traffic flow.

DPW's pilot program will deploy teams to target vehicles with over \$3,000 in unpaid speeding and redlight fines, known as scofflaws, using grant funding to cover overtime costs for staff. This initiative aligns with DPW's mission to enforce mobility regulations and enhance safety for residents and visitors alike and NHTSA's commitment to high visibility enforcement. By strategically focusing on identified hotspot areas and collaborating with partner agencies, DPW aims to achieve measurable reductions in traffic violations and associated risks to public safety.

- Within 30 days of the grant award, DPW will create a hotspot map using problem-identification of the High Injury Network (HIN) that highlights at least four key areas where priority vehicles can be found within the District.
- Within 45 days of the grant award, DPW's Parking Enforcement Management Administration will deploy a minimum two crews a week to address high dollar scofflaw vehicles until the end of the grant period. This pilot will use the strategies of high visibility enforcement to change behavior and remove those who are habitually driving aggressively from our roadways.
- DPW's Project Manager will provide quarterly operational and financial reports.

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**PROJECT NAME:** BUILDING BRIDGES, CHANGING CULTURE: ENGAGING BUSINESS LEADERS IN MOBILITY SAFETY

**Countermeasure(s):** Communications on Outreach and Distracted Driving (4-2.1)

**Federal Funding Source(s)/Amount:** 402

**Project Agreement Number:** N/A

**Subrecipient(s):** District Bridges

**Eligible Use of Funds:** 402 - CP

**Planning and Administration Costs:** No                      **Amount:** \$250,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** Residents District-wide

District Bridges will develop holistic neighborhood-based safety initiatives through District Bridges' already existing public events to educate the public on how they can live a safe and healthy life here in the District. District Bridges is deeply connected to the communities in DC and has a proven track record of innovating to meet the challenges of the community, including Access Point and other past events that incorporate education on safety.



The program will develop tailored courses and resources specifically aimed at businesses, equipping them with the knowledge and tools necessary to ensure the safety of their employees and patrons. Through Access Point, the already existing technical assistance platform aimed towards business owners, District Bridges will add to it by providing safety modules regarding delivery driver safety protocols, curbing overconsuming, and ensuring compliance with pedestrian safety regulations.

- Hold at least 100 public events that give the opportunity to directly connect and engage with residents and other community organizations by September 30, 2025.
- Host at least two Facebook/Instagram live events with the Highway Safety Office (HSO) and partners to discuss Impaired Driving by September 30, 2025.
- Post at least four social media posts per month that support the HSO/NHTSA by September 30, 2025.
- Hand deliver fliers that provide education about pedestrian and car crashes to at least 80% of businesses that District Bridges already has in their network by September 30, 2025.
- Work with DMOI to create at least two blog posts during the grant year in relation to safety guidelines and the impact of small businesses on the statistics by September 30, 2025.

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**PROJECT NAME:** FUELING CULTURE CHANGE: AGGRESSIVE MOBILITY PREVENTION

**Countermeasure(s):** Supporting Enforcement (2-3.1); Communications and Outreach Supporting Enforcement (3-4.1); Communications and Outreach on Distracted Driving (4-2.1); Communications and Outreach: Motorist Awareness of Motorcyclists (5-4.2); Impaired Pedestrians: Communications and Outreach (8-3.1)

**Federal Funding Source(s)/Amount:** 402

**Project Agreement Number:** N/A

**Subrecipient(s):** District Department of Transportation (DDOT) / Office of the Deputy Mayor for Operations and Infrastructure (DMOI)

**Eligible Use of Funds:** 402 - CP

**Planning and Administration Costs:** Yes                      **Amount:** \$175,000

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** District-wide

The job of the aggressive driving manager at the Highway Safety Office is to monitor information and progress surrounding any events dealing with aggressive driving, ensuring swift responses and effective mitigation strategies. They analyze trends in incident data, coordinate with partners within the aggressive driving space, and stay up to date with policymakers to implement targeted educational campaigns aimed

at reducing aggressive driving behaviors. Additionally, they oversee the development of initiatives that promote safer driving practices and conduct outreach to communities to raise awareness about the dangers of aggressive driving.

Moreover, their role extends to working closely with grantees who manage projects related to aggressive driving, fostering partnerships and providing guidance to ensure alignment with strategic goals. By leveraging these collaborations, they enhance the impact of grant-funded programs and initiatives, ultimately contributing to a safer and more responsible driving environment for all road users.

- Conduct at least 20 community events that focus on aggressive mobility – distracted driving, speeding, and other reckless acts – throughout the fiscal year.
- Provide ongoing technical assistance to grantees and partners on the issues of aggressive mobility in an effort to shift the culture of mobility in the District.
- Purchase approved educational materials (printed brochures, etc.) to reach at least 1,200 DC residents and visitors with education on what defines aggressive mobility by September 30, 2025.
- Attend at least two educational conferences or events that enhance the capacity of the Program Manager by September 30, 2025.

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**PROJECT NAME: FUELING CULTURE CHANGE: MOBILITY SAFETY OUTREACH & COMMUNICATIONS**

**Countermeasure(s):** Communications and Outreach Supporting Enforcement (3-4.1); Communications and Outreach on Distracted Driving (4-2.1); Communications and Outreach: Motorist Awareness of Motorcyclists (5-4.2); Impaired Pedestrians: Communications and Outreach (8-3.1)

**Federal Funding Source(s)/Amount:** 402

**Project Agreement Number:** N/A

**Subrecipient(s):** District Department of Transportation (DDOT) / Office of the Deputy Mayor for Operations and Infrastructure (DMOI)

**Eligible Use of Funds:** 402 - CP

**Planning and Administration Costs:** Yes                      **Amount:** \$200,000

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** District-wide

We can only change our culture if we tell a story of safety. As part of our efforts to change culture, the Highway Safety Office will engage a full-time position as our Communications Manager. The role of the Communications Manager at the Highway Safety Office is to oversee all communication strategies, ensuring clear and effective dissemination of information regarding highway safety initiatives. They coordinate with internal and external stakeholders, including partners within the highway safety sector

and policymakers, to implement targeted campaigns aimed at raising awareness and promoting safer driving and mobility practices. Additionally, they lead the development of communication initiatives and outreach programs designed to engage communities and educate the public about highway safety issues.

Moreover, the communications manager works closely with grantees managing various projects, fostering collaborative partnerships to align activities with organizational goals. They are responsible for hosting 12 Safe Community events by September 30th, 2025, and conducting monthly meetings with at least three grantees to monitor progress. Furthermore, they review quarterly reports from each grantee and communicate updates as required by the same deadline.

- Conduct at least 20 community events that focus on a variety of mobility safety topics within our target communities, as defined within the Triennial Highway Safety Plan.
- Provide technical support to the Highway Safety Office and grantees on effective communication strategies to reach historically left-behind audiences and those overrepresented in crashes by hosting at least six trainings by September 30, 2025.
- Support effective countermeasures in communications by deploying at least four multi-media campaigns that include social, traditional, and earned media by September 30, 2025.
- Create, purchase, and distribute supplies and materials that reach 25,000 individuals with a mobility safety message.
- Attend at least two educational conferences or events that enhance the capacity of the Program Manager by September 30, 2025.

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**PROJECT NAME:** FUELING THE CULTURE CHANGING OF MOBILITY SAFETY IN THE DISTRICT OF COLUMBIA: PLANNING & ADMINISTRATION (P&A)

**Countermeasure(s):** Supporting Enforcement (2-3.1); Communications and Outreach Supporting Enforcement (3-4.1); Communications and Outreach on Distracted Driving (4-2.1); Communications and Outreach: Motorist Awareness of Motorcyclists (5-4.2); Impaired Pedestrians: Communications and Outreach (8-3.1)

**Federal Funding Source(s)/Amount:** 402

**Project Agreement Number:** N/A

**Subrecipient(s):** District Department of Transportation (DDOT) / Office of the Deputy Mayor for Operations and Infrastructure (DMOI)

**Eligible Use of Funds:** 402 - PA

**Planning and Administration Costs:** Yes                      **Amount:** \$500,000

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** District-wide

This project will fund the operations of the DC Highway Safety Office, including 90% of the salary of the Director (upgraded to an MS-15) of the DC Highway Safety Office and 100% of the Financial Manager (CS-14). The project will also fund an electronic grants system to support the operations of the Highway Safety Office. Finally, the project will support travel for the Director and Financial Manager to ten conferences and events held in FY25.

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**PROJECT NAME:** SUPPORTING EQUITABLE ADJUDICATION THROUGH PROSECUTION: THE TSRP PROGRAM

**Countermeasure(s):** Supporting Enforcement (2-3.1); Communications and Outreach Supporting Enforcement (3-4.1); Communications and Outreach on Distracted Driving (4-2.1); Communications and Outreach: Motorist Awareness of Motorcyclists (5-4.2); Impaired Pedestrians: Communications and Outreach (8-3.1)

**Federal Funding Source(s)/Amount:** 402

**Project Agreement Number:** N/A

**Subrecipient(s):** District Department of Transportation (DDOT) / Office of the Deputy Mayor for Operations and Infrastructure (DMOI)

**Eligible Use of Funds:** 402 - PRT

**Planning and Administration Costs:** Yes                      **Amount:** \$235,000

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** District-wide

The Traffic Safety Resource Prosecutor (TSRP) seeks to deter impaired driving offenses through this position. The focus of the TSRP will be to keep criminal violation of any traffic laws and resulting deaths, property damage, and physical injuries to a minimum by:

- Training: The TSRP will provide education and training, technical support, and tools for prosecutors, law enforcement, highway safety professionals, toxicology personnel, and others involved in the prevention, investigation, and prosecution of impaired driving and other traffic-related cases.
- District-wide Resource: Assist and serve as a resource to law enforcement officials and prosecutors by offering expertise for prosecuting traffic safety offenses. Improve breath, blood, and urine testing program, and increase the use of Ignition Interlock. Develop and enhance the District's impaired driving programs and cooperation to improve awareness and enforcement of impaired driving offenses.
- Intra-office Support: Provide legal, technical, and litigation support in the prosecution of impaired driving cases and other mobility safety topics.

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**PROJECT NAME:** FUELING THE CULTURE CHANGING OF MOBILITY SAFETY IN THE DISTRICT OF COLUMBIA: VULNERABLE ROAD USER OUTREACH AND EDUCATION

**Countermeasure(s):** Supporting Enforcement (2-3.1); Communications and Outreach Supporting Enforcement (3-4.1); Communications and Outreach on Distracted Driving (4-2.1); Communications and Outreach: Motorist Awareness of Motorcyclists (5-4.2); Impaired Pedestrians: Communications and Outreach (8-3.1)

**Federal Funding Source(s)/Amount:** 402

**Project Agreement Number:** N/A

**Subrecipient(s):** District Department of Transportation (DDOT) / Office of the Deputy Mayor for Operations and Infrastructure (DMOI)

**Eligible Use of Funds:** 402 - PS

**Planning and Administration Costs:** Yes                      **Amount:** \$500,000

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** District-wide

This project will create a three new positions within the Highway Safety Office (CS-12, CS-15, CS-15) to manage a robust Vulnerable Roadway User Program. As such, these individuals will oversee initiatives focused on the safety and protection of vulnerable roadway users, including pedestrians, cyclists, and motorcyclists. They will collaborate with law enforcement agencies, advocacy groups, and community stakeholders to develop and implement targeted programs aimed at reducing incidents and improving safety for vulnerable users. Additionally, they lead efforts to raise awareness, promote safe behaviors, and advocate for policies that enhance roadway user protections.

Moreover, the Vulnerable Roadway User Program positions work closely with grantees managing projects related to vulnerable roadway user safety, fostering partnerships to ensure activities align with organizational goals.

- Conduct at least 20 community events that focus on pedestrian and bicycle safety by September 30, 2025.
- Provide ongoing technical assistance to grantees and partners on the subject of vulnerable roadway user protective measures in an effort to shift the culture of mobility in the District.
- Purchase approved educational materials (printed brochures, etc.) to reach at least 1,200 DC residents and visitors with education on vulnerable road user safety by September 30, 2025.
- Attend at least two educational conferences or events that enhance the capacity of the program positions by September 30, 2025.

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**PROJECT NAME:** EQUITABLY ENFORCING MICRO-MOBILITY: DLCP PUBLIC OUTREACH, EDUCATION, AND ENFORCEMENT

**Countermeasure(s):** Enforcement Strategies (A4-4.4)

**Federal Funding Source(s)/Amount:** Local Funds

**Project Agreement Number:** N/A

**Subrecipient(s):** Department of Licensing and Consumer Protection (DLCP)

**Eligible Use of Funds:** Local Funds

**Planning and Administration Costs:** No                      **Amount:** \$150,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** District-wide with a focus on Wards 2, 5, 7, 8

The Department of Licensing and Consumer Protection (DLCP) will work alongside multiple agencies to educate the public on traffic safety and license compliance information and exercise its authority to tow violators in mobile units and vending zones. The DLCP has strong and established relationships with law enforcement and transportation agencies, uniquely positioning them to address the safety challenges of them uniquely to address the safety challenges presented by scooter delivery services alongside other collaborative efforts to address the new wave.

The project aims to reduce traffic crashes, injuries, fatalities, and property damage through a comprehensive highway safety program. It focuses on two main initiatives: 1) enhancing education and enforcement for motor-driven cycles (mopeds) to improve compliance with traffic laws, and 2) regulating mobile vendors to ensure adherence to safety standards. These initiatives are supported by public education campaigns, enforcement actions including compliance checks and joint task forces, and outreach efforts such as traffic safety workshops and consumer complaint investigations. The goal is to mitigate risks associated with moped use and mobile vending, aiming for safer road conditions by implementing targeted strategies across various stakeholder groups.

- Moped Safety Workshops: Host one annual moped safety workshops and distribute related safety literature at four targeted locations to achieve contact with at least 100 moped drivers September 30, 2025.
- Traffic Safety Compliance Workshops: Conduct or present three targeted workshops for businesses, particularly third-party delivery companies, vehicle retailers, and rental companies, to increase compliance with traffic regulations by September 30, 2025.
- Enforcement: Conduct targeted enforcement operations in high-risk areas or high-risk businesses with a goal of completing 80% of consumer protection complaints against e-bike moped dealerships within 30 days, by October 2025.

- Exercise DLCP authority to tow violators in mobile vendors in vending zones so that by November 2025, ticket or Tow at least 10 vehicles parking in front of fire hydrants, blocking ADA ramps, parking in bicycle lanes, parking in a setback, etc.

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**PROJECT NAME:** UNDERSTANDING THE BIOPSYCHOSOCIAL NEEDS OF MOBILITY SAFETY: GW MEDICAL CENTER

**Countermeasure(s):** Communications on Outreach and Distracted Driving (4-2.1),

**Federal Funding Source(s)/Amount:** 402

**Project Agreement Number:** N/A

**Subrecipient(s):** George Washington University (GWU)

**Eligible Use of Funds:** 402 - CP

**Planning and Administration Costs:** No                      **Amount:** \$164,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** Primarily Ward 2 but with outreach to other trauma centers in the District

**Affected Communities:** Primarily Ward 2 with benefits District-wide

George Washington University seeks to understand the bio-psychosocial needs and the healthcare burden of patients who present to the emergency department (ED) for evaluation after a roadway safety incident through surveys and intensive reviews. George Washington University's Center for Injury Prevention & Control has extensive experience with research and programming in injury prevention. This project will be overseen by Dr. Christopher Payette, MD, who previously co-directed a DC HSO-funded project about using social media to influence aggressive driving this past fiscal year among an array of experiences in the public health center.

The project would consist of participants who entered the GWU ED for a roadway incident involving a car and ask them questions that will screen candidates for social determinants of health needs adapted from a validated screening tool. Furthermore, they will also ask about behavior and safety mechanisms on their modality of transport which will allow the GWU research team to analyze the patient's history and look for meaningful trends that will later be integrated into the HSO's Vision Zero dashboard.

- Enroll at least 500 participants into the study by September 30, 2025.
- Have at least four meetings per month in which the research team will discuss crucial next steps by September 30, 2025.
- Submit four reports that explain the effectiveness and current stance of the project by September 30, 2025.

- Conduct data analysis over a period of three months (May-July) to properly organize and present the data to local and national stake holders by September 30, 2025.

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**PROJECT NAME:** BUILDING CAPACITY FOR GWU'S MOBILITY SAFETY PROGRAM

**Countermeasure(s):** Communications and Outreach Supporting Enforcement (3-4.1)

**Federal Funding Source(s)/Amount:** 402

**Project Agreement Number:** N/A

**Subrecipient(s):** George Washington University (GWU)

**Eligible Use of Funds:** 402 - TSP

**Planning and Administration Costs:** No                      **Amount:** \$125,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide with a focus on Ward 2

**Affected Communities:** Vulnerable roadway users ages 18-24

George Washington University would continue to expand the capacity for GWU's Mobility Safety Program by hiring a full-time staff member who would facilitate needs assessments, connect with stakeholders, and organize initiatives and programs in and around the campus community. George Washington University has extensive experience in peer education and collaborative wellbeing services, with a demonstrated track record in mental health, sexual health, substance use, and wellbeing communications, along with involvement in the DC Collegiate Traffic Safety Network, preparing them to effectively integrate mobility safety into their portfolio.

The project aims to enhance mobility safety among George Washington University (GWU) students by establishing a collaborative network involving universities, local advisory bodies, and officials in Washington, D.C., focusing on factors like the urban landscape, substance use, and student transportation habits to reduce traffic-related injuries and deaths, with a dedicated staff member leading initiatives and advocating for policy changes.

- Table in university residence halls every weekend of the fall and spring semesters (approximately 32 times) with harm reduction supplies, reaching over 4,500 students by September 30, 2025.
- Perform Brief Alcohol Screening and Intervention of College Students (BASICS) with at least 75 students found with alcohol or drugs or transported to the hospital under the influence by September 30, 2025.
- Give out over 1,000 conspicuity enhancement materials by September 30, 2025.
- Meet with GWPD at least four times to discuss high pedestrian traffic areas/better speed limit signage by September 30, 2025.



- Integrate pedestrian safety education into the curriculum of over 150 District Connections trips (program for first year students to explore DC) by September 30, 2025.
- Create an education campaign that will reach over 1,000 students on alternative transportation to be implemented during peak weekends, like St. Patrick's Day and Halloween by September 30, 2025.
- Increase student usage of WMATA (through UPass) by 2% by September 30, 2025.
- Plan at least two tabling sessions on sleep hygiene in partnership with the Student Health Center to reduce drowsy mobility by September 30, 2025.

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**PROJECT NAME: EMPOWERING MOBILITY SAFETY PROFESSIONALS: GHSA PROVIDES TECHNICAL ASSISTANCE TO THE DC HSO**

**Countermeasure(s):** Communications and Outreach Supporting Enforcement (3-4.1); Communications and Outreach on Distracted Driving (4-2.1); Communications and Outreach: Motorist Awareness of Motorcyclists (5-4.2); Impaired Pedestrians: Communications and Outreach (8-3.1)

**Federal Funding Source(s)/Amount:** 402

**Project Agreement Number:** N/A

**Subrecipient(s):** Governor's Highway Safety Association (GHSA)

**Eligible Use of Funds:** 402 – SA / 402-TR

**Planning and Administration Costs:** No                      **Amount:** \$180,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** All roadway users with a focus on vulnerable roadway users (pedestrians and bicyclists). High-visibility enforcement will focus on the High Injury Network, the roadways that represent the highest percentage of crashes with a focus on Wards 5, 7, and 8.

The Governor's Highway Safety Association (GHSA) will support the DC Highway Safety Office through training and technical assistance. GHSA will support the Traffic Records Coordinating Committee by sub-contracting a consultant to create the next version of the TRCC's Strategic Plan. GHSA will also provide technical assistance and training to the Highway Safety Office and Vision Zero Office, as well as other key stakeholders on best practices for engaging the media. Finally, The DC Highway Safety Office (HSO) alongside the Governors Highway Safety Association (GHSA) aims to host the District's inaugural one-day mobility safety summit in early 2025, gathering approximately 150 traffic safety and mobility professionals to address issues impacting all road users, with a focus on pedestrians, cyclists, and scooter riders. GHSA, a nonprofit association providing leadership to State Highway Safety Offices (SHSOs), including the DC HSO, has a proven track record of facilitating successful safety summits and conferences nationwide with over 800 professionals attending their annual conference.

The conference would be held in a conference facility that would serve as a meeting space for the summit and provide accommodations for anyone who would need to stay overnight. Additionally, the two organizations would work hand in hand to coordinate speakers, topics, and format of the conference while also managing the inner workings of the conference.

- Host at least four meetings to prepare for the DC 2025 Mobility Summit including site visits and preparation by September 30, 2025.
- GHSA would develop and obtain at least one comment of feedback on speaker travel reimbursement form by September 30, 2025.
- Provide one list of speakers needing travel reimbursement with contact information.
- Hold at least one meeting in which moderators and stakeholders conduct planning with speakers by September 30, 2025.
- GHSA would remind speakers at least once to send their travel reimbursements in and then review them to process them by September 30, 2025.
- Engage Cambridge Systematics to support the Highway Safety Office in crafting the next Traffic Records Strategic Plan, which will be submitted to DC leadership by September 30, 2025.
- Engage a communications professional in training to support the Highway Safety Office in public education and outreach by September 30, 2025.

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**PROJECT NAME:** POLICY INTERNS FOR PROJECT VISION ZERO

**Countermeasure(s):** Communications and Outreach Supporting Enforcement (3-4.1); Communications and Outreach on Distracted Driving (4-2.1); Communications and Outreach: Motorist Awareness of Motorcyclists (5-4.2); Impaired Pedestrians: Communications and Outreach (8-3.1)

**Federal Funding Source(s)/Amount:** Local Funds

**Project Agreement Number:** N/A

**Subrecipient(s):** Lutheran College Washington

**Eligible Use of Funds:** Local Funds

**Planning and Administration Costs:** No                      **Amount:** \$10,000

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** All roadway users to expand on Project Vision Zero

Lutheran College Washington will support the work of Vision Zero by providing student interns to help identify and implement interventions leading to engaged young people in local mobility safety work that makes a tangible impact. The college brings in students passionate about public policy and talented

and diverse to engage in their passions. Their students have interned in over 600 organizations in DC over the past 25 years, including federal and DC government offices and hundreds of nonprofits, to utilize their research and writing skills to make a difference.

The program will attract new students with unique, individualized perspectives and skills in public policy, data analysis, behavioral economics, and psychology. The internship will engage the students as sub-contractors, to overcome economic disadvantages, and engage all students, including those from disadvantaged backgrounds.

- Identify three students who will serve as spring semester interns by November 22, 2025
- Place three students in internships in the DC government that support Project Vision Zero by January 14, 2025
- Host 1 session for students to present the results of their projects and turn in deliverables by April 17, 2025
- By July 31, 2025, identify three students who will be the fall semester interns.
- By September 2, 2025, place three students in fall semester internships in the DC government that support Project Vision Zero.

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**PROJECT NAME:** FUELING INNOVATION IN POST CRASH CARE: DC POST CRASH CARE LIAISON

**Countermeasure(s):** Communications and Outreach Supporting Enforcement (3-4.1); Communications and Outreach on Distracted Driving (4-2.1); Communications and Outreach: Motorist Awareness of Motorcyclists (5-4.2); Impaired Pedestrians: Communications and Outreach (8-3.1)

**Federal Funding Source(s)/Amount:** 402

**Project Agreement Number:** N/A

**Subrecipient(s):** National Association of State EMS Officials (NASEMO)

**Eligible Use of Funds:** 402 - CP

**Planning and Administration Costs:** No                      **Amount:** \$195,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide with a focus on the High Injury Network

**Affected Communities:** Vulnerable roadway users by educating drivers that travel within the District

Through the provision of a full-time Post-Crash Care Liaison to the District of Columbia Highway Safety Office (HSO) to be located at the HSO, the National Association of State EMS Officials (NASEMSO) proposes to assist its members in the District of Columbia and the area post-crash care (i.e., EMS and trauma system) communities, as well as its highway safety constituents with subject matter expertise and a new foundation for progress. The NASEMSO has worked meticulously to successfully manage scores

of cooperative agreement projects funded by NHTSA over the last twenty years and demonstrated a proven track record of active project management.

This technical assistance intends to: increase and strengthen the District's EMS and trauma system efforts focused on priority planning and implementation of traffic safety programs; increase awareness and involvement of state EMS offices and EMS and trauma system providers in the District's priority programs; improve community engagement of (and via) the EMS and trauma systems; and to generally enhance the dialogue between highway safety and the post-crash care system.

- Draft a plan to foster a greater understanding of the district 3HSP and the state HSIP in the Post-Crash Care Community by September 30, 2025.
- Propose at least two strategies for generating increased EMS and trauma system support and participation in HSO priorities by September 30, 2025.
- Assist the HSO with understanding at least five post-crash response data, system characteristics, and implications in the district resulting from incidents in adjacent states by September 30, 2025.
- Propose at least two strategies for greater community engagement by EMS and trauma system stakeholders by September 30, 2025.
- Support the Office of Unified Communications in a 9-11 assessment that will focus on post-crash care by September 30, 2025.

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**PROJECT NAME:** DEVELOPING CAMPUS AND COMMUNITY PARTNERSHIPS TO IMPROVE TRAFFIC SAFETY AMONG COLLEGE STUDENTS IN D.C.

**Countermeasure(s):** Communications and Outreach Addressing Impaired Pedestrians, Communications and Outreach on Distracted Driving

**Federal Funding Source(s)/Amount:** 402

**Project Agreement Number:** N/A

**Subrecipient(s):** Ohio State University (OSU)

**Eligible Use of Funds:** 402 - TSP

**Planning and Administration Costs:** No                      **Amount** \$450,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** Vulnerable roadway users ages 18-24

The OSU project addresses the significant issue of driving and using micro-mobility while under the influence of alcohol and drugs through targeting a high-risk group of college students in Washington D.C. by building on the initial work to develop a Networked Improvement Community (NIC) among DC colleges. The Higher Education Center for Alcohol and Drug Misuse Prevention and Recovery (HECAOD)

at Ohio State University has a strong track record in addressing collegiate substance misuse through evidence-informed strategies, professional development, and collaboration. With years of experience and successful initiatives funded by various agencies, including the National Highway Traffic Safety Administration (NHTSA) and the DC Highway Safety Office, HECAOD has demonstrated its capability to effectively implement programs aimed at improving traffic safety among college students. Their establishment of the Collegiate Impaired Driving Collaborative and ongoing efforts to develop networked improvement communities further highlight their qualifications and dedication to addressing substance misuse on campuses.

HECAOD plans to use the grant to address impaired driving and micromobility usage among college students in Washington D.C. They will continue to establish a Networked Improvement Community (NIC) among D.C. colleges to share knowledge, plan interventions, and measure their impact on reducing impaired driving incidents. Additionally, HECAOD will provide training and technical assistance to campuses, collaborate with community partners, and share findings with relevant stakeholders to support the D.C. Highway Safety Office's goals of reducing alcohol-impaired driver fatalities and injuries.

- By September 30, 2025, campuses participating in the Networked Improvement Community will have completed one model improvement cycle. This objective contributes to the DC HSO Goal of reducing alcohol-impaired driver fatalities and impaired driving-related injuries in DC.
- By February 28, 2025, NIC campuses will complete one pre-assessment to measure traffic safety behavior and perceptions among their students.
- By September 30, 2025, each NIC campus will collaborate with at least one community partner to implement a strategy.
- By September 30, 2025, HECAOD will disseminate project findings to the DC HSO and two national conferences.

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**PROJECT NAME:** THE ROLE OF OAG IN PREVENTING ROADWAY TRAGEDY: AGGRESSIVE DRIVING PROSECUTOR

**Countermeasure(s):** Other Enforcement Methods (2-2.3); Communications and Outreach Supporting Enforcement (3-4.1); Communications and Outreach on Distracted Driving (4-2.1); Communications and Outreach: Motorist Awareness of Motorcyclists (5-4.2); Impaired Pedestrians: Communications and Outreach (8-3.1)

**Federal Funding Source(s)/Amount:** Local Funds

**Project Agreement Number:** N/A

**Subrecipient(s):** District Office of the Attorney General (DCOAG)

**Eligible Use of Funds:** Local Funds

**Planning and Administration Costs:** No                      **Amount:** \$155,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** District drivers

The Office of the Attorney General will continue to uphold its responsibility of prosecuting criminal traffic offenses by hiring an Aggressive Driver Prosecutor. The DC Office of the Attorney General (DCOAG) possesses extensive experience and success in prosecuting Aggressive Driving offenses, collaborating with law enforcement agencies, and implementing improvements in policies and procedures to ensure successful prosecutions.

The implementation of an Aggressive Driver Prosecutor (ADP) within DCOAG would significantly enhance prosecution efforts by focusing solely on egregious aggressive driving cases, improving enforcement, and providing dedicated supervision to repeat offenders. Additionally, the ADP would enhance victim services by offering more focused support to victims and better outreach to advocate groups, ultimately contributing to safer roadways and communities in the District.

- Maintain a caseload of approximately 40-60 cases involving the most serious offenses of aggressive driving by September 30, 2025.
- Screen 90% of the citation cases for criminal traffic offenses that fall under the definition of Aggressive Driving by September 30, 2025.
- Respond within 48 hours to detectives and officers upon request for an arrest warrant and/or search warrant review.
- Communicate with victims who suffer property damage or personal injury within two (2) weeks of charging by September 30, 2025.
- Coordinate two training sessions for law attorneys and/or law enforcement on topics related to aggressive driving by September 30<sup>th</sup>, 2025.
- Review closed cases to determine whether the defendant has re-offended within 6 months, 1 year, and 2-year increments to assist with statistical data-keeping by September 30<sup>th</sup>, 2025.

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**PROJECT NAME:** THE ROLE OF OUC IN POST-CRASH CARE: 911 HIGHWAY SAFETY TRAINING

**Countermeasure(s):** Training – Uniform Guidelines for State Highway Safety Programs No. 11  
Emergency Medical Services

**Federal Funding Source(s)/Amount:** 402

**Project Agreement Number:** TC-2024-24-01-00

**Subrecipient(s):** Office of Unified Communications (OUC)

**Eligible Use of Funds:** 402 - EM

**Planning and Administration Costs:** No                      **Amount:** \$350,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** Vulnerable roadway users by educating drivers that travel within the District

To address the issue of callers struggling to identify their location to 9-1-1 call takers, the OUC wants to provide 9-1-1 operations staff with increased training focused on Geographic Information Systems (GIS), Computer-Aided Dispatch (CAD), and location accuracy. The Office of Unified Communications (OUC) is responsible for handling both emergency and non-emergency calls through the 911 and 311 systems, which is essential to enforcing laws in the District of Columbia and ensuring the safety of its citizens and visitors.

The current challenges in 9-1-1 location accuracy on highways have led to significant delays in dispatching emergency services for traffic crashes, increasing the risk to individuals involved. To address this, the OUC proposes a comprehensive training program to empower 9-1-1 operations staff with enhanced GIS and CAD skills, aiming to improve location accuracy, minimize response delays, and ultimately save lives.

- Implement six trainings for all 9-11 personnel by September 30th, 2025 including 9-1-1 Traffic Training, Association of Public Safety Communications Officers (APCO) GIS Training, National Emergency Number Association (NENA) Addressing for 9-1-1 Training, National Emergency Number Association (NENA) Addressing for 9-1-1 Training, Association of Public Safety Communications Officers (APCO) Fundamentals of Next Gen 9-1-1 Training, National Emergency Number Association (NENA) NG911 for PSAP.
- Support all 9-11 personnel in Traffic Incident Management Training (TIMS) by September 30, 2025.

The HSO will prorate expenses to match the level of effort exclusively focused on traffic safety.

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**PROJECT NAME:** EQUITABLE ENFORCEMENT IN CAMPUS COMMUNITY PEDESTRIAN SAFETY

**Countermeasure(s):** Communications and Outreach Addressing Impaired Pedestrians

**Federal Funding Source(s)/Amount:** 402

**Project Agreement Number:** N/A

**Subrecipient(s):** Howard University Department of Public Safety

**Eligible Use of Funds:** 402 - TSP

**Planning and Administration Costs:** No                      **Amount:** \$120,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** Howard University and surrounding area within Ward 1 and Ward 5

**Affected Communities:** Vulnerable roadway users ages 18-24 with a focus on the High Injury Network

Howard University aims to enhance pedestrian safety and reduce vehicular accidents on and around its campus through targeted education and safety interventions. Howard University, a prominent Historically Black College and University (HBCU), serves a diverse community predominantly comprised of black and brown individuals. The campus is located in an area identified by DDOT as part of the High Injury Network due to high rates of traffic-related injuries and fatalities.

This project seeks to mitigate the risks associated with vehicular traffic around Howard University by implementing safety measures and educational initiatives tailored to the campus community's needs.

- Host at least one student orientation training. HU DPS will provide new and returning students with pedestrian safety training. This will be a mandatory training that incorporates the review of University biking and electric scooter policies and procedures, understanding the importance of personal safety, and safe pedestrian practices in high motorist traffic areas by September 30, 2025.
- Host at least two trainings for the entire campus community on pedestrian safety. This will be a mandatory training that incorporates the review of University biking and electric scooter policies and procedures, understanding the importance of personal safety, and safe pedestrian practices in high motorist traffic areas by September 30, 2025.
- Host at least five tabling events by September 30, 2025.
- Implement at least one program to promote safe transportation off campus and around the local areas by September 30, 2025.

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**PROJECT NAME:** [EQUITABLE ENFORCEMENT IN THE DISTRICT: US PARK POLICE \(USPP\)](#)

**Countermeasure(s):** High-Visibility Enforcement (3-2.2), Enforcement Strategies (A4-4.4); Enforcement Strategies (A5-3.3)

**Federal Funding Source(s)/Amount:** 402

**Project Agreement Number:** N/A

**Subrecipient(s):** United States Park Police

**Eligible Use of Funds:** 402 - SE

**Planning and Administration Costs:** No                      **Amount:** \$250,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide with a focus on high viewing sites

**Affected Communities:** All District Residents

The United States Park Police (USPP) will work diligently to prevent impaired driving on our roadways through overtime and trainings in order to operate in areas in the District where USPP has a heavy presence near national monuments and other historic sites. The USPP functions as a unit of the National



Park Service with jurisdiction in all federal parks and delivers professional full-service law enforcement to the national parks and neighboring communities.

Key initiatives include providing USPP with advanced technology like portable breath test devices and speed detection equipment, along with specialized training in SFST, ARIDE, and DRE techniques. Enhanced enforcement efforts will be implemented through dedicated overtime hours targeting impaired driving, speeding, seat belt violations, handheld device use, and commercial vehicle regulations. These efforts are essential to reduce alcohol and drug-impaired crashes and fatalities, fostering safer roadways and promoting equitable enforcement practices across the Capital Region.

- Conduct 3,000 overtime hours/weekly Impaired Driving and other traffic safety Overtime Enforcement by September 30, 2025.
- Attend the Trimble Crash Reconstruction Training to support the crash reconstruction team by September 30, 2025.
- Attend Intoximeter Training Instructor/Maintenance Tech school to support the breath alcohol program by September 30, 2025.
- Support the Highway Safety Office in community engagement of law enforcement by participating in at least 15 community events by September 30, 2025.
- Purchase speed and impaired driving equipment that will support equitable enforcement by September 30, 2025.

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**PROJECT NAME:** "MOVE LIKE YOU GIVE A DUCK:" ENGAGING WARD 8 BUSINESSES IN MOBILITY SAFETY

**Countermeasure(s):** Communications and Outreach on Distracted Driving (4-2.1)

**Federal Funding Source(s)/Amount:** 402

**Project Agreement Number:** N/A

**Subrecipient(s):** Southwest Business Improvement District (SWBID)

**Eligible Use of Funds:** 402 - CP

**Planning and Administration Costs:** No                      **Amount:** \$200,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide with a focus on Ward 8/SWBID

**Affected Communities:** Ward 8

The "Move Like You Give A Duck" Roadway Safety Campaign created by Southwest Business Improvement District (SWBID) is a multi-faceted initiative aimed at enhancing roadway safety through community-based partnerships and innovative outreach strategies tailored to the unique neighborhoods

of the District of Columbia. This pilot program emphasizes seatbelt safety, bicyclist and pedestrian safety, and moped safety, targeting vulnerable roadway users and specific user groups like food delivery drivers. SWBID, an established local authority on innovative mobility in the District of Columbia, has a strong track record in managing federal and local grants, including administering the DC Mobility District (DCMID) and launching initiatives like the Circuit Rideshare and the city's first e-bike library.

The campaign will deploy a variety of approaches to engage the community, including hosting educational activities at SWBID events, partnering with artists to create impactful installations, distributing safety equipment during community gatherings, conducting targeted outreach to businesses and residential buildings, and utilizing traditional media channels for broad public messaging. These efforts aim to promote a culture of safety and responsibility on DC roadways, ultimately reducing crashes and enhancing the quality of life for all road users.

- Promote seatbelt safety at four SWBID events that engages at least 500 people to be tracked via sign-in sheet or QR code by September 30<sup>th</sup>, 2025.
- Engage a minimum of 12 businesses over the course of three educational business outreach initiatives by September 30<sup>th</sup>, 2025.
- Distribute safety equipment at eight SW BID Events (bike bells, bike visibility lights, unattended passenger stickers) to at least 100 people. Tracked via sign-in sheet or QR code by September 30<sup>th</sup>, 2025.
- Install one art-based engagement opportunity (bicycle helmet) at one SWBID event that engages at least 15 participants to be tracked by number of participants by September 30<sup>th</sup>, 2025.
- Host one broad public messaging campaign ("Safe Streets, Safe Lives") that will include a website, branding, social media campaign, email newsletter, and tool kit, and will aim to make impressions on at least 300 people by September 30<sup>th</sup>, 2025.

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**PROJECT NAME:** MASS-MEDIA CAMPAIGNS ON MOBILITY SAFETY WITHIN THE DISTRICT OF COLUMBIA

**Countermeasure(s):** Mass Media Campaigns (1-5.2); Supporting Enforcement (2-3.1); Communications and Outreach Supporting Enforcement (3-4.1); Communications and Outreach on Distracted Driving (4-2.1); Communications and Outreach: Motorist Awareness of Motorcyclists (5-4.2); Impaired Pedestrians: Communications and Outreach (8-3.1)

**Federal Funding Source(s)/Amount:** 402

**Project Agreement Number:** N/A

**Subrecipient(s):** Vendor TBD

**Eligible Use of Funds:** 402 - PM

**Planning and Administration Costs:** No                      **Amount:** \$995,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** District-wide

A to-be-determined vendor will address a variety of mobility safety campaigns using a mass media approach. Through this agreement, the vendor will provide creative support, design support, and purchase media on behalf of the District Highway Safety Office on mobility safety topics. These topics will include:

- Impaired driving (alcohol, cannabis, other drugs)
- Occupant Protection
  - Seat Belt usage
  - Child Passenger Safety
  - Unattended Occupant
  - Distracted Driving
- Reckless and Aggressive Driving
- Pedestrian and Bicycle Safety
- Motorcycle Safety

## Section 405b: Occupant Protection

The District of Columbia is applying for the Occupant Protection Grant as outlined in Section 405b (23 CFR 1300.21). The state's occupant protection program area plan for the upcoming fiscal year is provided. The state will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. A description of the State's planned participation is provided. The District has provided the State's active network of child restraint inspection stations including the number of planning inspection stations and events during the fiscal year. The State has also provided the number of current nationally Certified Child Passenger Safety Technicians in the Triennial Highway Safety Plan to ensure stations and events are led by nationally Certified Child Passenger Safety Technicians.

### Occupant Protection Plan

The District of Columbia has prepared an aggressive plan to maintain the rating of a high seat belt use rate. The District Highway Safety Office (HSO) will lead efforts connected to participation in Click it or Ticket national mobilization and create a mass media campaign to raise awareness of the dangers of not wearing a seat belt. The District will host a kick-off event with invited city leadership and other community partners to kick-off the launch of the mobilization. The following agencies will participate in the Click it or Ticket mobilization in FY25:

Impact Teen Drivers	US Park Police (USPP)	Children's National Medical Center
DC Department of For-Hire Vehicles (DFHV)	George Washington University Hospital	DC Metropolitan Police Department (MPD)
DC Office of the Attorney General (OAG)	Safe Routes to School	ASPIRA
DC Department of Motor Vehicles	US Capital Police (USCP)	DC Department of Transportation (DDOT)
US Park Police (USPP)	Safe Kids Worldwide	Alcohol Beverage and Cannabis Administration (ABCA)

### Child Restraint Inspection Stations

The District of Columbia has an active network of child passenger safety inspection stations and car seat voucher distribution program. Technicians will be available at the following planned inspection locations (five planned). Each location is considered an urban environment for the District:

- DMV Inspection Station
  - Weekly events (52 events)
- DC Metropolitan Police Department
  - Weekly events (52 events)
- Bright Beginnings

- Weekly events (52 events)
- Capitol Hill Pregnancy Center
  - Weekly events (52 events)
- DC Department of Health Help Me Grow
  - Weekly events (52 events)
- Community of Hope
  - Weekly events (52 events)

The District will work with the Metropolitan Police Department, Safe Kids Worldwide, Children's National Media Center, and other community partners to continue our recruitment of child passenger safety technicians.

- Estimate of the total number of technician classes to be held in FFY25: 2
- Estimated total number of technicians to be trained in FFY25: 22

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**PROJECT NAME:** ASPIRA OCCUPANT SAFETY PROGRAM

**Countermeasure(s):** Programs for Increasing Child Restraint and Booster Seat Use

**Federal Funding Source(s)/Amount:** 405b

**Project Agreement Number:** N/A

**Subrecipient(s):** ASPIRA Association

**Eligible Use of Funds:** BIL 405b – M1PE

**Planning and Administration Costs:** No                      **Amount:** \$193,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide with a focus on Wards 5, 7, 8

**Affected Communities:** Spanish Speakers in the District

The ASPIRA Association plans to conduct a culturally and linguistically appropriate traffic safety campaign that specifically targets the Latino community in the District of Columbia to reduce injuries and fatalities related to occupant protection. ASPIRA is a nonprofit organization that has been aiming to benefit members of the Latinx community for over 60 years and has worked on traffic safety measures related to the community for over 15 years.

Overall, their project is focused on creating a culturally and linguistically appropriate traffic safety information campaign to promote the proper use and benefits of seat belts, child safety seats, and related laws among the Hispanic population in the district. This would be done through social media and a foot-

on-ground campaign-style by targeting schools, churches, and other areas in which the Latinx community resides.

- Provide four progress reports, one final progress report, and a minimum of one financial invoice by September 30, 2025.
- Develop a bi-monthly newsletter related to the objectives of the program by September 30, 2025.
- Offer two media coverage events in the Latinx community to promote awareness about seat belt laws in the district by September 30, 2025
- Create one culturally and linguistically appropriate traffic safety information campaign to promote the proper use and benefits of seat belts, child safety seats, and related laws among the Hispanic population in the district by September 30, 2025
- Participate in at least five health fairs and/or cultural and/or community events to disseminate information and educate the Latinx community in DC concerning the use of seat belts and the appropriate use of car seats and booster seats. Washington, DC seat belt laws are also reinforced by September 30, 2025
- Offer two media coverage events in the Latinx community to promote awareness about seat belt laws in the District by September 30, 2025.

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**PROJECT NAME:** THE CONTINUUM OF PEDIATRIC MOTOR VEHICLE OCCUPANT SAFETY:  
CHILDREN’S NATIONAL MEDICAL CENTER

**Countermeasure(s):** Strategies for Child Restraint and Booster Seat Use (2-6.2)

**Federal Funding Source(s)/Amount:** 405b

**Project Agreement Number:** N/A

**Subrecipient(s):** Children’s National Medical Center

**Eligible Use of Funds:** BIL 405b – M1CPS

**Planning and Administration Costs:** No                      **Amount:** \$156,656.28

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** Wards 2,5,7, and 8

**Affected Communities:** Vulnerable passengers (children); All district residents

Safe Kids DC will focus on reestablishing past projects and addressing safety issues related to children with special health care needs and children who are inequitably impacted by motor vehicle collisions. Safe Kids DC is a safety program that works to educate children and families on unintentional injuries through the Children’s National Hospital with various qualified staff with experience in various health and interpersonal-related fields.

Overall, the project will encompass various resources, including videos, digital and physical resources, and tool kits that can be used independently and with professionals. This will help address the gap in child-occupant safety as well as expand the capacity for Safe Kids DC to continue to empower and engage children, parents, and educators. A significant focus around their projects would be in Wards 2,5,7 and 8 of the District because they are priority engagement sites, and they are where most motor vehicle collisions occur in the district.

- Develop one lesson plan, two educational handouts, and one video for each topic: aggressive driving, being a good passenger, and safety after a crash, by September 30, 2025.
- All completed materials translated into Spanish to increase reach and equity within 1 month of initial material approval.
- Hold four community events on pediatric occupant safety with a focus on safety, good occupant behavior, and aggressive driving by September 30, 2025.
- Increase parents' or guardians' self-efficacy in talking to their children about good passenger behavior and aggressive driving by 30% with pre- and post- test during engagement events.
- Increase parent/guardian self-efficacy to protect themselves and their child after a crash by 30% with pre- and post- test during engagement events.
- Attend 100% of all required check-ins and monthly community grantee meetings in one year, measured by staff attendance at meetings.
- Attend the national school-based care conference to increase staff knowledge on effective school-based intervention by 30%, measured by staff self-report by September 30, 2025.
- Attend the Kidz in Motion conference to increase staff knowledge of safe occupant restraints in children with special health care needs by 30% with pre- and post- test.

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**PROJECT NAME:** PROJECT SAFE CHILD: KEEPING OUR YOUNGEST MOVERS SAFE

**Countermeasure(s):** Strategies for Child Restraint and Booster Seat Use (2-6.2)

**Federal Funding Source(s)/Amount:** 405b – FAST Act 405b High/BIL 405b High

**Project Agreement Number:** N/A

**Subrecipient(s):** District Department of Transportation (DDOT)

**Eligible Use of Funds:** BIL 405b – B1CPS\_US

**Planning and Administration Costs:** No                      **Amount:** \$178,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** Yes

**Location where the Project is Performed:** District-wide with a focus along the High Injury Network

**Affected Communities:** Vulnerable passengers (children); Parents & Caregivers

District Department of Transportation's (DDOT)'s overall project goal is to reduce injuries and deaths among DC children by helping families obtain and use car seats and booster seats correctly every time a child rides in a motor vehicle.

DDOT's and DC Highway Safety Office's robust initiatives, including Project Safe Child, demonstrate their expertise in providing comprehensive CPS education and outreach, resulting in increased child passenger safety awareness and implementation across the District. Project Safe Child aims to distribute car seat vouchers and expand CPS technician capacity through annual training and outreach efforts while conducting community events to promote unattended passenger safety and occupant protection for families. This collaborative program engages stakeholders, including law enforcement, healthcare providers, faith-based organizations, and community centers, to reach thousands of District residents with its life-saving message.

- Provide at least 1,200 child seats via the car seat voucher program by September 30, 2025.
- Host at least two two-hour workshops for parents and caregivers with OSSE by September 30, 2025.
- Conduct at least three demonstrations/inspections or virtual meetings per month on how to use child safety seats, boosters, and the importance of seatbelt usage by September 30, 2025.
- Host two 32-hour National Child Passenger Safety Certification Training to DC Highway Safety Office staff and various interested organizations by September 30, 2025.

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**PROJECT NAME:** OCCUPANT PROTECTION ENFORCEMENT

**Countermeasure(s):** Short-term, High-Visibility Seat Belt Law Enforcement (2-2.1); Integrated Nighttime Seat Belt Enforcement (2-2.2); Sustained Enforcement (2-2.3)

**Federal Funding Source(s)/Amount:** 405b

**Project Agreement Number:** N/A

**Subrecipient(s):** Metropolitan Police Department (MPD)

**Eligible Use of Funds:** BIL 405b – M1\*PT

**Planning and Administration Costs:** No                      **Amount:** \$400,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide with a focus along the High Injury Network

**Affected Communities:** All District drivers and passengers.

The Metropolitan Police Department (MPD) will continue their work in enforcing occupant protection during both day and night through overtime at events at high hazard locations identified by the HSO and MPD sources. The MPD is the primary law enforcement agency for the District of Columbia and has over 100 years of combined traffic safety law enforcement experience.



The project's goal is to increase seat belt usage both daytime and nighttime with all vehicle drivers and occupants within the District by strengthening law enforcement and working with key partners as part of the national Click It or Ticket mobilization and Project Safe Child.

- Conduct a total of 2,000 hours of overtime enforcement on day and or nighttime seatbelt enforcement at high hazard locations identified by the HSO and MPD sources. 500 hours of will be designated for 2025 CIOT mobilizations and child passenger safety week.
- Conduct 1,500 hours of overtime at events and evenings for inspecting and performing CPS workshops to parents, teachers and caregivers on the proper installation of child safety seats.
- Maintain the District's seat belt compliance rate above 90 percent by September 30, 2025.
- Reduce the number of unrestrained-related fatalities and injuries in the District by September 30, 2025.
- Increase the number of MPD child certified technicians from 40 in 2024 to 50 by September 30, 2025. Attend the national school-based care conference to increase staff knowledge on effective school-based intervention.

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**PROJECT NAME:** UNDERSTANDING SEAT BELT USAGE: ANNUAL SEAT BELT SURVEY WITH UMD

**Countermeasure(s):** Strategies for Child Restraint and Booster Seat Use (2-6.2); Supporting Enforcement (2-3.1);

**Federal Funding Source(s)/Amount:** 405b

**Project Agreement Number:** N/A

**Subrecipient(s):** University of Maryland (UMD)

**Eligible Use of Funds:** BIL 405b – M1\*CP

**Planning and Administration Costs:** No                      **Amount:** \$250,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** Vulnerable passengers (children); All district residents

This project will conduct a seat belt observational survey in Washington, D.C. in 2025 to evaluate compliance with seat belt laws. The survey will utilize trained observers and existing roadway sites to collect data for federal certification from the NHTSA. The National Study Center (NSC) has been consistently funded by both the Maryland Highway Safety Office (MHSO) and the National Highway Traffic Safety Administration (NHTSA) for over two decades, conducting annual Maryland Seat Belt Usage Studies and contributing significantly to national injury research through its participation in the

Crash Injury Research and Engineering Network (CIREN), thus demonstrating expertise in program

The NSC at UMD plans to conduct a front-occupant seat belt observational survey in Washington, D.C., in 2025. The survey will utilize existing roadway sites, GPS coordinates, and trained observers to collect, analyze, and interpret data aimed at assessing compliance with seat belt usage laws. The ultimate goal is to apply for federal certification from NHTSA.

- By March 31, 2025, update or develop at least one material needed for front-seat survey administration, analysis, or training. Furthermore, they plan on creating and validating an electronic tool (an app) for ease of collecting observational data with iPads
- By June 30th, 2025, hire at least one individual to perform seatbelt observations and counting. They will also prepare materials and conduct training for front-seat survey observers & quality control personnel.
- By September 30, 2025, attend 12 Safe Community Coalition Meetings to support the partnership goals of the DC Highway Safety Office.
- Prepare one report of front-seat findings for federal certification using data compiled through validation of the project by September 30, 2025.

## Section 405c: State Traffic Safety Information System Improvements

The District of Columbia is applying for State Traffic Safety Information System Improvement Grants (23 CFR 1300.22). The State has a functioning traffic records committee meeting at least three (3) times yearly. The State has designated Rick Birt, Director of the DC Highway Safety Office, as the Traffic Records Coordinating Committee Coordinator. The State has established a state traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation, or adjudication, driver, emergency medical, or injury surveillance system, roadway, and vehicle databases. A written description of the performance measures and all supporting data that the state is relying upon to demonstrate the achievement of the quantifiable improvement in the preceding 12 months of this application is provided in the Triennial Highway Safety Plan.

### Quantitative Improvements to a Core Traffic Records Database: Roadway (GIS Database Improvement)

The DC Highway Safety Office continues to pursue quantitative improvements to our traffic records ecosystem. The percentage of roadways available in OCTO's GIS Data Lake increased from 96% in the baseline period (April 1, 2022 – March 31, 2023) to 100% during the performance period (April 1, 2023 – March 31, 2024).

Roadway Information is one of the six core areas of traffic records management in which the DC HSO has made meaningful and measurable progress. As part of the 2022 Traffic Records Coordinating Committee Strategic Plan Recommended Projects, Roadway Improvements Section 1.1, the District worked to improve the GIS data platform by developing a "big data" infrastructure. The project, called "District Data Lake (Operational with ongoing Enhancements) Phase II" successfully decreased the gaps in GIS data from 4% (GIS data missing in the state system) to 0% data missing (96% complete to 100% complete).

The Office of the Chief Technology Officer (OCTO) completed the project in February 2024 – now making the project complete. The documentation of this project is now available in the DC Open Data Source through OCTO. It is not feasible to attach such a data file to this AGA, but interested members of the community may visit the OCTO website to access the full data set in the open data system. A print out of the cover-page showing 100% records (no records missing) is attached along with the baseline period.

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### **PROJECT NAME:** INCREASE DATA ACCURACY: DMV CONVICTIONS PROJECT

**Countermeasure(s):** Pursuing measurable improvements anticipated in the State's core safety databases, including crash, citation, or adjudication, driver, emergency medical, or injury surveillance system, roadway, and vehicle databases.

**Federal Funding Source(s)/Amount:** 405c – FAST Act 405c/BIL 405c

**Project Agreement Number:** N/A

**Subrecipient(s):** Department of Motor Vehicles (DMV)

**Eligible Use of Funds:** BIL 405c – B3TRP

**Planning and Administration Costs:** No                      **Amount:** \$75,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** Yes

**Location where the Project is Performed:** District-wide

**Affected Communities:** All district drivers

The DMV plans to continue its duties to enter convictions and will continue to reduce the backlog of convictions by requesting additional hours for the DMV's staff to enter convictions into the DESTINY system via overtime. The DMV has a long history of responsibility for the issuance, monitoring, and other activities associated with obtaining and maintaining driving privilege in the DC area.

Data entry in FY25 will continue to allow the timely entry of convictions and should enable the DMV to decrease the existing backlog of out of state convictions. The DESTINY system maintains an electronic record of driver's traffic record which is then shared with other agencies such as the Metropolitan Police Department (MPD) and the courts to improve road safety through enforcement.

- By December 31, 2024, the DMV will schedule overtime dates for processing and the completion of conviction data.
- Compile one final report summarizing program achievements, impact, and lessons learned by September 30, 2025.

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**PROJECT NAME:** INCREASE IMPAIRED DRIVING DATA AMONG LEGACY SYSTEMS: 3340  
AUTOMATION PROJECT (DMV)

**Countermeasure(s):** Legislation and Licensing of Drug-Impaired driving Laws, Enforcement of Drug Impaired driving; Administrative License Revocation or Suspension (ALR/ALS)

**Federal Funding Source(s)/Amount:** 405c

**Project Agreement Number:** N/A

**Subrecipient(s):** Department of Motor Vehicles (DMV)

**Eligible Use of Funds:** BIL 405c – B3DSA

**Planning and Administration Costs:** No                      **Amount:** \$450,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** All District Drivers

The Department of Motor Vehicles (DMV) will leverage new technology to automate the process of form DMV-3340 to be distributed to arrestees as required by law. The DMV has a long history of responsibility for the issuance, monitoring, and other activities associated with obtaining and maintaining a driving privilege in the DC area.

Form DMV-3340 is a form that is provided to arrestees who refuse to provide blood, breath, or urine sample for testing when pulled over on suspicions of DUI. The arrestee must be both served with the DMV-3340 and afforded an opportunity to sign that he or she was served with a copy. The original copy is then sent to the DMV to suspend the arrestee's driver operating privileges in the District of Columbia. By automating the process, we can ensure full accountability of those motorists who have been arrested.

- Spend 80 hours on design & analysis by September 30, 2025.
- Spend 120 hours on requirement documentation by September 30, 2025.
- Spend 2040 hours on development by September 30, 2025.
- Spend 320 hours on quality assurance testing by September 30, 2025.
- Spend 20 hours on production deployment by September 30, 2025.
- Spend 320 hours on DMV User Acceptance Testing by September 30, 2025.
- Spend 100 hours on IT Support by September 30, 2025.

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**PROJECT NAME:** DATA-DRIVEN STREETS: IMPROVING DATA TIMELINESS AMONG LEGACY SYSTEMS

**Countermeasure(s):** Pursuing measurable improvements anticipated in the State's core safety databases, including crash, citation, or adjudication, driver, emergency medical, or injury surveillance system, roadway, and vehicle databases.

**Federal Funding Source(s)/Amount:** 405c

**Project Agreement Number:** N/A

**Subrecipient(s):** The Rectors & Visitors of the University of Virginia (UVA)

**Eligible Use of Funds:** BIL 405c – M3DA

**Planning and Administration Costs:** No                      **Amount:** \$470,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** All District drivers

The University of Virginia aims to start this project by leveraging data to make the streets of DC safer for all by utilizing crash reports, traffic camera data, and other information to understand where crashes happen and why. The University of Virginia's Darden Graduate School of Business hosts Associate

Professor Chris Parker, who specializes in information technology's impact on consumer behavior and market outcomes, will manage this project alongside other qualified individuals.

The Data-Driven Streets (DDS) project aims to enhance pedestrian and bicyclist safety in Washington, D.C., by addressing the underreporting of crashes through comprehensive data analysis. By leveraging various datasets and analytical techniques, DDS seeks to provide a more accurate depiction of traffic incidents, particularly in underserved areas, and to support initiatives such as traffic camera impact assessments, bike lane analyses, and identification of unsafe routes for students.

- By Sep 30, 2025: Participate in 12 monthly HSO Community Coalition Meetings and support other HSO events as requested.
- By September 30, 2025, Collect and incorporate scraped data into the dashboard with less than 5% data loss.
- Provide HSO with one draft dashboard by December 31, 2024, and implement dashboard feedback by March 31, 2025.
- By September 30, 2025: Create an API for other users to access data while maintaining privacy and adherence to DUAs so that additional volunteers and community members can help with analysis.
- By December 31, 2024: Identify additional datasets such as school boundaries, NEMSIS health data, and non-ADA-compliant sidewalk locations that could be useful for the dashboard/analysis.
- By June 30, 2025: Identify at least one non-ADA sidewalk that should be prioritized as there are either no alternatives or only unsafe alternatives.

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**PROJECT NAME:** FUELING CULTURE CHANGE: TRAFFIC RECORDS PROGRAM MANAGER

**Countermeasure(s):** Supporting Enforcement (2-3.1); Communications and Outreach Supporting Enforcement (3-4.1);

**Federal Funding Source(s)/Amount:** 405C

**Project Agreement Number:** N/A

**Subrecipient(s):** District Department of Transportation (DDOT) / Office of the Deputy Mayor for Operations and Infrastructure (DMOI)

**Eligible Use of Funds:** BIL 405c – B3TRP

**Planning and Administration Costs:** Yes                      **Amount:** \$200,000

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** District-wide

This project will fund a new position within the Highway Safety Office (CS-14) to oversee the Traffic Records efforts of the District. The role of the Traffic Records Manager at the Highway Safety Office is to oversee the management and analysis of traffic-related data, ensuring accurate record-keeping and timely reporting. They collaborate with internal and external stakeholders, including law enforcement agencies and data analysts, to monitor traffic trends and identify areas for improvement in road safety initiatives. Additionally, they lead the development of strategies to enhance data collection methods and maintain comprehensive traffic records. Moreover, the traffic records manager provides technical assistance to grantees managing projects related to traffic data collection and analysis, fostering partnerships to ensure alignment with organizational goals.

- Support the launch of a NHTSA Traffic Records assessment, ensuring successful completion by September 30, 2025.
- Support Cambridge Systematics in the creation of a new Strategic Plan focused on Traffic Records in the District by September 30, 2025.
- Begin execution of the new Traffic Records Strategic Plan, completing phase one by September 30, 2025.
- Host four quarterly meetings of the Traffic Records Coordinating Committee by September 30, 2025.
- Attend at least two educational conferences or events that enhance the capacity of the Program Manager by September 30, 2025.

## Section 405d: Impaired Driving Countermeasures

The District of Columbia is applying for the Impaired Driving Countermeasures Grant as outlined in Section 405d (23 CFR 1300.23(D)-(F)). The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1300.23(j).

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**PROJECT NAME:** DC DOUBLE CHECK PROGRAM: ABCA

**Countermeasure(s):** Zero-Tolerance Law Enforcement (1-6.2); Alcohol Vendor Compliance Checks (1-6.3); Other Minimum Legal Drinking Age 21 Law Enforcement (1-6.4); Youth Programs (1-6.5); Education Regarding Medications (1-7.3);

**Federal Funding Source(s)/Amount:** 405d – FAST Act 405d Low/BIL 405d Low

**Project Agreement Number:** N/A

**Subrecipient(s):** Alcoholic Beverage & Cannabis Administration (ABCA)

**Eligible Use of Funds:** BIL 405d High – B4PEM

**Planning and Administration Costs:** No                      **Amount:** \$250,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** Yes

**Location where the Project is Performed:** District-wide with a focus along the High Injury Network

**Affected Communities:** Vulnerable roadway users in teens and young adults

The Alcoholic Beverage & Cannabis Administration (ABCA) will support its flagship program, the DC Double Check Program, which is focused on reducing youth and young adult access to and consumption of alcoholic beverages. The goal is to increase road safety through three key pillars: youth and adult education, enforcement, and visibility. ABCA is an independent district government agency that regulates alcohol and medical cannabis in the District. It is regulated by the ABC board which is comprised of 7 mayoral-nominated and DC council-confirmed residents. ABCA has previously received HSO funding, which has helped in its initiatives and indirectly supports Vision Zero for safer roadways.

The project is focused on creating more insight into fraudulent forms of identification and properly educating both the public and sellers about ways to limit the consumption of alcohol and cannabis.

- Distribute 4,000 2025 ID Guides (International & Domestic) to alcohol-licensed businesses in DC by September 30, 2025
- ABCA investigators accompanied by trained HS students will conduct a minimum of 1,000 compliance checks at alcohol-licensed businesses in DC by September 30, 2025
- ABCA's external affairs team will coordinate four virtual fake ID trainings led by a recognized expert and retired police officer by September 30, 2025.



- ABCA investigators will participate in at least four high school student campus events, engaging at least 400 students by September 30, 2025.
- One enforcement module will be created to enable in-the-field enforcement program management, inspection need forecasting, and data analysis by September 30, 2025.
- ABCA investigators will monitor for underage patrons consuming alcohol and/or that are impaired at a minimum of 12 pub crawls and/or other outdoor public events by September 30, 2025.
- ABCA investigators will participate in a minimum of four college campus events at a minimum of four unique campuses, engaging at least 400 students by September 30, 2025.
- ABCA investigators will conduct a minimum of 500 photo ID checks using Intellicheck (app-based program) at a minimum of 500 on-premises retailer businesses by September 30, 2025.

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**PROJECT NAME: ENSURING IMPAIRED DRIVING CONVICTIONS: OAG DUI PROSECUTORS**

**Countermeasure(s):** DWI Courts (1-3.1)

**Federal Funding Source(s)/Amount:** 405d

**Project Agreement Number:** N/A

**Subrecipient(s):** District Office of the Attorney General (DCOAG)

**Eligible Use of Funds:** BIL 405d High – B4CS

**Planning and Administration Costs:** No                      **Amount:** \$893,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** All District drivers and passengers.

The Office of the Attorney General will continue to uphold its responsibility of prosecuting criminal traffic offenses by hiring a DUI Prosecutor. The DC Office of the Attorney General (DCOAG) possesses extensive experience and success in prosecuting DUI-related offenses, collaborating with law enforcement agencies, and implementing improvements in policies and procedures to ensure successful prosecutions.

This individual would play a crucial role in enforcing DUI laws and reducing impaired-related incidents through thorough screening of DUI arrests, participation in Drug Court, intra-office support and specialized training, handling litigation of complex cases, and receiving paralegal support for efficient prosecution. It ultimately contributes to increased public safety on District roadways.

- Facilitate at least three training sessions related to DUI prosecution by September 30th, 2025.
- Ensure at least 90% of alcohol-DUIs are screened for request of the installation of ignition interlock devices as part of guilty pleas and convictions after trial

- Ensure at least 90% of DUIs are screened for appropriateness of extended probation (18+ months) by September 30th, 2025.
- On at least 95% of cases assigned to DUI prosecutors, prepare appropriate and timely legal pleadings necessary to the prosecution of the cases (including requests for protection orders, filing of expert notice, motions for subpoena of medical records, and responses to defense motions) by September 30, 2025.
- Increase the number of DUIs referred to Drug Court by an average of two per month (from 14 to 16) and increase the number of DUI defendants participating in Drug Court by 10% (from 50 to 55) by September 30, 2025.

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**PROJECT NAME:** THE EVIDENCE NEEDED TO END IMPAIRED DRIVING: TOXICOLOGICAL INVESTIGATIONS OF SUSPECTED IMPAIRED DRIVERS AT OCME

**Countermeasure(s):** Breath Test Devices and Management (1-2.3)

**Federal Funding Source(s)/Amount:** 405d

**Project Agreement Number:** N/A

**Subrecipient(s):** Office of the Chief Medical Examiner (OCME)

**Eligible Use of Funds:** BIL 405d – B4BAC

**Planning and Administration Costs:** No                      **Amount:** \$423,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** All District drivers and passengers.

The Office of the Chief Medical Examiner (OCME) aims to reduce impaired driving injuries and fatalities in Washington D.C. by leveraging its forensic toxicology laboratory. The Washington, DC Office of the Chief Medical Examiner (OCME) toxicology laboratory, the only one in the District, boasts state-of-the-art facilities and a decade-long partnership with the DC Department of Transportation, processing over 2,000 impaired driving specimens and maintaining accreditation from reputable bodies.

By conducting testing, research, and updating processes, OCME supports enforcement and legislative efforts while decreasing wait times for law enforcement and attorneys interacting with the laboratory. With over a decade of partnership with the DC Department of Transportation and accreditation from reputable bodies, OCME is well-equipped to provide forensically defensible casework and expert consultation on drug and alcohol-impaired driving.

- Maintain two funded DUI toxicologists to review cases, produce a pending list, and ensure timely case reporting with 80% of the cases reported within 60 days by September 30, 2025.

- Hire 1 IT Specialist focused on setup and maintenance of the toxicology client portal; facilitate streamlined sample submission and result and litigation through 12 monthly reports by September 30, 2025. This position will be solely focused on impaired driving related evidence in year one. In year two, OCME will fund the position with local dollars. The HSO will closely monitor this position to ensure compliance.
- Compile testing and breath data (including drug prevalence and breath tickets) and share the findings with stakeholders at least quarterly.
- Evaluate automating data on statistical analysis by September 30, 2025.
- Maintain breath alcohol accreditation by maintaining instrument calibration and certification, as well as following applicable SOPs and submitting payment every 12 months by September 30, 2025.

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**PROJECT NAME: EQUITABLE IMPAIRED DRIVING ENFORCEMENT & OUTREACH**

**Countermeasure(s):** Publicized Sobriety Checkpoints (1-2.1); High-Visibility Saturation Patrols (1-2.2); Integrated Enforcement (1-2.5); Enforcement of Drug-Impaired Driving (1-7.1)

**Federal Funding Source(s)/Amount:** 405d

**Project Agreement Number:** N/A

**Subrecipient(s):** Metropolitan Police Department (MPD)

**Eligible Use of Funds:** BIL 405d – M4HVE

**Planning and Administration Costs:** No                      **Amount:** \$600,000

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide with a focus along the High Injury Network

**Affected Communities:** All District drivers and passengers.

The Metropolitan Police Department (MPD) will continue their work in reducing the number of drivers that drive impaired on the District roads through overtime enforcement hours and training for officers. The MPD is the primary law enforcement agency for the District of Columbia and has over 100 years of combined traffic safety law enforcement experience.

The project's goal is to reduce the number of impairment-related fatalities and injuries in the District and to increase the number of SFST, Intoximeter, and ARIDE trained officers at MPD. These would happen through approximately 6,400 hours of OT alongside an increase in trainings for officers at MPD.

- Conduct 4,000 overtime hours for alcohol enforcement for saturation patrol/checkpoints during the day and times based on crash data at high-risk locations, utilizing the impaired driving van and body cameras by September 30, 2025

- Conduct 970 overtime hours for enforcement during national crackdowns and holidays where high visibility enforcement is required, utilizing the impaired driving van and body cameras by September 30, 2025
- Conduct 1,000 overtime hours of enforcement on underage drinking/purchasing alcohol and the selling of alcohol to minors by September 30, 2025
- Conduct new SFST Training (32 hour class) once a month at the Metropolitan Police Academy (MPA) and an additional four classes for active members outside of MPA with a minimum of 10 new officers per training (160 officers total) by September 30, 2025
- Conduct SFST Refresher Course (8 hour class) 3 times per year with a minimum of 20 officers per training (60 officers total) by September 30, 2025
- Conduct Intoximeter training (40 hrs. class) 4 times per year with a minimum of 12 officers trained by September 30, 2025
- Conduct ARIDE training (16 hour class) twice per year with a minimum of 10 officers trained by September 30, 2025

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**PROJECT NAME:** SUPPORTING INTOXIMETER TRANSITION: US CAPITAL POLICE (USCP)

**Countermeasure(s):** High-Visibility Enforcement (3-2.2), Alcohol Measurement Devices,

**Federal Funding Source(s)/Amount:** Local Funds

**Project Agreement Number:** N/A

**Subrecipient(s):** United States Capital Police (USCP)

**Eligible Use of Funds:** Local Funds

**Planning and Administration Costs:** No                      **Amount:** \$55,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** All District drivers and passengers.

The United States Capitol Police needs to switch from the Drager 9510 to the Intoximeter EC/IR II for breath testing due to the end of support from their subject matter expert, Dr. Adatsi, requiring \$42,000.00 in funding for replacement instruments to support alcohol-related arrests. The United States Capitol Police has demonstrated credibility in enforcing impaired driving laws in the District, with over 550 alcohol-related arrests made or assisted with over the past five years, showcasing their consistent commitment to ensuring public safety. Additionally, officers, as part of their regular patrol duties, are trained to spot potentially impaired drivers, as four patrols are in service 24 hours a day.

These new instruments will allow the USCP to continue providing sound evidence to support alcohol-related arrests. One of the key things to note with this project is that “the notice to the USCP that support for the Drager instruments will end was given in the same fiscal year that the instruments must be replaced.” Furthermore, “the USCP will also be able to budget for life cycle replacement of the instruments in future years.”

- For at least eight hours a day, USCP Motor Unit Officers with the assistance of additional patrols will focus on motorcycle and moped driving infractions by September 30, 2025.
- During Drive Sober or Get Pulled Over Crackdown: A minimum of three officers per shift will focus on impaired driving on major routes in the Capitol Hill area by September 30, 2025.
- During Pedestrian Safety Month: During the morning and evening, when pedestrian traffic is the heaviest, officers will monitor pedestrian traffic as well as educate and enforce laws for drivers and pedestrians alike for at least four hours daily by September 30, 2025.
- Develop and post at least six SoberRide Campaign Community outreach videos on the web page and social media during holiday months to promote free rides by September 30, 2025.
- Purchase speed enforcement tools to reduce speed related impaired driving crashes by September 30, 2025.

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**PROJECT NAME:** ENGAGING NEW AUDIENCES IN IMPAIRED DRIVING PREVENTION: WRAP

**Countermeasure(s):** Alternative Transportation (1-5.4); Youth Programs (1-6.5); Mass Media Campaigns (1-5.2)

**Federal Funding Source(s)/Amount:** 405d

**Project Agreement Number:** N/A

**Subrecipient(s):** Washington Regional Alcohol Program (WRAP)

**Eligible Use of Funds:** BIL 405d High – M4OT; BIL 405d High – B4PEM

**Planning and Administration Costs:** No                      **Amount:** \$950,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide with a focus on the High Injury Network neighborhoods

**Affected Communities:** Youth and the broader community

The Washington Regional Alcohol Program (WRAP) will leverage new and innovative countermeasures to reach an adult audience with alcohol and drugged driving prevention resources and training. WRAP, in its 41st (exaggeration) year of existence, has a long history of supporting safety in the district and addressing the issue of drunk driving and underage drinking through the SoberRide campaign and other projects.

WRAP's multifaceted project aims to combat the rise in impaired driving incidents in the Washington metropolitan area. It utilizes strategies such as workplace outreach, the SoberRide® service, law enforcement awards, annual safety reports, a seasonal mobility safety fellow program, and partnerships to promote highway safety messages and provide alternatives to impaired driving at high-risk events and locations.

- Release one 2024 “How Safe Are Our Roads” annual data report prepared through a contract with the Metropolitan Washington Council of Governments by September 30, 2025.
- Promote and conduct five SoberRide campaigns on the importance of having a safe ride home—approximately 250K promotional materials will be distributed to the media campaigns by September 30, 2025.
- Attend a minimum of one conference (2025 Lifesavers conference and/or the 2025 GHSA conference) by September 30, 2025.
- Have at least one mocktail event with community partners to highlight the ability to enjoy DC's world-class cocktail scene without alcohol by September 30, 2025.
- Support the HSO in providing 500 hours of translation services for impaired driving events and written documents to target historically left behind and overrepresented communities with a focus on Latinx and Hispanic communities in the district by September 30th, 2025.
- Continue WRAP's leadership role in local, regional, and national coalitions regarding traffic safety and impaired-related issues by attending at least three meetings per quarter in FY25 by September 30, 2025.
- In partnership with the DC HSO and ABCA, host one 4/20 launch event to curb impaired driving by September 30, 2025.
- Host one activation event for Underage Drinking Prevention Month with a focus on prom or graduation by September 30, 2025.
- Attend at least two MPD Traffic Safety Check Points and provide partnership support, as needed, for events by September 30, 2025.

## Section 405e: Distracted Driving

The District of Columbia is applying for the distracted driving incentive grant under (23 CFR 1300.24). As required, the State has altered its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data within 30 days after the award. The State has a prohibition on texting while driving. The State's texting ban statute prohibiting texting while driving requires a fine and was enacted on July 1, 2004. The State also has a prohibition on handheld phone use while driving, enacted on July 1, 2004 and last amended on February 18, 2017. Additionally, the state also has a prohibition on viewing devices while driving, which was enacted on July 1, 2004 and last amended on February 18, 2017. The assurances lists the legal citations for each of these behaviors.

Sample questions from the driver's license examination would include the following related to distracted driving:

- "Distracted driving may be caused by:
  - Changing the radio, CD, or tape
  - Eating, drinking beverages or smoking
  - Using cellular phones and/or texting
  - **All of the above**"
- "During your learner permit stage, while driving in the District of Columbia you may use a mobile phone or other electronic devices with a hands-free accessory."
  - True/**False**
- "If you are driving and need to use a cell phone to make a call or send a text message you should:
  - Slow down and stay in the curb lane
  - Use the phone's voice feature and don't look down to type a message
  - **Pull off the road safely and stop**"



< 2 / 25 > >> 8% 59 min 48 secs

Distracted driving may be caused by:

- Changing the radio, CD, or tape
- Eating, drinking beverages or smoking
- Using cellular phones and/or texting
- All of the above

Next



\* < 4 / 25 > >> 16 % ⌚ 59 min 01 secs

During your learner permit stage, while driving in the District of Columbia you may use a mobile phone or other electronic devices with a hands free accessory.

- False
- True

Next



\* < 6 / 25 > >> 24 % ⌚ 58 min 19 secs

If you are driving and need to use a cell phone to make a call or send a text message you should

- Slow down and stay in the curb lane
- Use the phone's voice feature and don't look down to type a message
- Pull off the road safely and stop

Next

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**PROJECT NAME:** ADDRESSING DISTRACTED MOBILITY IN THE DISTRICT OF COLUMBIA: IMPACT TEEN DRIVERS

**Countermeasure(s):** Communications and Outreach on Distracted Driving (4-2.1)

**Federal Funding Source(s)/Amount:** 405e; 402

**Project Agreement Number:** N/A

**Subrecipient(s):** Impact Teen Drivers (ITD)

**Eligible Use of Funds:** BIL 405e – M8\*TSP; BIL 402 - DD

**Planning and Administration Costs:** No                      **Amount:** \$500,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No



**Location where the Project is Performed:** District-wide

**Affected Communities:** Novice pedestrians, Novice drivers, caregivers, broader community.

Impact Teen Drivers (ITD) will collaborate with the DC Highway Safety Office to engage, educate, and empower young people and their influencers with evidence-based programming and best practice resources from car seats to car keys and beyond. This comprehensive initiative targets elementary, middle, and high school students to foster a distraction-free mobility culture across Washington, DC. With over a decade of experience, ITD has been dedicated to reversing the preventable crisis of teen car crashes by focusing on attitude and behavior change rather than mere awareness. ITD emphasizes the collective responsibility for road safety among all road users and collaborates extensively with state, regional, and local agencies to deliver comprehensive traffic safety education.

ITD's evidence-based classroom and community programs, Parent-Teen workshops, and Train the Trainers sessions aim to empower elementary students, tweens, teens, their influencers, and community members to make informed decisions concerning driving, riding, walking, biking, or using any transportation mode within the diverse district. By integrating proven countermeasures such as Graduated Driver Licensing (GDL) GRAD and emphasizing proper seat belt and car seat usage, safe speeds, and driving distraction-free, ITD aims to cultivate a culture of safety and responsibility on the roadways.

- Conduct two ITD Train the Trainers Workshops (2) including materials for up to 35 attendees by September 30<sup>th</sup>, 2025.
- Implement 30 ITD high school evidence-based programs customized for DCHSO including survey and annual licensing by September 30, 2025.
- Implement 20 ITD elementary/middle school evidence-based programs customized for DCHSO, including surveys and annual licensing by September 30, 2025.
- Execute 10 community engagement, outreach, and partnership activities by September 30, 2025.
- Host one Summit titled “Be the Change Fellowship Summit” focused on transportation, which will include educational support, leadership development, media outreach, materials, and programming for up to 100 attendees by September 30, 2025.

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**PROJECT NAME:** EQUITABLE ENFORCEMENT OF DISTRACTED DRIVING ENFORCEMENT: MPD

**Countermeasure(s):** Enforcement Strategies (5-2)

**Federal Funding Source(s)/Amount:** 405e; 402

**Project Agreement Number:** N/A

**Subrecipient(s):** Metropolitan Police Department (MPD)

**Eligible Use of Funds:** BIL 405e – M8\*PT; BIL 402 - PT

**Planning and Administration Costs:** No                      **Amount:** \$500,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** All district residents district

The Metropolitan Police Department (MPD) will continue their work in reducing the number of drivers that drive distracted on the District roads through overtime enforcement hours and training for officers. The MPD is the primary law enforcement agency for the District of Columbia and has over 100 years of combined traffic safety law enforcement experience.

The project's goal is to reduce the number of distracted driving-related fatalities and injuries in the District and to deter aggressive driving behavior, such as speeding, tailgating, unsafe lane changes by providing educational materials and increased enforcement on the District roadways.

- Conduct 5,500 overtime hours on speed enforcement at high-risk locations within the District as identified by the HSO and MPD with a focus on distracted driving enforcement.

## Section 405g: Non-motorized Safety

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**PROJECT NAME:** SAFE STREETS DC: ENHANCING PEDESTRIAN AND BICYCLE SAFETY THROUGH DOH

**Countermeasure(s):** Pursuing measurable improvements anticipated in the State's core safety databases, including crash, citation, or adjudication, driver, emergency medical, or injury surveillance system, roadway, and vehicle databases.

**Federal Funding Source(s)/Amount:** 405g; 402

**Project Agreement Number:** N/A

**Subrecipient(s):** DC Department of Health (DOH)

**Eligible Use of Funds:** BIL 405g – BGPE; BIL 402 – CP

**Planning and Administration Costs:** No                      **Amount:** \$250,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** All District drivers

The District of Columbia Department of Health's initiative aims to enhance pedestrian and bicycle safety by integrating EMS and trauma records with data analytics tools to improve post-crash care, identifying high-risk roadway segments through traffic and injury data analysis, and conducting grassroots data collection and community engagement efforts to inform targeted safety interventions. DC Health is qualified to lead due to its robust infrastructure, including experienced leadership under Dr. Ayanna Bennett, specialized administrations like the Health Emergency Preparedness and Response Administration and the Center for Policy, Planning, and Evaluation, and comprehensive health data capabilities, enabling effective surveillance, analysis, and strategic implementation of public health initiatives in Washington, D.C.

DC Health Communications will utilize community insights to develop tailored social marketing campaigns aimed at promoting safe and sustainable active transportation, with ongoing evaluation ensuring the effectiveness of these initiatives in reducing injuries and enhancing public health outcomes.

- Host at least two community roundtables to share community-led solutions to improve pedestrian and bicycle safety by September 30, 2025.
- Develop one comprehensive patient matching and data integration plan to vastly increase surveillance of patient care of victims of roadway trauma, and roadway safety by September 30, 2025.
- Utilize data from data integration, Walk Audits, and roundtables to develop and launch one culturally and linguistically appropriate multimedia campaign promoting safe active transportation by September 30, 2025.

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**PROJECT NAME:** EQUITABLE VULNERABLE ROADWAY USER EDUCATION & ENFORCEMENT

**Countermeasure(s):** Enforcement Strategies (8-4.4); Enforcement Strategies (9-3.3)

**Federal Funding Source(s)/Amount:** 405g; 402

**Project Agreement Number:** N/A

**Subrecipient(s):** Metropolitan Police Department (MPD)

**Eligible Use of Funds:** BIL 405g – BGLE; BIL 402 – PT

**Planning and Administration Costs:** No                      **Amount:** \$400,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide with a focus on the High Injury Network

**Affected Communities:** Vulnerable roadway users pedestrians and bicyclists District-wide

The Metropolitan Police Department (MPD) will continue their work in reducing the number of pedestrian and bicyclist related fatalities and injuries in the District through overtime enforcement and protection practices. The MPD is the primary law enforcement agency for the District of Columbia and has over 100 years of combined traffic safety law enforcement experience.

The project's goal is to protect and educate the District's most vulnerable road users (pedestrian and bicyclist) at high-risk intersections on traffic safety and making the District a more pedestrian/bicycle friendly area.

- Conduct a total of 3,450 hours of overtime enforcement for driver, pedestrian and bicyclist violations at known risk locations/intersections and during the days and times of the month, where the crash data indicates are the highest, as provided by the Highway Safety Office (HSO) and MPD sources by September 30, 2025.
- Conduct 500 hours of overtime enforcement during the fall and spring/early summer Street Smart Campaign and to support NHTSA Pedestrian Safety Month in October and Bicycle Safety Month in May, in all wards but with added emphasis where the majority of pedestrian and bicycle crashes occur based on MPD/DDOT data by September 30, 2025
- Attend at least one training related to Pedestrian Crash Reconstruction Investigation by September 30, 2025.

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**PROJECT NAME:** REACHING DRIVERS WITH A VRU MESSAGE: STREET SMART WITH COG

**Countermeasure(s):** Communications and Outreach (3-4.1); Share the Road Awareness Programs (4-4.2)

**Federal Funding Source(s)/Amount:** 405g

**Project Agreement Number:** N/A

**Subrecipient(s):** Metropolitan Washington Council of Governments (MWCOG)

**Eligible Use of Funds:** BIL 405g – BGPE

**Planning and Administration Costs:** No                      **Amount:** \$50,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide with a focus along the High Injury Network

**Affected Communities:** Vulnerable roadway users by educating drivers that travel within the District

The Metropolitan Washington Council of Governments (MWCOG) will continue to leverage new and innovative countermeasures using their mass media education campaign to raise awareness of safe behaviors that individuals can take to reduce pedestrian and bicycle fatalities and injuries. The MWCOG has worked to protect vulnerable road users by raising awareness about pedestrian and bicycle safety through the vastly popular Street Smart campaign for over 20 years.

The Street Smart campaign consists of two one-month waves of advertising and public relations, one in the fall and one in the spring, along with voluntary law enforcement by MWCOG's partner agencies. The campaign also includes direct outreach, including Virtual Reality training events, to teach participants to watch for pedestrians. Many of these events are hosted in areas with high foot traffic, allowing Street Smart to reach a wide array of community members.

- Hold two direct outreach events for the public in DC, utilizing a car, virtual reality headsets, and a large display to engage pedestrians at public locations such as a shopping mall by September 30, 2025.
- Host at least four media tours/ "Enforcement Activation" events that highlight local enforcement efforts and enlist the press to cover live pedestrian enforcement by September 30, 2025.
- Create two surveys with one being a pre-fall campaign evaluation survey and one being a post-fall campaign evaluation survey by September 30, 2025.

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**PROJECT NAME:** SAFE ROUTES TO SCHOOL – ENGAGING COMMUNITY PARTNERS IN VRU PROTECTION

**Countermeasure(s):** Other Strategies for Behavior Change Safe Routes to School

**Federal Funding Source(s)/Amount:** 405g

**Project Agreement Number:** N/A

**Subrecipient(s):** Safe Routes to School National Partnership

**Eligible Use of Funds:** BIL 405g – BGPE

**Planning and Administration Costs:** No                      **Amount:** \$76,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** Wards 7 and 8

**Affected Communities:** Families of lower socioeconomic status; residents of Wards 7 and 8

The Safe Routes to Libraries project aims to increase road safety and access to DC Public Library (DCPL) branches. The Safe Routes Partnership, a national nonprofit organization since 2005, has over 800 organizations that advance policy change and catalyze support for healthy, active communities, starting with walking and bicycling to school.

The project will include a series of library-based activities, events, and campaigns to boost public participation and engagement in road safety initiatives and to advance the District's Vision Zero goal of eliminating serious injuries and roadway fatalities. Centering our engagement around libraries will allow us to reach underserved populations that experience the most significant barriers to safe walking, biking, and rolling.

- Host 10 public participation and engagement activities in Fall 2024/Winter 2025, engaging at least 100 library visitors, staff, and community partners. Public feedback from these activities will inform the plan for a road safety campaign in Spring/Summer 2025.
- Design and implement a road safety education and encouragement campaign in Spring/Summer 2025. The campaign will run across all DCPL branches and include special events and activities at libraries in Wards 7 and 8.
- Engage at least 300 visitors during on-site events and distribute materials to reach an additional 700 people by September 30, 2025.
- Design social media assets in support of Safe Routes to Libraries and the Walk, Ride, and Roll to the Library campaign. Safe Routes will share general assets with all 26 DCPL branches and project partners and design special assets to support events and activities in Wards 7 and 8.

Outcomes will be measured using social media data and analytics – follower counts, click rates, number of reposts from partners, event attendance numbers, etc. by September 30<sup>th</sup>, 2025.

- Support the DC HSO Safe Community Program by attending monthly meetings and providing monthly project updates by September 30, 2025.

## Section 405h: Preventing Roadside Deaths

The District of Columbia is applying for the Preventing Roadside Deaths Grant as outlined in Section 405h (23 CFR 1300.21). If awarded funding, the HSO will launch an ambitious program to protect those who serve the traveling public and work roadway. Under the direction of our Aggressive Mobility Program Manager and our Communications Manager, the HSO will launch a comprehensive public awareness campaign that brings together private and public partners to increase risk perception for drivers. This program will include three phases:

- 1) **Mass Media Campaign**  
Using traditional, earned, and social medias, the HSO will create a social norming campaign that builds on our “move-over” laws to protect those who survive the motoring public.
- 2) **Community Outreach**  
Grantees will be engaged to add support and outreach to their programming on the subject of preventing roadside deaths. Specifically, Flagman, Inc will be considered for funding an a future AGA amendment will be created to provide specific details on this project once the HSO is made aware of funding.
- 3) **TIMS Training**  
Using local funds, the Highway Safety Office will partner with the Metropolitan Police Department and other law enforcement agencies (see below) to increase Traffic Incident Management Training for all law enforcement in the District. As referenced above, the Office of Unified Communications (OUC) is working with the HSO on this issue to make our 9-11 callers trained in this life-saving program.

### **Preventing Roadside Deaths Plan**

The District of Columbia has prepared an aggressive plan to prevent roadside deaths. The District Highway Safety Office (HSO) will lead efforts connected to increase compliance with our “Move-Over Law.” The District will host a kick-off event with invited city leadership and other community partners to kick-off the launch of the mobilization during specific windows of the year. The following agencies will participate:

Flagman, Inc

US Park Police

Howard Medical Center

DC Department of For-Hire  
Vehicles

George Washington  
University Hospital

DC Metropolitan Police  
Department

DC Office of the Attorney General

Safe Routes to School

Washington Area Bicycle  
Association



DC Department of Motor Vehicles	Washington Regional Alcohol Program	DC Department of Transportation
Howard University	Safe Kids DC	Office of Unified Communications (OUC)

The District is unsure how much funding will be made available under section 405(h) should the state qualify. The specific problem we seek to solve is increase the number of drivers who properly slow down and move over when roadside workers are present. At the same time, we wish to increase the number of roadside works who are versed in TIMS training, which will increase their baseline knowledge of protective factors they can use to remain safe onsite.

Should the state qualify, the following project will be awarded:

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**PROJECT NAME:** FLAGMAN: REACHING THE PUBLIC; ENGAGING FIRST RESPONDERS

**Countermeasure(s):** Public Education; Mass Media

**Federal Funding Source(s)/Amount:** 405h

**Project Agreement Number:** N/A

**Subrecipient(s):** Flagman, Inc.

**Eligible Use of Funds:** BIL 405h – M12BPE

**Planning and Administration Costs:** No                      **Amount:** \$100,000

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** All District drivers

The Flagman Program is an evidence-informed program, originally developed in Hawaii to reach drivers about the importance of move-over laws. Using a blend of mass media, public education, and community engagement, the organization will conduct community events that raise awareness. The program will focus on reaching drivers and encouraging them to slow down and move over. At the same time, the program will reach first responders. Through TIMS Training and general education, the program will also ensure they increase their baseline knowledge of how they can remain safe roadside.

## Section 1906: Racial Profiling Data Collection

The District of Columbia approaches mobility safety as a top priority, rooted in the ideals of equity in enforcement. The projects that the State will undertake during the fiscal year of the grant to maintain and allow public inspection of the statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local.

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### **PROJECT NAME:** TRAFFIC STOP DATA COLLECTION AND ANALYSIS

**Countermeasure(s):** Integrated Enforcement (1-2.5); Sustained Enforcement (2-2.3); High-Visibility Enforcement (3-2.2); Other Enforcement Methods (3-2.3)

**Federal Funding Source(s)/Amount:** 1906

**Project Agreement Number:** N/A

**Subrecipient(s):** The University of Connecticut (UConn)

**Eligible Use of Funds:** Section 1906 Racial Profiling Data

**Planning and Administration Costs:** No                      **Amount:** \$ \$275,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide with a focus along the High Injury Network

**Affected Communities:** Roadway users across the District

At its core, our project aims to address and mitigate racial biases in traffic enforcement by employing data-driven decision-making and collaborative interventions with law enforcement, ultimately striving to enhance community trust and safety while reducing disparities in policing practices and outcomes. The University of Connecticut is a nonpartisan university-based organization that has worked with law enforcement to implement a more streamlined and adaptable system that minimizes ongoing resource usage. Over the last nine years, a primary focus has been on conducting statewide studies that identify any trends in police departments with statistically significant racial and ethnic disparities and helped implement racial profiling prevention programs in both California and Oregon.

At its core, their project aims to address and mitigate racial biases in traffic enforcement by employing data-driven decision-making and collaborative interventions with law enforcement, ultimately striving to enhance community trust and safety while reducing disparities in policing practices and outcomes. The final report of this study will be made available to the public.

- Conduct a 2-month targeted analysis of traffic stop data to identify the top five traffic statutes used in criminal investigations by September 30, 2025.
- Host annual evaluation that incorporates vast amounts of data regarding any officer/department, fixed effects, and other key findings to share with related agencies and the DC HSO through 5 key analysis areas: Solar Visibility Analysis Synthetic Control Model analysis, stop disposition analysis, KPT Hit-rate analysis by September 30, 2025.

## Appendix: Certifications and Assurances

Please see the following pages for additional information.

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

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

State: District of Columbia

Fiscal Year: 2025

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

### **GENERAL REQUIREMENTS**

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

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

### **INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS**

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

### **FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)**

The State will comply with FFATA guidance, *OMB Guidance on FFATA Subaward and Executive Compensation Reporting*, August 27, 2010, ([https://www.fsrs.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsrs.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;
  - Unique entity identifier (generated by **SAM.gov**);
- The names and total compensation of the five most highly compensated officers of the entity if:
  - (i) the entity in the preceding fiscal year received—
    - (I) 80 percent or more of its annual gross revenues in Federal awards;
    - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
  - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 ([15 U.S.C. 78m\(a\)](#), [78o\(d\)](#)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

## **NONDISCRIMINATION**

**(applies to subrecipients as well as States)**

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

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

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

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

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

### **GENERAL ASSURANCES**

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

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

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

## SPECIFIC ASSURANCES

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

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



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

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

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

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

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

The State will provide a drug-free workplace by:

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



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

**POLITICAL ACTIVITY (HATCH ACT)**

**(applies to subrecipients as well as States)**

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

**CERTIFICATION REGARDING FEDERAL LOBBYING**

**(applies to subrecipients as well as States)**

**CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS**

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

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

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

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

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

### **RESTRICTION ON STATE LOBBYING**

**(applies to subrecipients as well as States)**

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

### **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

**(applies to subrecipients as well as States)**

### **INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)**

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

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

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

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

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

**INSTRUCTIONS FOR LOWER TIER PARTICIPANT CERTIFICATION**

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

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

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

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

## **BUY AMERICA**

**(applies to subrecipients as well as States)**

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

## **CERTIFICATION ON CONFLICT OF INTEREST**

**(applies to subrecipients as well as States)**

### **GENERAL REQUIREMENTS**

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

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

### **DISCLOSURE REQUIREMENTS**

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

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

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

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

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

**POLICY ON SEAT BELT USE**

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

## **POLICY ON BANNING TEXT MESSAGING WHILE DRIVING**

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

### **SECTION 402 REQUIREMENTS**

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



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

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

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



7/24/24

Signature Governor's Representative for Highway Safety

Date

Keith Anderson, Deputy Mayor for Operations and Infrastructure

Printed name of Governor's Representative for Highway Safety

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

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

State: District of Columbia

Fiscal Year: 2025

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

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**PART 1: OCCUPANT PROTECTION GRANTS (23 CFR 1300.21)**

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

**ALL STATES**

*[Fill in all blanks below.]*

- e The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at Program Area: Occupant Protection (pg. 15) (location).e
- e The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the annual grant application at Program Area: Occupant Protection (pg.15) (location).e
- e Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at Program Area: Occupant Protection (pp.16,17) (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.e
- e Projects, as provided in the annual grant application at Program Area: Occupant Protection (pg.16) (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.e

**LOWER SEAT BELT USE STATES ONLY**

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

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

o *Legal citation(s):*

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

o *Legal citation(s):*

- Requirement for all occupants to be secured in seat belt or age-appropriate child restraint;
- Coverage of all passenger motor vehicles;
- Minimum fine of at least \$25;
- Exemptions from restraint requirements.

Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at \_\_\_\_\_ (location).

The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at \_\_\_\_\_ (location).

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

- o Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: \_\_\_\_\_ (date);
- o Multi-year strategic plan: annual grant application or triennial HSP at \_\_\_\_\_ (location);
- o The name and title of the State's designated occupant protection coordinator is \_\_\_\_\_.
- o The list that contains the names, titles, and organizations of the statewide occupant protection task force membership: annual grant application at \_\_\_\_\_ (location).

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

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

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

**ALL STATES**

- The State has a functioning traffic records coordinating committee that meets at least 3 times each year.
- The State has designated a TRCC coordinator.
- The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.
- [ Fill in the blank below. ]* Written description of the performance measure(s), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the annual grant application at \_\_\_\_\_ pg. 19 \_\_\_\_\_ (location).e

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

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

**ALL STATES**

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

**MID-RANGE STATES ONLY**

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

- The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date). Specifically:

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

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

[ For fiscal year 2024 grant applications only.]

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

**HIGH-RANGE STATE ONLY**

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

- The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on \_\_\_\_\_ (date). Specifically:
- Annual grant application at \_\_\_\_\_ (location) describes the authority and basis for operation of the statewide impaired driving task force;
  - Annual grant application at \_\_\_\_\_ (location) contains the list of names, titles, and organizations of all task force members;
  - Annual grant application at \_\_\_\_\_ (location) contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving;
  - Annual grant application at \_\_\_\_\_ (location) addresses any related recommendations from the assessment of the State's impaired driving program;
  - Annual grant application at \_\_\_\_\_ (location) contains the projects, in detail, for spending grant funds;



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

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

[ For fiscal year 2024 grant applications only.]

The State's NHTSA-facilitated assessment was conducted on \_\_\_\_\_ (date) (within 3 years of the application due date); OR

The State will conduct a NHTSA-facilitated assessment during the grant year; AND The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

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

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

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

The State's alcohol-ignition interlock law, requiring all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of not less than 180 days, was enacted on 3/10/23 (date) and last amended on 3/10/23 (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

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

50-2201.05a

- Identify all alcohol-ignition interlock use exceptions.

50-2201.05 (b)

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

○ *Legal citations:*

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

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

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

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

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

○ *Legal citations:*

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

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

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

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

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

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

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

*[ Fill in all blanks. ]*

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

○ *Legal citation(s):*

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

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

○ *Legal citation(s):*

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

**PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)**

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

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



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

**DISTRACTED DRIVING AWARENESS GRANT**

- The State provides sample distracted driving questions from the State's driver's license examination in the annual grant application at \_\_\_\_\_ See attached images from driver's examination \_\_\_\_\_ (location).

**DISTRACTED DRIVING LAW GRANTS**

- Prohibition on Texting While Driving**  
State's texting ban statute, prohibiting texting while driving and requiring a fine, was enacted on 7/1/04 (date) and last amended on 2/18/17 (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citations:*

- Prohibition on texting while driving;  
§ 50-1731.04 (a)
- Definition of covered wireless communication devices;  
§ 50-1731.02 (2)(3)(4)
- Fine for an offense;  
§ 50-1731.06 (a)
- Exemptions from texting ban.  
§ 50-1731.04 (b)(1)(2)(3)

- Prohibition on Handheld Phone Use While Driving**  
The State's handheld phone use ban statute, prohibiting a driver from holding a personal wireless communications device while driving and requiring a fine for violation of the law, was enacted on 7/1/04 (date) and last amended on 2/18/17 (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citations:*

- Prohibition on handheld phone use;  
§ 50-1731.04 (a)
- Definition of covered wireless communication devices;  
§50-1731.02 (2)(3)(4)
- Fine for an offense;  
§ 50-1731.06 (a)
- Exemptions from handheld phone use ban.  
§ 50-1731.04 (b)(1)(2)(3)

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

o *Legal citations:*

- Prohibition on youth cell phone use while driving;  
\_\_\_\_\_
- Definition of covered wireless communication devices;  
\_\_\_\_\_
- Fine for an offense;  
\_\_\_\_\_
- Exemptions from youth cell phone use ban  
\_\_\_\_\_



**Prohibition on Viewing Devices While Driving**

The State's viewing devices ban statute, prohibiting drivers from viewing a device while driving, was enacted on 7/1/04 (date) and last amended on 2/18/17 (date), is in effect, and will be enforced during the fiscal year of the grant

o *Legal citations:*

- Prohibition on viewing devices while driving;  
§ 50-1731.04 (a)  
\_\_\_\_\_
- Definition of covered wireless communication devices;  
§ 50-1731.02 (2)(3)(4)  
\_\_\_\_\_



**PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)**

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

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



**Motorcycle Rider Training Course**

- o The name and organization of the head of the designated State authority over motorcyclist safety issues is \_\_\_\_\_
- o The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:

*[Check at least one of the following boxes below and fill in any blanks.]*

- Motorcycle Safety Foundation Basic Rider Course;
  - TEAM OREGON Basic Rider Training;
  - Idaho STAR Basic I;
  - California Motorcyclist Safety Program Motorcyclist Training Course;
  - Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.
- o In the annual grant application at \_\_\_\_\_  
(location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the

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

**Motorcyclist Awareness Program**

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

**Helmet Law**

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

**Reduction of Fatalities and Crashes Involving Motorcycles**

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

**Impaired Motorcycle Driving Program**

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

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

**Reduction of Fatalities and Crashes Involving Impaired Motorcyclists**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators are provided in the annual grant application at \_\_\_\_\_ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at \_\_\_\_\_ (location).

**Use of Fees Collected From Motorcyclists for Motorcycle Programs**

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

Applying as a Law State—

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.

*Legal citation(s):*

\_\_\_\_\_.

AND

The State's law appropriating funds for FY \_\_ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

*Legal citation(s):*

\_\_\_\_\_.

Applying as a Data State—

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

**PART 8: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.26)**

*[Check the box above only if applying for this grant and only if NHTSA has identified the State as eligible because the State annual combined nonmotorized road user fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data, then fill in the blank below.]*

The list of project(s) and subrecipient(s) information that the State plans to conduct under this program is provided in the annual grant application at \_\_\_\_\_ (location(s)).  
Program Area: Non motorized (Pedestrians & Cyclists)(pg.10)

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

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

The State's plan describing the method by which the State will use grant funds is provided in the annual grant application at \_\_\_\_\_ (location(s)).  
Section 405 of the 2025 AGAa

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

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

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

**Driver Education and Driving Safety Courses**

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

Applying as a law State—

- <sup>a</sup> The State law requiring that driver education and driver safety courses include instruction and testing related to law enforcement practices during traffic stops was enacted on \_\_\_\_\_ (date) and last amended on a \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of a the grant.<sup>a</sup>
- *Legal citation(s):* \_\_\_\_\_

Applying as a documentation State—

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

**Peace Officer Training Programs**

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

Applying as a law State—

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



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

- *Legal citation(s):* \_\_\_\_\_

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

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

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

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

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

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

- The projects that the State will undertake during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at Section 1906 of the 2025 AGA \_\_\_\_\_ (location).

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

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

**Click here to validate form fields and permit signature**



07/24/24

Signature Governor's Representative for Highway Safety

Date

Keith Anderson, Deputy Mayor for Operations and Infrastructure

Printed name of Governor's Representative for Highway Safety