

FY2023 Highway Safety Plan

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1. Executive Summary

The Highway Safety Act of 1966 requires that all States develop a highway safety program, which is approved by the U.S. Secretary of Transportation, and is specifically designed to reduce traffic crashes and the resulting deaths, injuries, and property damage. To secure funding, each State must submit a Highway Safety Plan (HSP) to the National Highway Traffic Safety Administration (NHTSA) for approval. The HSP must identify highway safety problems, establish performance measures and targets, and specify the State’s countermeasure strategies and projects to achieve its performance targets.

The Act currently identifies District Mayor Muriel Bowser as responsible for administering a District-wide highway safety program. The Mayor has, in turn, named the District Department of Transportation (DDOT) Director, Everett Lott, as her representative to administer the District’s Highway Safety Program.

The Fiscal Year (FY) 2023 HSP serves as the District’s application to NHTSA for Federal funds available under the State and Community Highway Safety grant program (Section 402) and the National Priority Safety Program (405) of the Bipartisan Infrastructure Law (BIL). The plan’s goal is to identify and implement projects and programs designed to reduce fatalities and serious injuries — with the ultimate target of zero fatalities.

DDOT has committed to aggressively achieve this target every day. Working aggressively means making difficult decisions on tradeoffs that always prioritize safety for our most vulnerable road users and populations. It means going above and beyond typical road design standards and priorities traditionally set for the United States as a whole.

Vision Zero

The District is a Vision Zero City and under HSO leadership works across multiple District agencies. Vision Zero also embraces a new approach that emphasizes design projects that improve safety and bring renewed energy to traffic safety work. The approach centers on the importance of human health and safety — safer roads designed to operate at safer speeds, with safer vehicles and users, will help avoid crashes before they occur or reduce the severity in the event of a crash.

Using the intent of Vision Zero, the District has taken a fresh look at its strategies to address the critical policy and programmatic issues, with a focus on which streets and neighborhoods that regularly report the highest fatal and serious-injury-crash rates. This strategy is supplemented by prioritizing policies and projects that provide the greatest benefits to neighborhoods affected by historic disinvestment and high numbers of vulnerable populations. Focusing on these two methods of prioritizing projects ensures that DDOT can more effectively prevent future crashes, reduce fatalities and serious injuries, and reduce transportation disparities in the District.

HSO Process

The HSO operates under the Vision Zero Division to administer the NHTSA highway safety funds including:

- **Problem Identification and Analysis.** Use data analysis reporting and tracking of established performance measures and targets to identify traffic issues. This process is crucial to preparing the HSP, the Annual Report, and other strategic planning documents.
- **Administer Grants.** Manage the highway safety program, develop/review safety proposals, and distribute Federal funds to District agencies and nonprofit organization grantees.
- **Monitor and Evaluate Funded Projects.** Conduct oversight to ensure projects comply with Federal regulations.

The HSO uses the most recent data available to conduct extensive safety analyses, including:

- Fatalities (NHTSA / FARS 2020, preliminary 2021 MPD);
- Crash Data (MPD, as of April 2022);
- License and Citation Data (DMV, as of May 2022);
- Population Data (Census, as of July 2021);
- Seatbelt Survey (DDOT, as of December 2021); and
- DUI Arrest Information (OAG)
- Test Results (OCME)

The HSO uses analysis results to direct resources to areas identified as most efficient, effective, and appropriate to achieve primary safety project goals.

This HSP identifies targets for each of the 11 core outcomes, one behavioral traffic safety indicator outlined by NHTSA and the Governor’s Highway Safety Association (GHSA), and five additional District-specific outcomes. The overall objective is to achieve challenging but obtainable performance targets that meet the ultimate goal and achieve zero deaths and serious injuries on the District roadways.

The District, and the rest of the U.S., discovered how the COVID-19 pandemic significantly changed driving patterns and driver behaviors. Early NHTSA estimates of traffic fatalities in 2021, project that the U.S. will see the highest number of traffic fatalities since 2005 — and the largest annual percentage increase in FARS history. The District is not immune to these nationwide changes.

To meet the District safety goals, the HSO expanded its reach to include new partners, increasing the number of grantees from 15 in FY2022 to 22 in FY2023. The HSO has taken proactive steps to ensure that projects use a data-driven, evidence-based

approached, employ countermeasures identified in the NHTSA *Countermeasures That Work*, 10th Edition, and ensure projects equitably address underserved communities with vulnerable populations.

For FY2023, new and innovate projects include involving elementary schools and using fun educational events/activities including digital media to help students be more aware of traffic safety laws such as on impaired driving and TikTok videos designed to help young adults understand the dangers and results of aggressive driving. Other programs will focus on Wards with the lowest seatbelt-compliance rates; Parents of children with special needs who may need adaptive seats; and Wards with the highest pedestrian and bicyclist-related injuries crashes.

The HSO also continues to fund projects that have showed significant influence in FY2022 and prior years, including litigation and testing support, high-visibility enforcement, and media outreach supporting National, regional, and District safety campaigns.

This DDOT HSP will achieve these goals by implementing strategies/actions in 5 emphasis areas:

- Occupant Protection,
- Aggressive Driving,
- Impaired Driving,
- Pedestrians and Bicycle Safety, and
- Traffic Records.

While the work of the HSO cannot unilaterally achieve target zero, combining with the work of other DDOT offices and District agencies, Target Zero is the central shared goal.

2. Highway Safety Planning Process

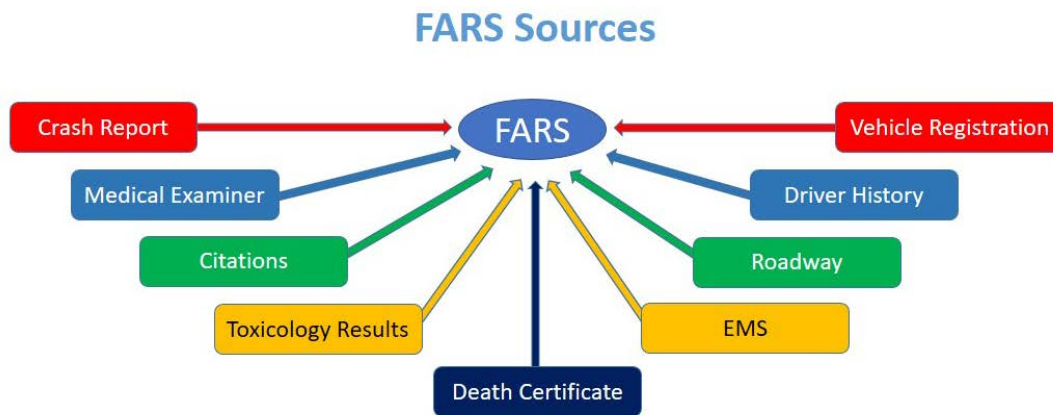
2.1 Data Sources and Processes

The HSO analyzes multiple data sources to ensure that this HSP document provides the most complete picture of major traffic safety problems in the District. The sources of information described below informed the HSO problem-identification process for FY2023.

2.1.1 Traffic Crash Data

The Fatality Analysis Reporting System (FARS), was created by the National Highway Traffic Safety Administration (NHTSA) office of the National Center for Statistics and Analysis (NCSA). It is the primary tool used to identify the District’s ongoing concerns and track progress on the performance measures established by NHTSA and Governors Highway Safety Association (GHSA). FARS encompasses all National fatality data and must meet the following four criteria: 1) occurred on public roadways; 2) occurred within 30 days of a crash; 3) not as a result of a deliberate intent (homicide, suicide, etc.) or effects of disease or medical condition (heart attack, stroke, seizures, etc.); or 4) result from mechanical failure (tire blowout, broken fan belt, etc.).

District FARS Analysts are employed by the MPD; they collect the appropriate information, analyze each fatal crash scenario, and accurately code the information into FARS. The illustration below shows the various existing documents reviewed during a fatal investigation.



Fatality data are considered preliminary until it has undergone the extensive NCSA Quality Control (QC) process.

The HSP includes FARS data through 2020 — the most recent year available at the time this plan was prepared. MPD Crash data provided the preliminary fatality data from 2021 through April 30, 2022.

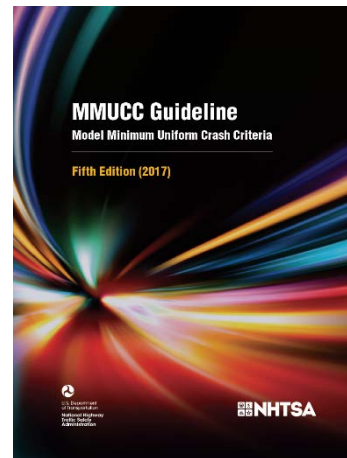
The District's fatality numbers are relatively small and injury data is additionally used to get a clearer picture of the District's traffic safety problems. Injury data is based on data available as of April 30, 2022.

The HSO, through an agreement with the MPD, can access MPD Crash data through a REST API called CLERK. Thus, the HSO can obtain all crash data, including injury-related data. The MPD crash application interfaces with the District DMV Destiny system to retrieve driver- and vehicle-related information based on Tag or VIN numbers. The HSO can also access DMV data relating to registered vehicles, licensed drivers, and moving citations.

In August 2021, the MPD updated its crash-reporting application (Quickcrash) to align with the *Model Minimum Uniform Crash Criteria* (MMUCC, 5th edition, 2017).

The HSO problem-identification process uses FARS fatality data and MPD injury data. The data queried determines:

1. Who is involved in a crash (e.g., age, gender, seatbelt use, impairment);
2. When crashes occur (e.g., time of day, day of the week, month);
3. What is the cause of the crash (e.g., speed, alcohol, other); and
4. Where crashes occur in the District.



Understanding the data helps the HSO and its stakeholders better identify District safety problems and potential focus areas to improve traffic safety and decrease injuries and fatalities.

2.1.2 Enforcement and Adjudication Data

MPD is the primary law enforcement agency for the District of Columbia and the HSO works closely with MPD throughout the year. The HSO has access to daily enforcement activities and reports on crashes, number of citations, traffic-related arrest as well as other data issued during campaigns and overtime enforcement.

2.1.3 Census Data

According to U.S. Census Bureau data, the District's population fell by 2.9 percent in 2021 from 690,093 as of July 1, 2020, to 670,050 as of July 1, 2021, a loss of 20,043 residents.

The District Department of Employment Services states the total number of jobs in the District as of March 2022 was 759,600, reflecting an increase of 33,400 jobs (3.8 percent) from March 2021. Government employees account for 31.4 percent of the

District’s workforce (238,300 workers). Another major employer is medical institutions. There are nine hospitals (four are accredited trauma centers: The George Washington University, Georgetown University, Washington Hospital Center, and Howard University Hospital), which together employ a workforce of approximately 25,600. Professional, scientific, technical, and business services employ more than 173,000 people.

2.1.4 Demographics Data

As of May 1, 2022, there are 292,527 registered vehicles and 439,091 active licensed drivers in the District. The District has the second-highest percentage of public transit commuters in the Nation, behind New York City. Commuters have a major influence on travel patterns in the District with only 28 percent commuting from within the city. 18.7 percent of people working in the District commute from Prince George's County and 14.8 percent from Montgomery County, Maryland. 13.2 percent come from Fairfax County, 6 percent from Arlington County, and 3.5 percent from Alexandria, Virginia. Overall, over 72 percent of the District workers commute from surrounding jurisdictions.



The District ranks No. 7 for the most walkable cities in the Nation — receiving a 76.7 walk score and was rated the third most bike-friendly city in the Nation in 2021. Approximately 4.5 percent of District residents bike to work.

The District (May 2022 data) has 166 miles of bike facilities, including 79 miles of bicycle lanes, 62 miles of bike trails, 24 miles of protected bike lanes, and well over 8,000 bike racks. The District is currently working to add many more miles of bus, bike lanes, and sidewalks in 2022 and beyond.

In September 2010, the District joined the Capital Bikeshare program with Maryland and Virginia and currently has 334 stations with over 2,600 classic bikes and 500 ebikes in the District.

In October 2017, the District initiated the dockless bike and scooter program with plans to increase the number of dockless vehicles from 6,210 in 2019 to just under 15,000 by 2022. In 2019 and 2021 ridership were over 5 million trips per year on these devices.

2.1.5 Seatbelt Use Observational Survey

The District conducts its annual seatbelt survey during the summer months. Because of COVID-19, the 2020 and 2021 surveys were conducted in December. The 2022 survey is currently planned for June / July. In February 2021, NHTSA reviewed and approved the District as fully compliant in the site selections and meets the four requirements related to observation sites, as listed in Section 1340.10 of the final rule. This certification is valid for 5 years (2026).

The 2021 survey was conducted at 150 sites across the District, observed a total of 15,000 vehicles, and resulted in 17,129 driver and right-front-passenger observations. Data were collected during weekdays between 7:30 a.m. and 6:00 p.m. to include both rush-hour and non-rush-hour observations.

The District's 2021 seatbelt use observational rate was found to be 95.9 percent —5.5 percent above the national use rate of 90.4 percent for 2021. The District has had a seatbelt compliance rate of over 90 percent since 2014. Data from these annual surveys is used to identify where and when to focus safety efforts on the high-risk populations for seatbelt nonuse.

2.2 Target Setting

The District has adopted and remains committed to the goals of Vision Zero, which employs a holistic safe systems approach to acknowledge that traffic safety has layered components that, when working together, can lead to an overall safe system. This commitment means that every year, the DDOT goal is zero deaths and serious injuries, and the HSO works aggressively toward that goal every day. Working aggressively means making difficult decisions on tradeoffs that always prioritize safety for our most vulnerable road users and populations and overcoming existing disparities. It means going above and beyond the typical road design standards and priorities traditionally set for the United States as a whole.

In accordance with the Final Rule, 23 CFR Part 1300, Uniform Procedures for State Highway Safety Grant Programs, Congress requires each State to set performance measures and targets, and report them in the HSP. These performance targets must be obtainable and follow the SMART principle: S—Specific, M—Measurable, A—Action-oriented, R—Realistic, and T—Time frame.

These targets are set by reviewing annual and 5-year rolling average trends for crash data from 2013 to April 30, 2022, the most current available District data. The District's numbers are small, which makes it even more difficult to project. Using the rolling averages helps reduce some of these fluctuations. The lowest number of fatalities occurred in 2012 (15), but they have been increasing, similar to the patterns observed in most other similar-sized cities. The HSO projects the current crash trends and considers the effects of potential strategies for FY2023 that will reduce traffic fatalities and serious injuries.

2.3 Process Participants

As part of the problem-identification process, the HSO collaborates with many organizations, such as law enforcement, judicial personnel, universities, hospitals, and nonprofit organizations, to coordinate activities and initiatives relating to behavioral issues that affect traffic safety. The HSO also receives input from the Traffic Records Coordinating Committee, and the Impaired Driving Taskforce. These partners work

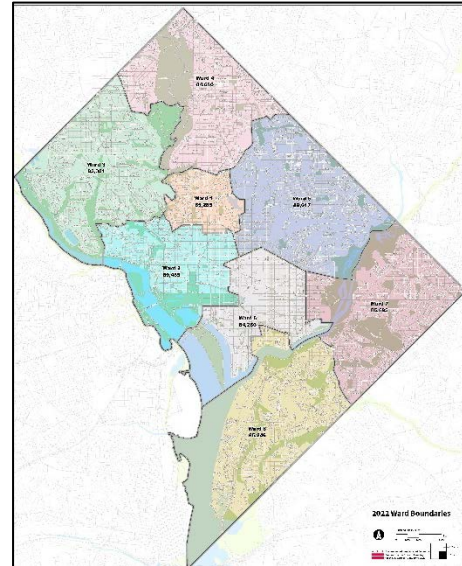
together to achieve the HSO vision for a safe, efficient transportation system that has zero-traffic-related deaths and injuries. The following are the FY2023 partners:

- District Department of Transportation (DDOT)
- Metropolitan Police Department (MPD)
- Office of the Attorney General (OAG)
- Metropolitan Washington Council of Governments (MWCOG)
- Office of the Chief Medical Examiner (OCME)
- Office of Chief Information Officer (OCIO)
- Fire and Emergency Services (FEMS)
- Department of Motor Vehicles (DMV)
- Department of For-Hire Vehicles (DFHV)
- District of Columbia Public Schools
- Safe Kids DC / Children's National Hospital
- Seasoned Settlers
- George Washington University Hospital
- Alcoholic Beverage Regulation Administration (ABRA)
- Washington Regional Alcohol Program (WRAP)
- Washington Area Bicyclist Association (WABA)
- Howard University
- American University
- George Washington University
- McAndrew Company, LLC
- Mothers Against Drunk Driving (MADD)

2.4 Description of District Highway Safety Problems

The District of Columbia is located in the mid-Atlantic region of the U.S. East Coast and is bordered by Montgomery County and Prince George's County, Maryland, to the north and east and Arlington Alexandria, Virginia, to the south and west. As the Nation's Capital, the District is independent and is not part of a State.

The District is comprised of eight wards, the most populous of which are Wards 2 and 5. Ward 2 covers a significant portion of the District's downtown and comprises both business and residential areas. The ward is also the location of several important museums, theaters, and a major sports venue. Ward 5 consists of many diverse neighborhoods, including Brookland, Michigan Park, Bloomingdale, and Fort Lincoln. .

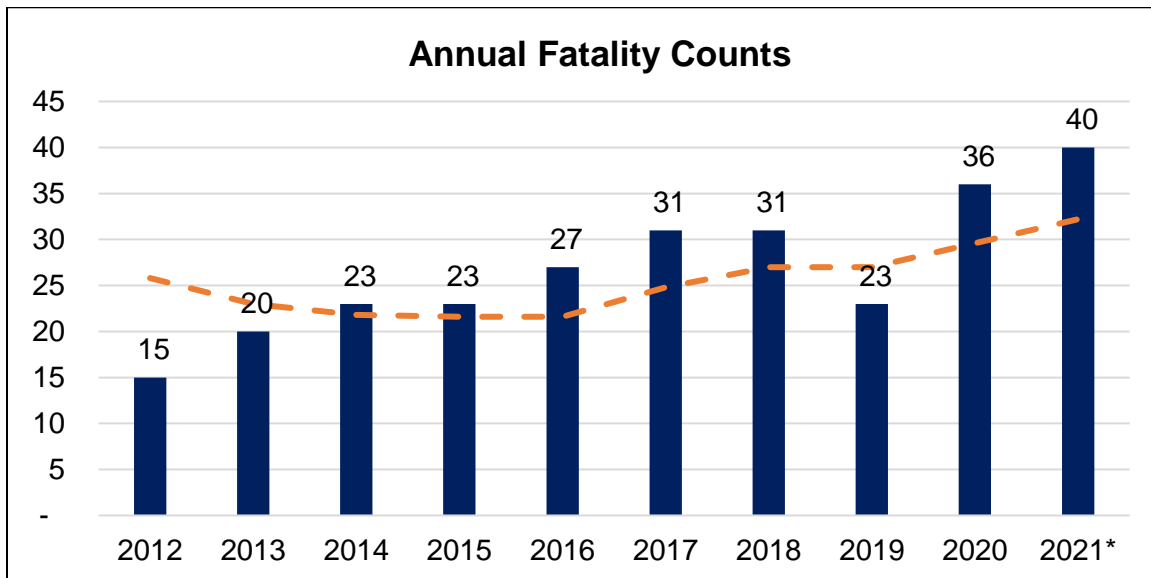


Wards 1, 3, 4, 6, 7, and 8 include the District's well-known residential neighborhoods, such as Adams Morgan and Columbia Heights, many of which have historic significance for local African-American and Latino populations. Ward 4 is located in the northern most portion of the city, straddling the northwest and northeast quadrants. Georgia Avenue bisects the ward and serves as its major commercial spine, extending from the Petworth neighborhood at its southernmost boundary to the District / Maryland border, abutting Silver Spring, Maryland, to the north.

Wards 6, 7 and 8 have unique and historical characteristics. Ward 6 is located in the heart of the District and is the only ward to include portions of each of the four quadrants of the city. As such, it has a highly diverse population and housing stock containing a myriad of neighborhood characteristics. Ward 7 is distinguished by its leafy streets, single-family homes, transit stations, and above all, its green space. It is home to a number of Civil War fort sites that have become city parkland, including Fort Mahan Park, Fort Davis Park, Fort Chaplin Park, and Fort Dupont Park, the largest city-owned park in the District. Ward 8 occupies the southern corner of the District between the Potomac and Anacostia Rivers and Prince George's County, Maryland. Since redistricting in 2022, Ward 8 also includes Navy Yard neighborhood, west of the Anacostia River. The historic Anacostia neighborhood is the oldest ward, founded in 1854 as Uniontown, one of Washington's first suburbs.

The District is the center of all three branches of the Federal government and home of many national monuments and museums. It also is the location of nearly 200 foreign embassies and headquarters of many international organizations, trade unions, nonprofit organizations, lobbying groups, and professional associations, which results in an ethnically diverse, cosmopolitan, midsize capital city.

Similar to national trends, traffic fatalities dropped in 2019 (23), a 26 percent decrease from the 31 fatalities in 2018. Unfortunately, traffic fatalities increased by 57 percent (36) in 2020 and, based on preliminary data, increased by 11 percent (40) in 2021. The 5-year rolling average shows a gradual increase in traffic fatalities since 2015, as shown in figure below.



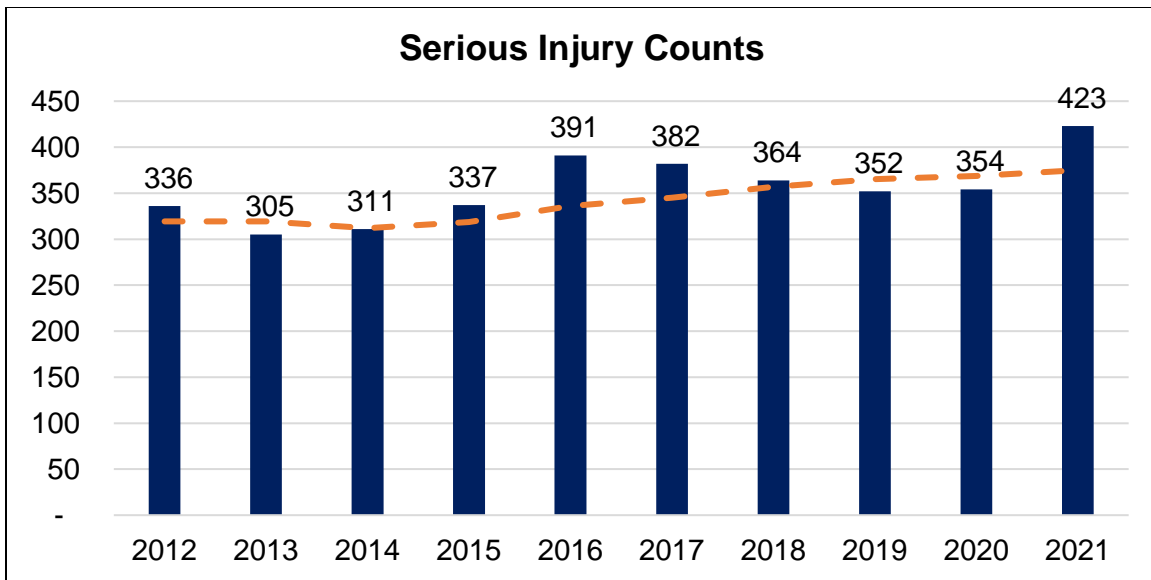
Source: FARS, 2012–2020 and MPD data, 2021.

Note: Dash line represents 5-year rolling average.

As with the rest of the nation, the COVID-19 pandemic caused the District to declare a public health emergency, which included a recommendation to minimize social contacts and encouraged teleworking. Fear of contagion led to a significant drop in movement overall, and traffic volume in particular, as reflected in a drastically reduced Vehicle Miles Traveled (VMT) count. With less traffic on the roadways caused by the COVID-19 pandemic, crash records imply that drivers were able to speed more, avoid seatbelt enforcement, and drive under the influence.

While the number of overall crashes was reduced by over 30 percent, the District’s fatal and serious-injury crashes increased.

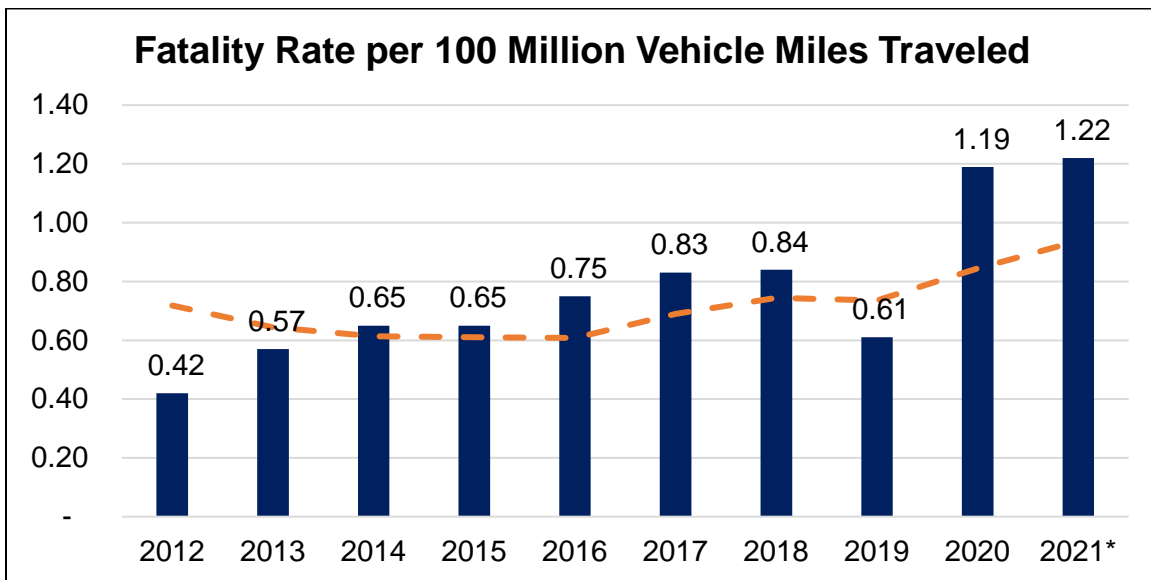
Between 2016 and 2020, the number of serious injuries decreased slightly. There was a significant increase in serious injuries from 354 in 2020 to 423 in 2021, 69 or a 19.5 percent increase. The 5-year rolling average shows a gradual increase in serious injuries since 2015. Note: In 2015 and 2021, MPD updated its crash applications with changes in the injury-reporting format.



Source: MPD data.

Note: Dashed line represents the 5-year rolling average.

The fatality rate per VMT increased noticeably in 2020 and 2021, when compared to 2019, a 95 percent increase in 2020 and a 68 percent increase in 2021.

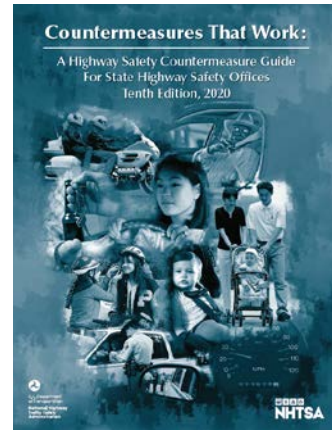


Source: FARS, 2012–2020, FHWA, 2021–2022 Preliminary VMT, MPD Data, 2021.

Note: Dashed line shows the 5-year rolling average.

2.5 Methods for Project Selection

Each year, the HSO uses the problem-identification process to develop its highway safety programs; it identifies the top priority areas and publishes a request for grant proposals to address these issues. As noted previously, the District HSO administers the Federally funded State and Community Program. The HSO uses the SHSP, NHTSA *Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices* (10th Edition, 2020), other best practices, and past experience to select strategies, countermeasures, and projects that could best help the District achieve its safety goals.



2.5.1 Grantee Workshop

On March 2, 2022, the HSO issued a press release on the DDOT website at <https://ddot.dc.gov/release/ddot-offer-300k-grants-improve-traffic-safety>, inviting potential grantees (non-profit organizations, law enforcement agencies, hospitals, universities, and District agencies) to the FY2023 Grant Workshop on March 18, which 30 participants attended, (up 57.9 percent from FY2022 Grantee Workshop held in 2021).

General guidelines about the HSO grant program were discussed during the workshop, including:

- All funding is reimbursement ONLY.
- All funding must be for highway-safety purposes and have a direct effect on behavioral change only.
- All funding must be necessary and reasonable.
- All funding is based on implementing evidence-based strategies.
- All funding is data driven and performance based. Substantial progress in reducing crashes, injuries, and fatalities is required as a condition of continued funding.
- All funding is passed through from the Federal government and is subject to both Federal and District regulations.
- Projects are approved for only one fiscal year.
- Funds cannot be used to replace expenditures but can be used for general operating expense of the grantee.
- Funds cannot be used for lobbying.

The following questions are considered to be a necessary part of the grant applications when selecting for funding:

- Is the problem adequately identified?
- Is the problem identification supported by accurate and relevant data?
- Is the project directly related to the problem identified?
- Are the objectives appropriate to the problem?
- Are the goals and objectives realistic and achievable?
- Are the Performance Measures and Targets appropriate to the Objectives?
- Will this project save lives and reduce serious crashes?
- Are the strategies implemented proven?
- Is this project cost-effective?
- Is the evaluation plan sound? (Is the performance/progress measurable?)
- Is there a realistic plan for self-sustainability (if applicable)?

2.5.2 Application Review

During the application period, potential grantees were encouraged to contact the HSO for assistance and questions regarding their project proposal. The deadline for FY2023 grant applications was May 2, 2022, with twenty-two (22) grant applications were submitted; a 47 percent increase when compared to FY2022.

Each application was reviewed in detail by the HSO and NHTSA to determine the completeness of the application packages and whether packages clearly identified their problems, goals, and objectives; used evidence-based strategies, activities, and performance measures; and how project implementation could affect traffic safety.

Once HSO and NHTSA approve the application, the grant application is signed and returned to the grantee. For FY2023, all 22 grant applications were approved.

2.5.3 Risk Assessment

As required by 2 CFR Parts 200.331(b), the HSO conducted a Risk Assessment for each grantee prior to awarding any NHTSA funds. The objective of this assessment was to provide the District a tool with which to better monitor the performance of each grantee. This also allows the HSO to focus its monitoring efforts on the higher-risk entities and ensure they meet program requirements and objectives. The risk assessment includes information such as past performance of the grantee during previous grants and review timeliness of claim submissions and progress reports.

The assessment evaluates the grantees and identifies each as a high-, medium-, or low-risk designation to determine the level or type of monitoring during the grant period to better track the project progress. Any grantee receiving more than \$200,000 will be subject to onsite monitoring.

2.5.4 Monitoring Requirements

The HSO monitors all projects on a regular basis and conducts monthly status calls with grantees. Additional monitoring may be required for grantees where the HSO determines that the grantee is medium- or high-risk. Project directors are required to submit a monthly/quarterly progress report, which outlines activities from the grant application and submit an equipment record when purchasing equipment. The HSO will perform a biannual onsite monitoring of equipment for any grantee who has purchased equipment under the grant. **If the grantee is not achieving project goals, then the HSO reserves the right to terminate the project or require changes to the project action plan.**

Any changes to the project **must** be discussed with the HSO prior to the change. Each change must be documented and the grant application amended. Failure to do this will risk rejection of reimbursement.

All grants are reimbursable in nature, meaning that the entity must first spend the funds and then submit a reimbursement voucher and request reimbursement from the HSO. This reimbursement voucher indicates the amount of Federal funding spent. Grantees must attach backup documentation to the submitted reimbursement voucher to include receipts, timesheets, etc. They must submit a final performance report at the end of the project period and also provide an in-depth cumulative summary of the tasks performed and goals achieved during the project period. This final report is due no later than November 3 of each year that the grant is in place.

Table 2: Quarterly Progress Report Deadlines

Quarterly Progress Reports	
Period	Due Date
October to December	January 13
January to March	April 14
April to June	July 14
Final Performance Report	November 3

2.5.5 Award Notice

Each of the approved applications are included and submitted with the HSP on July 1, in compliance with the requirements of 23 CFR Part 1300. NHTSA reviews the HSP and recommends approval.

For District grantees, the HSO prepares a Memorandum of Understanding (MOU), which receiving grantees must sign prior to beginning work.

For non-District grantees, the HSO prepares a Grant Agreement (GA) for the receiving agencies to sign. Each grantee then receives a Purchase Order and must be registered in the District vendor portal prior to the start of work.

All agreements (MOU and GA) include the District's policies, regulations, and insurance requirements to which receiving grantees must adhere.

3. Mayors Budget Highlights (FY2023)

Mayor Muriel Bowser presented her Fiscal Year 2023 (FY23) Budget and Financial Plan to the Council of the District of Columbia as part of the District's annual budget process. The \$19.5 billion FY23 Budget significantly increases investments in public safety, housing and ending homelessness, affordability programs, and city services.

“We all made countless sacrifices during the COVID-19 pandemic, whether physical, emotional, social, or financial,” said Mayor Bowser. “As we continue to emerge from the pandemic, we want to make up for lost time and opportunities. Our FY23 budget proposal builds on the Recovery Budget we put forward last year to help more Washingtonians build a future in a safer, stronger, healthier, and more equitable DC. With this budget, we will address the very real anxiety residents are feeling about affordability; get MPD back to 4,000 sworn officers and make new investments in residents at-risk of being involved in gun violence; make Washington, DC among the first cities in the Nation to end chronic homelessness; and double down on the world-class city services and infrastructure that DC residents expect.”

Budget Investment Highlights (Traffic Safety Related)

The following are highlights of new investments and initiatives in Mayor Bowser's FY23 budget proposal.

Public Safety

- **\$30M** for recruiting, hiring, and retention incentives to put the District back on the path to 4,000 sworn officers at MPD.
- **\$26M** to replace Fire and EMS emergency response vehicles, including ambulances and ladder trucks.

Health and Human Services

For seniors:

- Expand city-wide mobility through the **\$1M** increase to the Connector Card program.

Transportation and Environment

Address high-crash corridors and intersections:

- **\$10M** a year for “quick-build” traffic-calming measures and to begin replacing temporary measures with permanent ones.
- **\$200M** over 6 years for longer-term streetscape projects to redesign our most dangerous roads and intersections.

Safer Travel for Pedestrians and Bicyclists:

- **\$36M** over 6 years to add 10 new miles of protected bike lanes per year to the District's growing bike lane network.
- **\$9.4M** to support 100+ newly created full-time school-crossing-guard positions to ensure coverage of all schools in need of guards.
- **\$9.4M** to add 170 new speed cameras to enforce traffic laws critical to the safety of pedestrians and bicyclists.
- **\$752K** to triple the DPW Vehicle Booting Team to improve its ability to locate and immobilize vehicles with outstanding safety citations.
- **\$334K** to add dedicated data analysis and communications capacity to the DDOT Vision Zero office.

Modernize non-auto mobility:

- **\$57M** to complete the K Street Transitway, providing protected bus and bike lanes through downtown.
- **\$102M** over 6 years to continue a transformative plan to make bus transit faster and more reliable.
- **\$15M** over 6 years to continue expanding Capital Bikeshare so that every resident has a station with a quarter-mile of their home.
- **\$125M** over 6 years for new or rehabilitated trails to improve connectivity to the regional trail network.
- **\$18.5M** for a new pedestrian and bicycle bridge to Kingman Island.

Arts and Entertainment:

- **\$1.5M** to continue waiving public space fees for neighborhood festivals and community-driven special events.

Reimage Tourism:

- **\$5M** in new competitive grants to create or enhance attractions for families to visit the city.
- **\$5M** for a new marketing campaign to attract leisure and business travelers.
- **\$100K** for a Cherry Blossom bus tour to promote the Cherry Blossom Festival and attract visitors in spring 2023.

Core Services and Customer Experience

Bolster Core City Services:

- Expand 911 Operations Staff: **\$2.4M** for 28 additional 911 operations staff to improve service quality and performance.
- Add Firefighters, EMTs, and Paramedics: **\$4.7M** over 2 years to add 50 firefighter / EMTs and firefighter / paramedics.
- Leaf Season Collections: Add funding for 110 more seasonal positions to support annual leaf collection operations.
- Public Benefits Caseworkers: **\$6.4M** to add 68 FTEs to handle increased caseloads for public benefits program.

Improve Customer Experience:

- Bike Lane Cleaning Team: **\$1.3M** for a team dedicated to keeping protected bike lanes clear of debris and snow

4. Performance Report (FY2022)

This section describes the District’s progress on the performance measures identified by NHTSA. The table below shows progress toward meeting the FY2022 performance targets. The sections that follow provide a program-area-level report for each performance target. All fatality data between 2018 and 2020 are from FARS. All injury data (2018 to April 30, 2022) and preliminary fatality data between January 01, 2021 and April 30, 2022, are from MPD crash data.

Performance Measure	Target Period	Target Year(s)	Target Value FY22 HSP	Data Source / FY22 Results *Jan – Apr 2022	Meeting FY22 Target
C-1) Number of traffic fatalities (FARS)	5 Year	2018–2022	29	2018–2022* FARS / MPD 28.8	In Progress
C-2) Number of serious injuries in traffic crashes	5 Year	2018–2022	343	2018–2022* District 324.2	In Progress
C-3) Fatalities / VMT (FARS, FHWA)	5 Year	2018–2022	0.77	2018–2022* FARS / MPD 1.11	Not Met
C-4) Number of unrestrained passenger vehicle-occupant fatalities, all seat positions	5 Year	2018–2022	4	2018–2021 FARS / MPD 3.0 (4-yr avg.) 2022 N/A	In Progress
C-5) Number of fatalities in crashes involving a driver/motorcycle operator with BAC of .08 and above	5 Year	2018–2022	9	2018–2021 FARS / MPD 7.8 (4-yr avg.) 2022 N/A	In Progress
C-6) Number of speeding-related fatalities	5 Year	2018–2022	15	2018–2022* FARS / MPD 13.0	In Progress
C-7) Number of motorcyclist fatalities	5 Year	2018–2022	5	2018–2022* FARS / MPD 5.6	Not Met
C-8) Number of unhelmeted-motorcyclist fatalities	5 Year	2018–2022	2	2018–2021* FARS / MPD 2.3 (4 yr avg) 2022 N/A	In Progress
C-9) Number of drivers ages 20 or younger involved in fatal crashes	5 Year	2018–2022	2	2018–2021 FARS / MPD 3.0 (4 yr. avg) 2022 N/A	Not Met

Performance Measure	Target Period	Target Year(s)	Target Value FY22 HSP	Data Source / FY22 Results *Jan – Apr 2022	Meeting FY22 Target
C-10) Number of pedestrian fatalities	5 Year	2018–2022	10	2018–2022* FARS / MPD 11.0	Not Met
C-11) Number of bicyclists fatalities	5 Year	2018–2022	2	2018–2022* FARS / MPD 1.6	In Progress
B-1) Observed seatbelt use for passenger vehicles, front-seat-outboard occupants	Annual	2022	90.0	Survey N/A	In Progress
C-12) Number of unrestrained-related injuries	5 Year	2018–2022	58	2018–2022* District 68.4	Not Met
C-13) Number of injuries involving an impaired driver	5 Year	2018–2022	111	2018–2022* District 95.4	In Progress
C-14) Number of injuries involving an aggressive driver	5 Year	2018–2022	500	2018–2022* District 416.8	In Progress
C-15) Number of pedestrian-related injuries	5 Year	2018–2022	455	2018–2022* District 352.0	In Progress
C-16) Number of bicyclist-related injuries	5 Year	2018–2022	333	2018–2022* District 224.6	In Progress

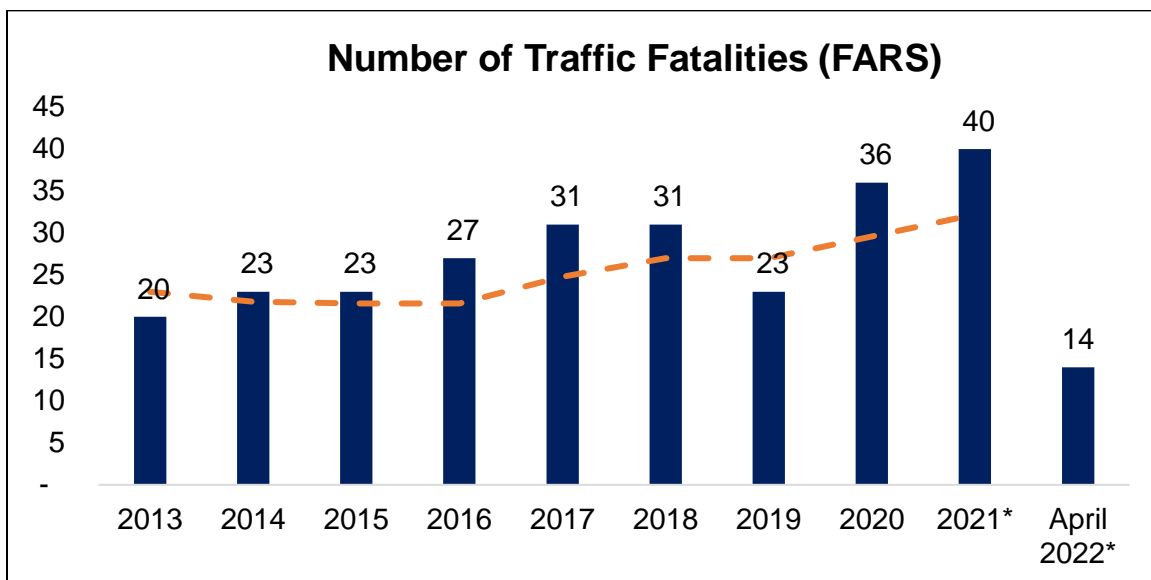
C-1) Number of Traffic Fatalities (FARS)

Target: Reduce total traffic fatalities to 29 (2018–2022 rolling average) by 2022.

Outcome: In Progress. While the number of traffic-related fatalities in 2022, to date, is less than 2021, the 2018–2022 (April 30) average number of traffic fatalities is 28.8. With 8 months of 2022 pending, it is unlikely the District will meet this goal.

Traffic fatalities in the District have been increasing since 2019. In 2020 (the most recent FARS data available), there were 36 fatalities, thirteen (13) more fatalities than during 2019 (a 56.5 percent increase). Nationwide, the number of traffic fatalities showed a 7.6 percent increase in 2020 and a 10.5 percent increase in 2021, reaching a 16-year high. The 5-year rolling average shows an increasing trend since 2016.

Based on MPD crash data, the District is unfortunately undergoing a similar annual trend of 11.1 percent increase in 2021. However, as of April 30, 2022, there have been 14 fatalities on District roadways compared to 16 in 2021, a small but significant reduction.



Source: FARS, 2013–2020 and MPD Data*, 2021–April 30, 2022.

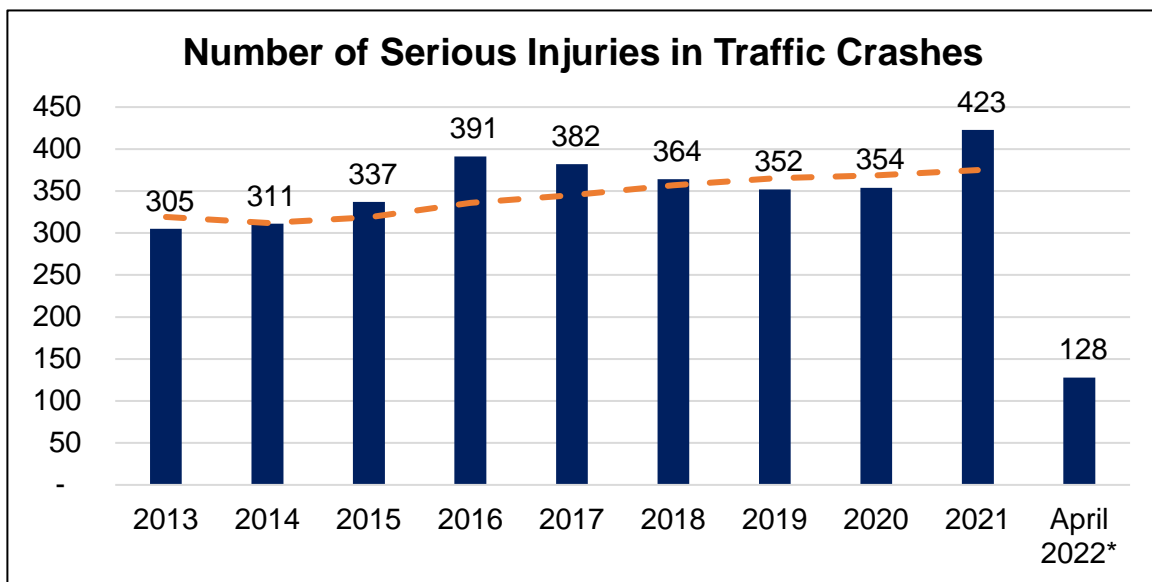
Note: Dash line represents 5-year rolling average.

C-2) Number of Serious Injuries in Traffic Crashes (State crash data files)

Target: Reduce serious traffic injuries to 343 (2018–2022 rolling average) by 2022.

Outcome: **In progress.** As of April 30, 2022, there have been 128 serious injuries; the 2018–2022 (April 30) rolling average of the number of serious injuries is 324.2. The District is still on track to meet the goal.

There has been a steady decline in serious injuries from 2016 to 2020 in the District. However, mirroring fatalities, serious injuries increased noticeably in 2021 (a 19.5 percent increase). The 5-year rolling average shows a gradual increase since 2015.



Source: MPD Data, 2013–April 30, 2022.

Note: Dash line represents 5-year rolling average.

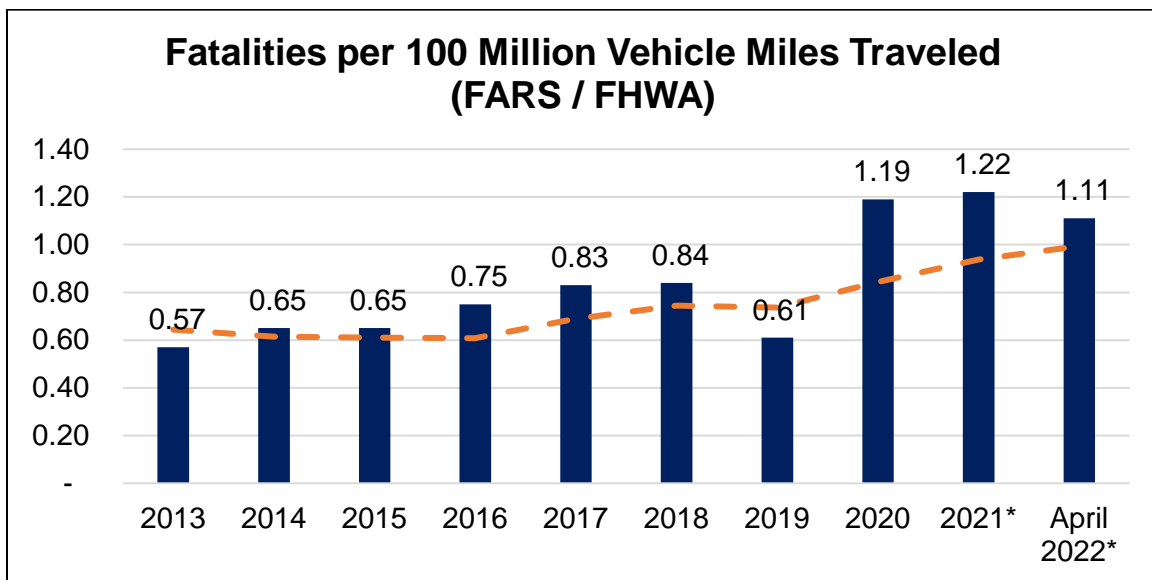
C-3) Fatalities / VMT (FARS / FHWA)

Target: Reduce fatalities/100 MVMT to 0.77 (2018–2022 rolling average) by 2022.

Outcome: **Target not met.** While there has been a slight decrease in fatalities and increasing miles traveled in the District (preliminary number shows a 5 percent increase), the fatality rate for 2018–2022 (April 30) is 1.11. With 8 months of 2022 pending, it is unlikely that the District will meet this goal.

In 2020 (the most recent FARS data available), the fatality rate increased from 0.61 to 1.19, a 95 percent increase. This resulted from the significant decrease in miles traveled during the COVID-19 pandemic (a 19.8 percent decrease in VMT), along with a dramatic increase in fatalities year over year. The 5-year rolling average shows an increasing trend since 2016.

Currently, as the District emerges out of the COVID-19 pandemic and traffic patterns return to near normal, VMT will increase, which will reduce the overall fatality rate in 2022.



Source: FARS, 2013–2020, FHWA 2021–2022, and MPD Data*, 2021–April 30, 2022.

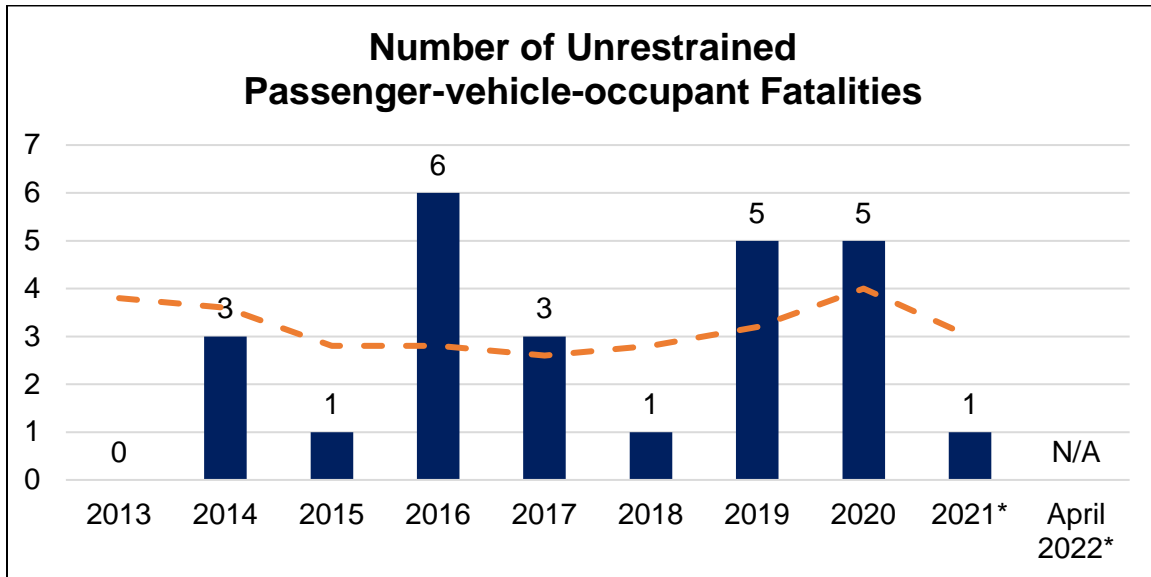
Note: Dash line represents 5-year rolling average.

C-4) Number of Unrestrained Passenger-vehicle-occupant Fatalities, All Seat Positions (FARS)

Target: Maintain number of unrestrained passenger vehicle-occupant fatalities, all seat positions, to no more than the 5-year (2016–2020) rolling average of 4 by 2022.

Outcome: **In progress.** As of April 30, 2022, there have been 14 fatalities, information on restrained use is still pending completion of the MPD investigation.

In 2020 (most current FARS data), there were 5 unrestrained passenger-vehicle-occupant fatalities on the District’s roadways (or 60 percent of all the District’s fatalities restrained). Based on preliminary data in 2021, there was 1 unrestrained-passenger fatality (4 fewer than in 2020). As of April 30, 2022, there are 14 fatalities in the District, no additional information is available at the time of this report, as investigations are still pending.



Source: FARS, 2013–2020 and MPD Data*, 2021–April 30, 2022.

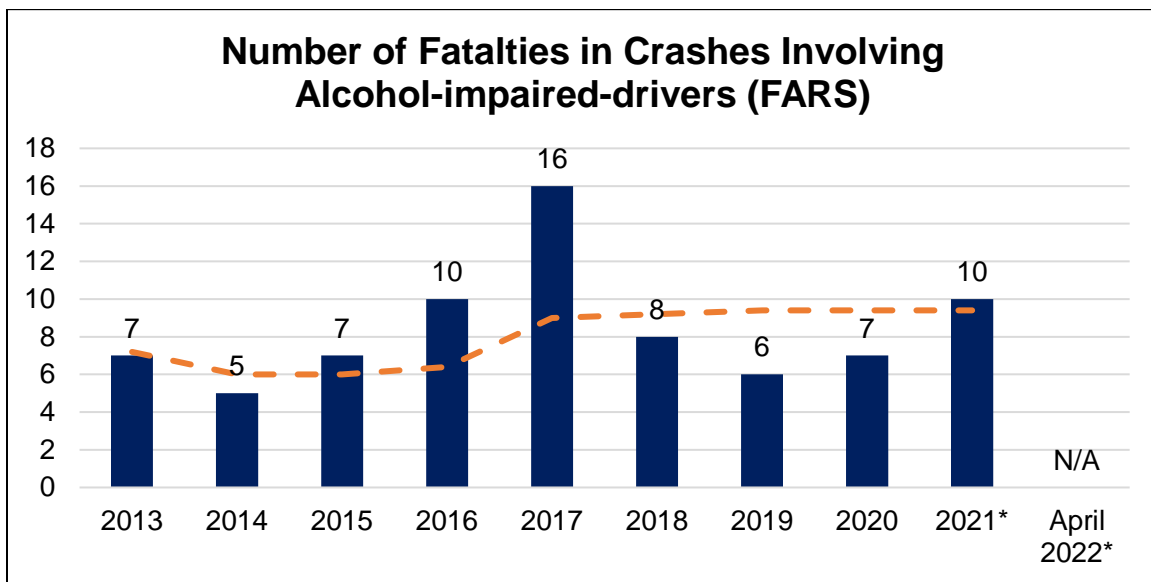
Note: Dash line represents 5-year rolling average.

C-5) Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator with a BAC of .08 and Above (FARS)

Target: Maintain number of alcohol-impaired driver fatalities to no more than the 5-year (2016–2020) rolling average of 9 by 2022.

Outcome: **In progress.** As of April 30, 2022, there have been 14 fatalities, information on alcohol involvement is still pending completion of MPD investigation.

In 2020 (most current FARS data), there were 7 fatalities involving an alcohol-impaired driver; a contributing factor for 19 percent of all traffic fatalities in 2020. Unfortunately, based on preliminary data for 2021, this number increased to 10 (a 43 percent increase). As of April 30, 2022, there are 14 fatalities in the District; no information is available at the time of this report as investigations are still pending.



Source: FARS, 2013–2020 and MPD Data*, 2021–April 30, 2022.

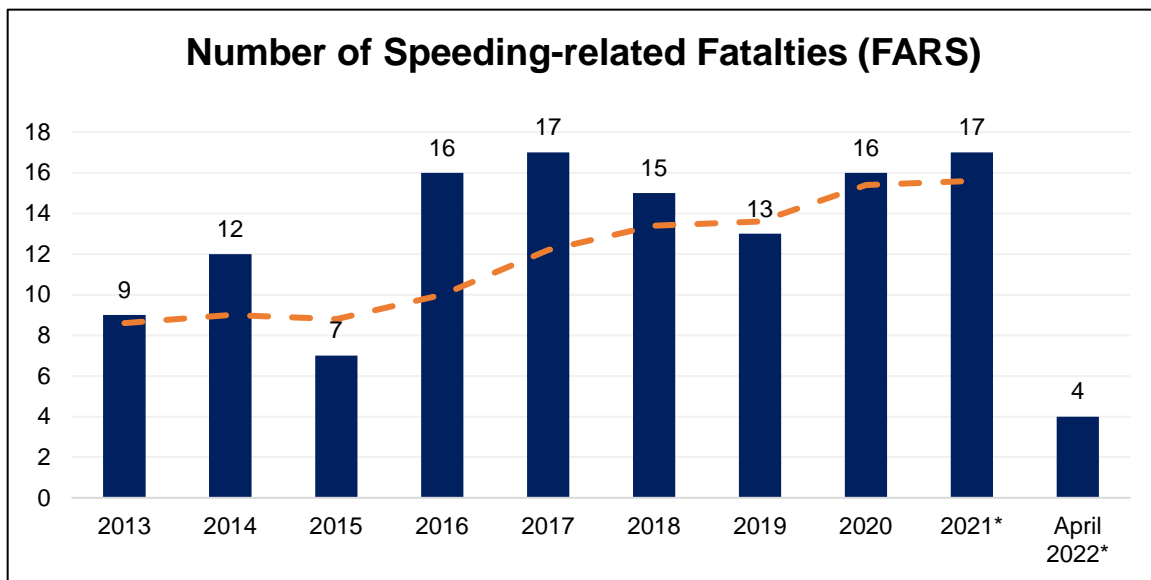
Note: Dash line represents 5-year rolling average.

C-6) Number of Speeding-related Fatalities (FARS)

Target: Maintain number of speeding-related fatalities to no more than the 5-year (2016–2020) rolling average of 15 by 2022.

Outcome: **In progress.** The 2018–2022 (April 30) average number of speeding-related fatalities is 13.0. With 8 months of data pending, the District will strive to meet this goal.

In 2020 (most current FARS data), there were 16 speeding-related fatalities in the District (44 percent of all fatalities). Unfortunately, based on preliminary data, this trend continued in 2021, resulting in 17 speeding-related fatalities (6 percent increase) in 2021, and accounting for 43 percent of all fatalities. As of April 30, 2022, the District has seen 4 speeding-related fatalities (investigations still pending).



Source: FARS, 2013–2020 and MPD Data*, 2021–April 30, 2022.

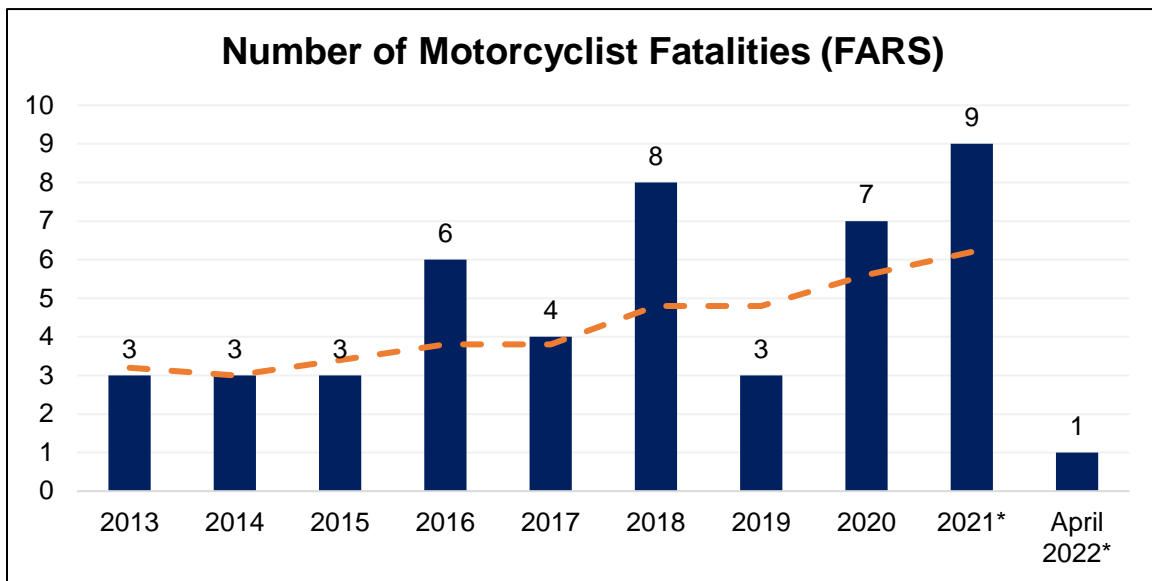
Note: Dash line represents 5-year rolling average.

C-7) Number of Motorcyclist Fatalities (FARS)

Target: Maintain number of motorcyclist fatalities to no more than the 5-year (2016–2020) rolling average of 5 by 2022.

Outcome: **Target not met.** While the number of motorcyclist fatalities to date (April 30) is less than in 2021; the 2018–2022 (April 30) average number of motorcyclist fatalities is 5.6, a 12 percent increase from the 2022 goal of 5.

Motorcyclist fatalities in the District have seen a significant increase from 2019 (3) to 2020 (7) (the most recent FARS data available). Based on preliminary MPD data, this increase continued in 2021 to 9, a 28.6 percent increase. As of April 30, 2022, the District has seen 1 motorcycle-related fatality; in 2021 for the same timeframe, there were 2 motorcycle-related fatalities.



Source: FARS, 2013–2020 and MPD Data*, 2021–April 30, 2022.

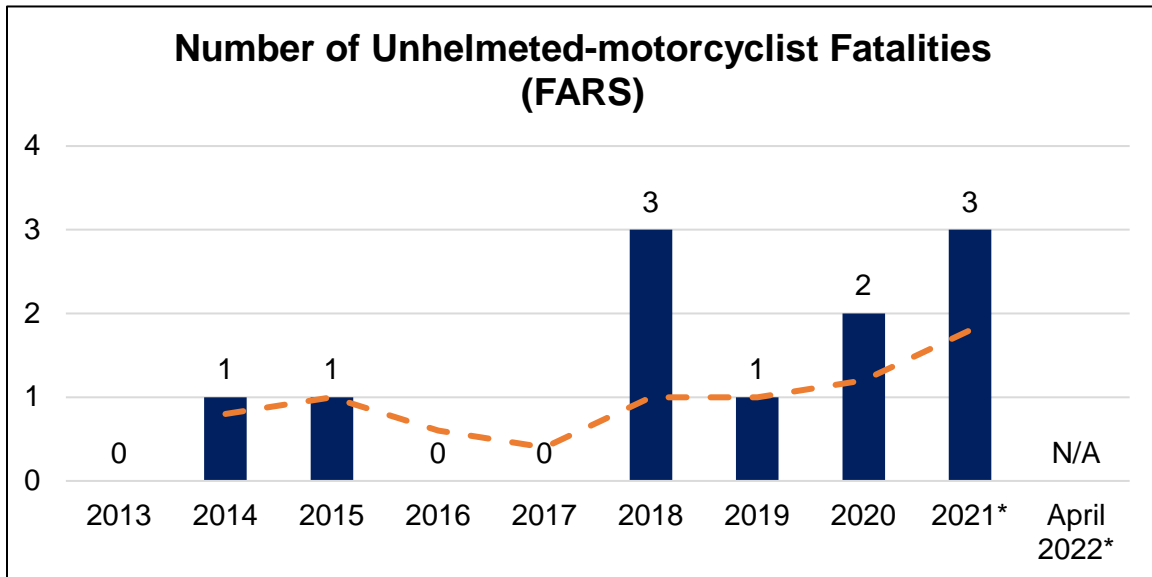
Note: Dash line represents 5-year rolling average.

C-8) Number of Unhelmeted-motorcyclist Fatalities (FARS)

Target: Maintain number of unhelmeted-motorcyclist fatalities to no more than the 3-year (2018–2020) rolling average of 2 by 2022.

Outcome: **In progress.** As of April 30, 2022, the number of motorcyclist fatalities is 1. No details are available regarding helmet use at the time of the report, as the MPD investigation is still pending.

Similar to the motorcyclist fatalities trend, unhelmeted motorcyclist fatalities have also seen an increase from 2019(1) to 2020(2) (the most recent FARS data available). Based on preliminary MPD data, this increase continued in 2021 to 3 fatalities. As of April 30, 2022, the District has seen 1 motorcycle-related fatality; no details of helmet used are available at the time of this report, as the MPD investigation is still pending.



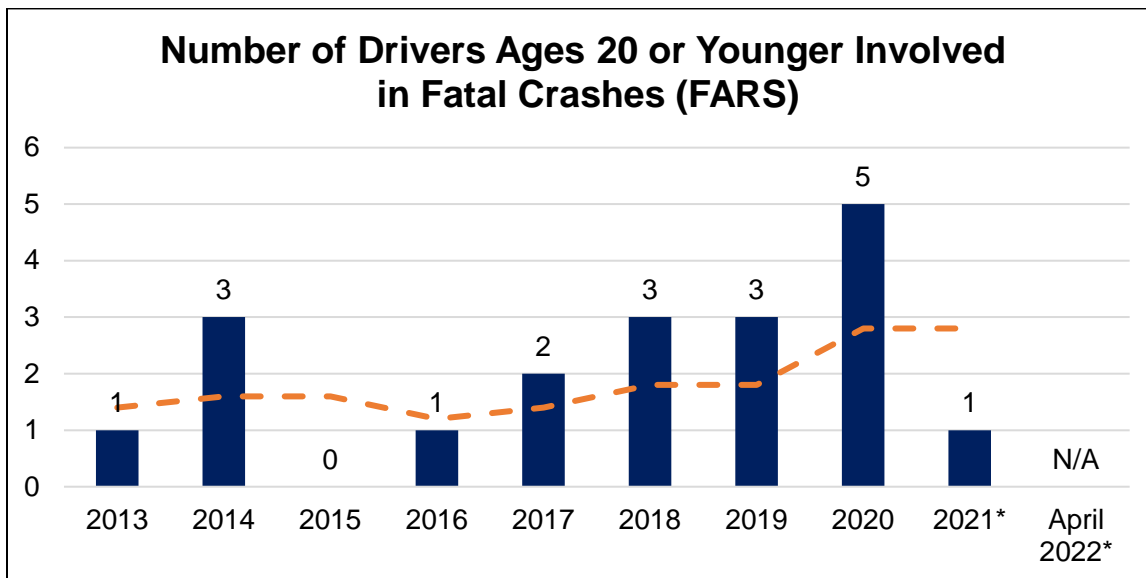
Source: FARS, 2013–2020 and MPD Data*, 2021–April 30, 2022.
Note: Dash line represents 5-year rolling average.

C-9) Number of Drivers Ages 20 or Younger Involved in Fatal Crashes (FARS)

Target: Maintain number of drivers ages 20 or younger involved in a fatal crash to no more than the 5 -year (2016–2020) rolling average of 2 by 2022.

Outcome: **Target not met.** While the number of fatalities to date is fewer than in 2021, as of April 30, 2022, there have been 14 fatalities. Information on the ages of drivers involved is still pending completion of MPD investigation. However, based on 5-year rolling average the goal is not met.

In 2020 (most current FARS data), there were 5 fatalities involving a younger driver; 2 more than 2019 (67 percent increase). Preliminary 2021 data show that the trend decreased with 1 fatality (an 80 percent reduction). As of April 30, 2022, there were 14 fatalities in the District; no information was available at the time of this report as investigations are still pending.



Source: FARS, 2013–2020 and MPD Data*, 2021–April 30, 2022.

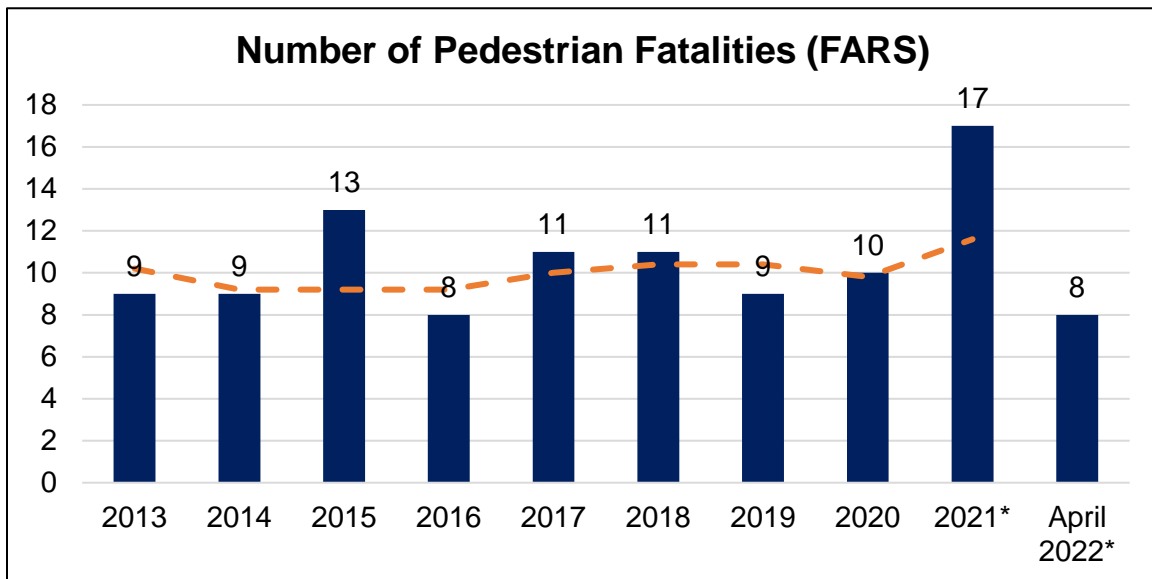
Note: Dash line represents 5-year rolling average.

C-10) Number of Pedestrian Fatalities (FARS)

Target: Maintain number of pedestrian fatalities to no more than the 5-year (2016–2020) rolling average of 10 by 2022.

Outcome: **Target not met.** The 2018–2022 (April 30) average number of pedestrian fatalities was 11, a 10 percent increase from the 2022 goal of 10.

In 2020 (most recent FARS data available), there were 10 pedestrian fatalities, an 11 percent increase from 9 (FARS) in 2019. Unfortunately, based on preliminary 2021 data, there was a significant increase in pedestrian fatalities, 7 more than in 2020 (70 percent increase). As of April 30, 2022, the District has seen 8 pedestrian fatalities, 3 more than in April 30, 2021.



Source: FARS, 2013–2020 and MPD Data*, 2021–April 30, 2022.

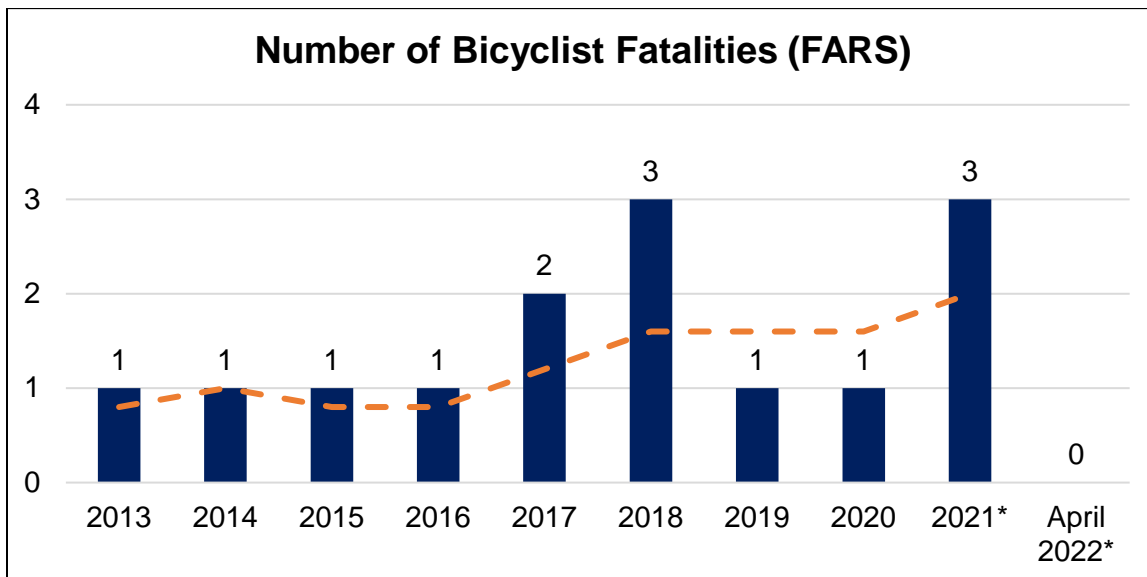
Note: Dash line represents 5-year rolling average.

C-11) Number of Bicyclist Fatalities (FARS)

Target: Maintain number of bicyclist fatalities to no more than the 5-year (2016–2020) rolling average of 2 by 2022.

Outcome: **In progress.** The 2018–2022 (April 30) average number of bicyclist fatalities was 2.

In 2020 (most recent FARS data available), there was 1 bicyclist fatality, the same as in 2019. Unfortunately, based on preliminary 2021 data, there was an increase in bicyclist fatalities, 2 more than in 2020. As of April 30, 2022, there have been no bicyclist fatalities in the District; during the same timeframe, there were 2 bicyclist-involved fatalities in 2021.



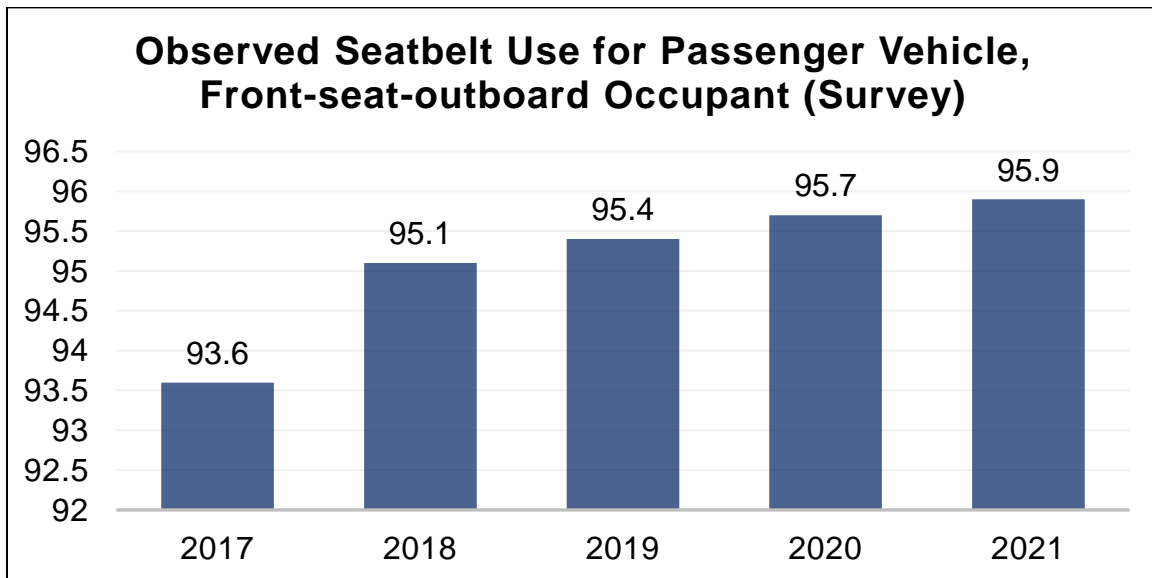
Source: FARS, 2013–2020 and MPD Data*, 2021–April 30, 2022.
 Note: Dash line represents 5-year rolling average.

B-1) Observed Seatbelt Use for Passenger Vehicles, Front-seat-outboard Occupant (Survey)

Target: Maintain observation seatbelt use to more than 90 percent by 2022.

Outcome: **In progress.** The observed seatbelt use rate in 2021 was 95.9 percent, 5.9 percentage points above the target of 90.0 points. 2022 Observational Seatbelt Survey is being conducted in June/July 2022.

The observed seatbelt use in the District has been over 90 percent since 2014. In comparison to 2020, seatbelt use increased by 0.2 percentage points in 2021.



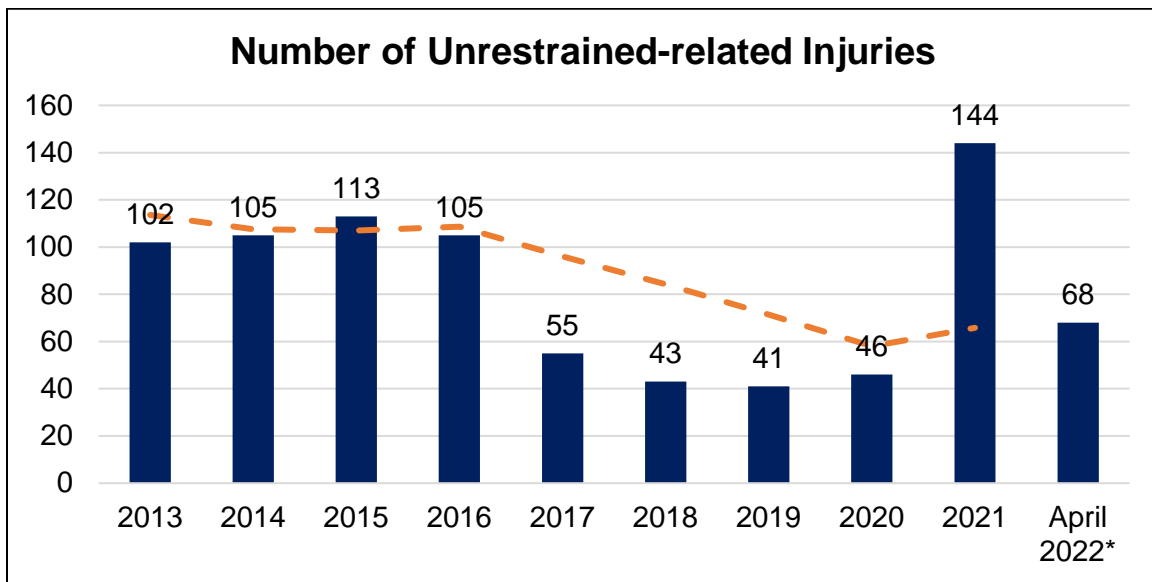
Source: District's annual seatbelt survey.

C-12) Number of Unrestrained-related Injuries

Target: Maintain number of unrestrained-related injuries to no more than the 5-year (2016–2020) rolling average of 58 by 2022.

Outcome: **Target not met.** The 2018–2022 (April 30) average number of unrestrained injuries was 68, a 17.2 percent increase from the 2022 goal of 58.

The number of unrestrained-related injuries has fluctuated over the last 10 years, as shown below. In 2021, there was a significant increase compared to 2020 — almost three times. As of April 30, 2022, the District has seen 68 unrestrained-related injuries, during the same timeframe; in 2021, there were 24 unrestrained injuries.



Source: MPD Data, 2013–April 30, 2022.

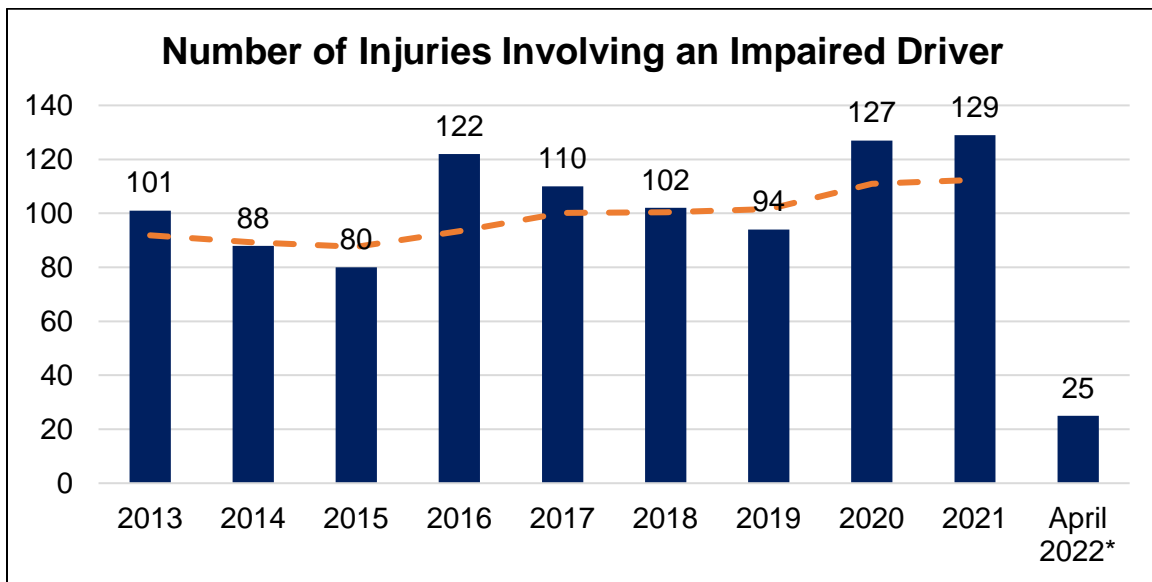
Note: Dash line represents 5-year rolling average.

C-13) Number of Injuries Involving an Impaired Driver

Target: Maintain number of impaired-driving injuries to no more than the 5-year (2016–2020) rolling average of 111 by 2022.

Outcome: **In progress.** The 2018–2022 (April 30) average number of impaired-related injuries was 95, still on track to meet the 2022 goal.

Based on District data, the number of impaired-related injuries remained relatively constant between 2021 and 2020. As of April 30, 2022, the District has seen 25 impaired-related injuries; during the same timeframe in 2021, there were 50 impaired-related injuries.



Source: MPD Data, 2013–April 30, 2022.

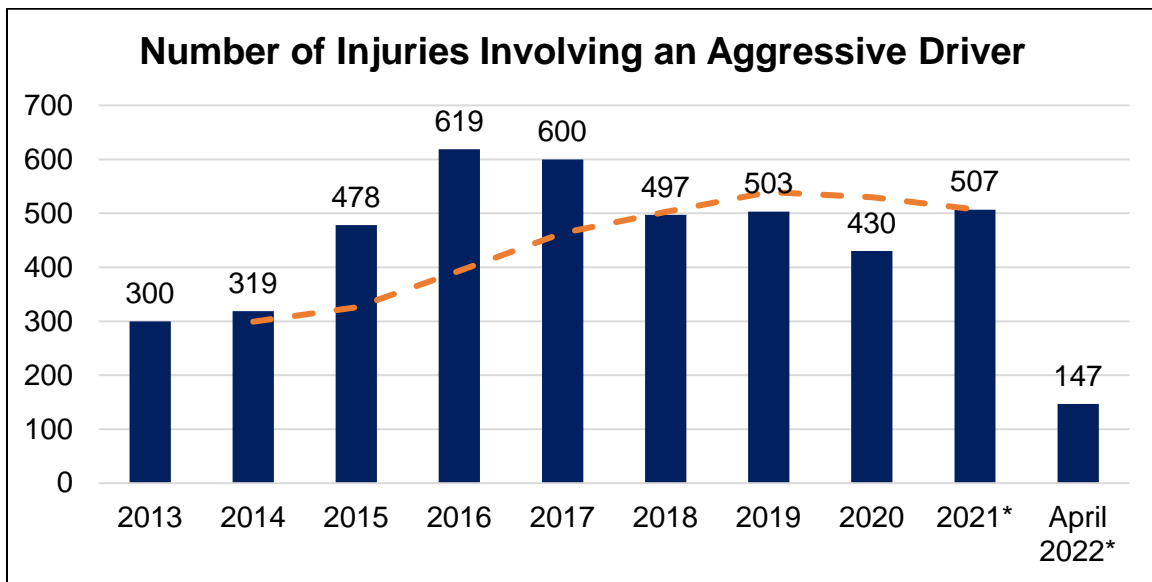
Note: Dash line represents 5-year rolling average.

C-14) Number of Injuries Involving an Aggressive Driver

Target: Reduce number of aggressive-related driver injuries by 6 percent from 530 (2016–2020 rolling average) to 500 (2018–2022) rolling average by 2022.

Outcome: **In progress.** The 2018–2022 (April 30) average number of aggressive-related driver injuries was 417, is still on track to meet the 2022 goal.

Based on the District data, there were 507 aggressive-driver-related injuries in 2021, a increase of 17.9 percent (430) from 2020 data. As of April 30, 2022, the District has seen 147 aggressive-driver-related injuries; during the same timeframe in 2020, there were 168 aggressive-driver-related injuries.



Source: MPD Data, 2013–April 30, 2022.

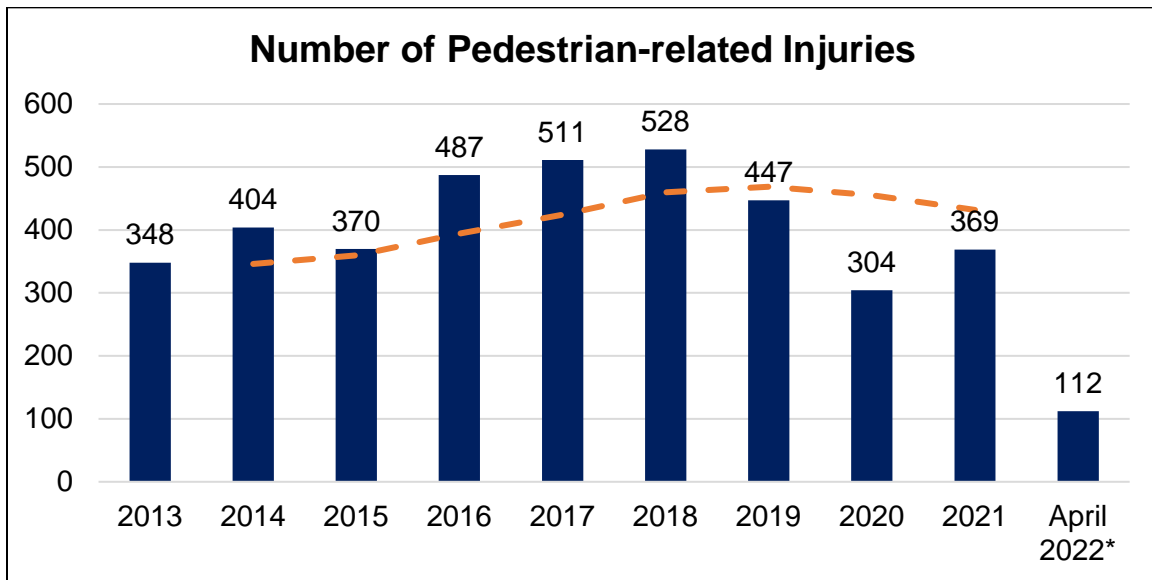
Note: Dash line represents 5-year rolling average.

C-15) Number of Pedestrian-related Injuries

Target: Maintain number of pedestrian-related injuries to no more than the 5-year (2016–2020) rolling average of 455 by 2022.

Outcome: **In progress.** The 2018–2022 (April 30) average number of pedestrian-related injures was 352, is still on track to meet the 2022 goal.

In 2021, based on District data, there were 369 pedestrian injuries, a 21 percent increase from 304 in 2020. As of April 30, 2022, the District recorded 112 pedestrian injuries; during the same timeframe in 2021, there were 98 pedestrian injuries.



Source: MPD Data, 2013–April 30, 2022.

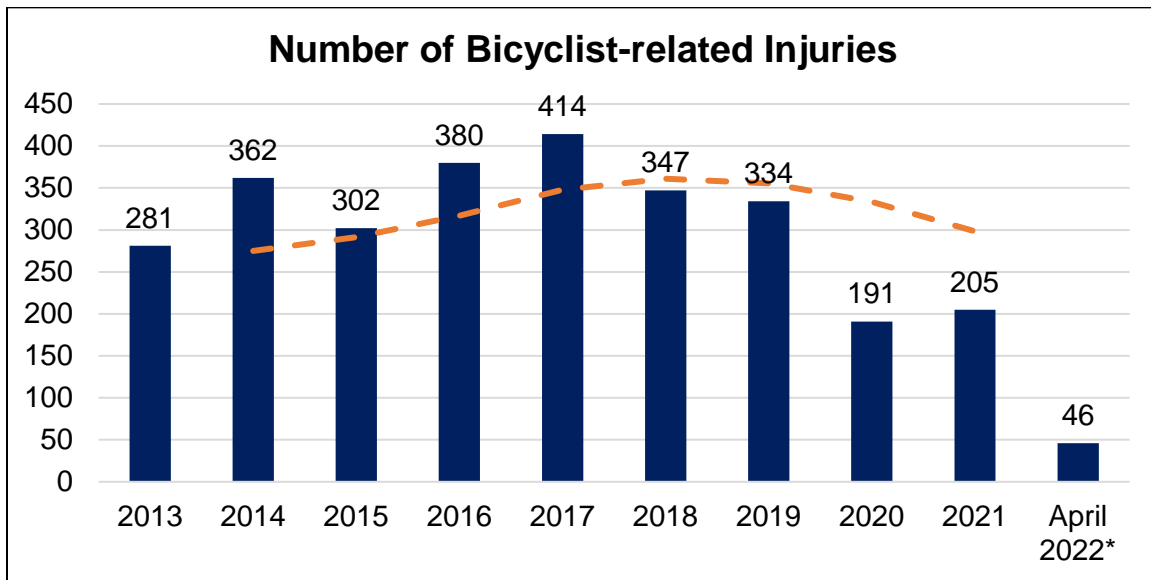
Note: Dash line represents 5-year rolling average.

C-16) Number of Bicyclist-related Injuries

Target: Maintain number of bicyclist-related injuries to no more than the 5-year (2016–2020) rolling average of 333 by 2022.

Outcome: **In progress.** The 2018–2022 (April 30) average number of bicyclist-related injuries was 225, still on track to meet the 2022 goal.

In 2021, based on District data, there were 205 bicyclist injuries, a 7 percent increase from 2020. As of April 30, 2022, the District has seen 46 bicyclist injuries; during the same timeframe in 2021, there were 55 bicyclist injuries.



Source: MPD Data, 2013–April 30, 2022.

Note: Dash line represents 5-year rolling average.

National Comparison

Although the District of Columbia has seen improvement over the past decade across some key traffic performance measures, there are areas where the District lags behind the U.S. as a whole. The table below demonstrates how the District compares to the Nation on a variety of measures. All figures are based on 2020 FARS data, except observed belt use (which comes from the annual seatbelt use survey).

Comparison of District of Columbia to the U.S., 2020 (FARS)			
Performance Measure	District of Columbia	United States	Percentage Comparison
Fatalities per 100 million VMT	1.19	1.34	-12.6%
Fatalities per 100,000 population	5.05	11.78	-133.3%
Alcohol-impaired driving fatalities (BAC = .08+) per 100 million VMT	0.24	0.40	-66.7%
Percent of passenger-vehicle-occupant fatalities who were restrained	60%	57%	5%
Observed belt use by passenger vehicle drivers and right front seat occupants	95.7%	90.3%	5.4%

Summary

As with the rest of the Nation, the COVID-19 pandemic (2020 and continuing) has significantly changed driver behaviors and driving patterns. As a result of the COVID-19 pandemic and public fears of contagion, many in the District have yet to resume pre-pandemic travel patterns, resulting in reduced VMT and other changes to travel patterns. The opportunity to engage in risky-driving behaviors, such as excessive speeding, not wearing a seatbelt, and driving under the influence increased and continue into 2022. As with the national trends, fatalities and serious injuries also increased in the District.

With this grant, the HSO is funding many new initiatives in FY2023, as outlined in the plan, including continuing to fund the following programs and positions;

- Program Management:
 - Highway Safety Coordinator and Deputy Coordinator positions to perform the day-to-day operations of the District’s program.
- Occupant Protection:
 - District Project Safe Child program that provides free car seats to District residents and offers free installation/inspection of car seats.
 - Annual District Seatbelt Survey observation.
 - Enforce of District seatbelt and child-restraint laws.

- Implement media campaigns to support national and regional campaigns, such as Click It or Ticket, Operation Crash Reduction, and Border to Border initiatives.
- New project that educates parents and caregivers on how to restrain children with special needs involved in a crash and provide a special adaptive car seat, if needed.
- New project to monitor the District Wards with the lowest-observed seatbelt use and provide education and outreach to three of these locations.
- Impaired Driving:
 - Support litigation to prosecute cases in a timely manner.
 - Support Toxicology testing for DUI cases to decrease turnaround time for cases and determine the panel of drug types prominent in these cases.
 - Enforce impaired driving laws in the District.
 - Implement media campaigns and also support National campaigns, such as Drive Sober or Get Pulled Over.
 - Outreach to District high schools, colleges, employers, and parents on the dangers of drinking and driving.
 - Support SoberRide – an alternative to driving during five major drinking holidays in the District.
 - New project to provide on-call phlebotomy services to law enforcement to help with identify drug-impaired cases.
- Aggressive Driving:
 - Enforce traffic-related laws in the District.
 - Implement media campaigns and also support regional safety campaigns, such as Aggressive Driving, Slow Down-Move Over, and Distracted Driving.
 - New project to develop social media to be used on the TikTok platform to discourage teens from driving aggressively.
- Pedestrian and Bicycle Safety:
 - Enforce pedestrian and bicycle laws in the District.
 - Implement media campaigns and also support National and regional campaigns.
 - Continue cooperative efforts with Maryland and Virginia on the Streetsmart Campaign.

- Host the District Vision Zero summit.
- New project to provide grass-roots efforts on pedestrian/bicycle safety in the high crash District Wards.
- New project to increase pedestrian and bicycle safety by targeting vehicles for hire. The project incorporates enforcement, education, and outreach.
- Traffic Records:
 - Continue to update the DMV driver database with entry of out-of-state convictions.
 - Continue to support District's eCitation program.
 - MIRE GIS program.
 - New project to investigate underreporting crashes in the District.
 - New project to create a 3D District GIS layer that can be used by multiple agencies (i.e. DDOT, FEMS, MPD and others) to be pro-active/reactive in addressing unsafe locations.

With these new and existing activities, renewed focus on the underserved communities, and the adoption of the safe systems approach, the HSO believes that traffic fatalities and serious injuries will decline within the District borders in 2023.

5. Performance Plan (FY2023)

In accordance with the Final Rule, 23 CFR Part 1300, Uniform Procedures for State Highway Safety Grant Programs, Congress requires each State to set performance measures and targets, as well as report them in their Highway Safety Plans. NHTSA, in collaboration with the GHSA, developed 11 core outcomes, one behavioral, and three activity measures. The HSO, in compliance with the rules of 23 CFR 1300.11, has developed five additional District-specific performance measures, resulting in a total of 20 performance measures.

5.1 Methodology

On March 2, 2021, the FHWA approved the District's 2020–2025 Strategic Highway Safety Plan (SHSP). The SHSP is a Districtwide data-driven traffic safety plan — developed in collaboration with a wide range of safety partners — to reduce traffic-related fatalities and injuries across all modes of transportation on all District public roads. This collaborative effort involves Federal, District, and private sector safety stakeholders who have helped the SHSP establish goals, objectives, and identify challenge areas. The broad array of partners involved is matched by the comprehensive reach of the plan needed to commit to and implement the strategies and reach the District's goal to save lives and prevent injuries. The following illustrate the District Agencies involved:

- District Department of Transportation (DDOT)
- Metropolitan Police Department (MPD)
- Office of the Attorney General (OAG)
- Metropolitan Washington Council of Governments (MWCOCG)
- Office of the Chief Medical Examiner (OCME)
- Office of Chief Technology and Officer (OCTO)
- Department of Motor Vehicles (DMV)
- Fire and Emergency Medical Services (FEMS)
- DC Health (DOH)
- Department of Aging and Community Living (DAACL)
- Alcoholic Beverage Regulation Administration (ABRA)
- Department of For-Hire Vehicles (DFHV)

Federal partners included:

- National Highway Traffic Safety Administration (NHTSA)
- Federal Highway Administration (FHWA)
- Federal Motor Carrier Safety Administration (FMCSA)

- U.S. National Park Service (NPS)
- District of Columbia Superior Court (DCSC)

The SHSP process is designed to drive safety-investment decisions and coordinate with other safety plans, including the District's Highway Safety Improvement Plan (HSIP), the Highway Safety Plan (HSP), Freight and Commercial Safety Plans, and the Vision Zero Plan.

The District is committed and shares the national traffic safety vision of Zero with the understanding that the death of any person is unacceptable. However, the District understands that zero fatalities can only be reached through a comprehensive regionwide approach with all partners committed and working together toward a common goal. The SHSP Team reviewed multiple sources of data to develop strategies and related performance measures, including:

- MPD — Crash Data, Arrest data for traffic-related offences, Automated traffic enforcement (ATE).
- DDOT — Roadway, Traffic, Seatbelt Use Observational Survey, Road Safety Audits.
- FEMS — EMS response time, Hospital injury-severity assessment.
- DMV — License Data, Registered vehicle information, Moving violations.
- NHTSA — Traffic Fatality Data
- U.S. Census Bureau — Population, Land Use.
- NPS — Crash Data.
- OCME — Substance abuse data.
- OAG — Driving Under the Influence Data, Arrest Data for traffic-related offences.

The objectives outlined in the SHSP 2021–2025 used the 5-year average as the base year, with the goals to reduce:

- Traffic fatalities by 33 percent over 5 years or 5 percent annual reduction (from actual fatalities in 2020 of 36 to 24 in 2025),
- Fatality rate per VMT by 72 percent over 5 years (from actual rate of 1.14 in 2020 to 0.63 in 2025), and
- Injuries by 21.4 percent over 5 years or a 7 percent annual reduction (from 2,076 in 2020 to 1,632 in 2025).

Using the same methodology, the goal will be to reduce serious injuries from 354 in 2020 to 276 in 2025.

In spring 2022, DDOT, Vision Zero, and HSO representatives met to discuss the District’s performance measures and agreed to align HSP FY 2023 with the SHSP 2020–2025 5-year overall objective. In accordance with the 23 CFR Part 1300, the common performance measures were coordinated through the District’s SHSP and core common performance measures were identical to the HSP and HSIP annual report. The FY2023 HSP will also follow the same SHSP methodology of a 5 percent for fatalities and 7 percent for injuries as performance measures by each specific category in the Performance Plan.

The FY2023 common performances are the number of:

- Fatalities to not to exceed 27;
- Fatalities per VMT to not to exceed 0.72; and
- Serious injuries to not to exceed 319

Certification: The District HSP performance targets are identical to District DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP Annual Report, as coordinated through the District SHSP.

5.2 FY2023 Performance Measures

FY2023 Performance Measure			BASE YEARS				
			2017	2018	2019	2020	2021*
C-1	Traffic Fatalities	FARS / MPD	31	31	23	36	40
	Reduce total traffic fatalities by 16 percent from 32.2 (2017–2021 rolling average) to 27 by 2023	5-Year Rolling Average	24.8	27.0	27.0	29.6	32.2
C-2	Serious Injuries in Traffic Crashes	District	382	364	352	354	423
	Reduce serious traffic injuries by 14.9 percent from 375.0 (2017–2021 rolling average) to 319 by 2023	5-Year Rolling Average	345.2	357.0	365.2	368.6	375.0
C-3	Fatalities / 100M VMT	FARS	0.83	0.84	0.61	1.19	1.22
	Reduce fatalities / 100 MVMT by 23.4 percent from 0.94 (2017–2021 rolling average) to 0.72 by 2023	5-Year Rolling Average	0.69	0.74	0.74	0.84	0.94

FY2023 Performance Measure			BASE YEARS				
			2017	2018	2019	2020	2021*
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	FARS	3	1	5	5	1
	Reduce number unrestrained passenger-vehicle-occupant fatalities, all seat positions, by 5 percent from 3.0 (2017–2021 rolling average) to 2.9 by 2023	5-Year Rolling Average	2.6	2.8	3.2	4.0	3.0
C-5	Alcohol-impaired Driving Fatalities	FARS / *District	16	8	6	7	10
	Reduce number of alcohol-impaired driver fatalities by 5 percent from 9.4 (2017–2021 rolling average) to 8.9 by 2023	5-Year Rolling Average	9.0	9.2	9.4	9.4	9.4
C-6	Speeding-related Fatalities	FARS / *District	17	15	13	16	17
	Reduce number of speeding-related fatalities by 5 percent from 15.6 (2017–2021 rolling average) to 14.8 by 2023.	5-Year Rolling Average	12.2	13.4	13.6	15.4	15.6
C-7	Motorcyclist Fatalities	FARS / *District	4	8	3	7	9
	Reduce number of motorcyclist fatalities by 5 percent from 6.2 (2017–2021 rolling average) to 5.9 by 2023.	5-Year Rolling Average	3.8	4.8	4.8	5.6	6.2
C-8	Unhelmeted-motorcyclist Fatalities	FARS / *District	0	3	1	2	3
	Reduce number of unhelmeted-motorcyclist fatalities by 5 percent from 1.8 (2017–2021 rolling average) to 1.7 by 2023	3-Year Rolling Average	0.4	1.0	1.0	1.2	1.8

FY2023 Performance Measure			BASE YEARS				
			2017	2018	2019	2020	2021*
C-9	Drivers Ages 20 or Younger Involved in Fatal Crashes	FARS / *District	2	3	3	5	1
	Reduce number of drivers ages 20 or younger involved in a fatal crash by 5 percent from 2.8 (2017–2021 rolling average) to 2.7 by 2023	5-Year Rolling Average	1.4	1.8	1.8	2.8	2.8
C-10	Pedestrian Fatalities	FARS / *District	11	11	9	10	17
	Reduce number of pedestrian fatalities by 5 percent from 11.6 (2017–2021 rolling average) to 11 by 2023	5-Year Rolling Average	10.0	10.4	10.4	9.8	11.6
C-11	Bicyclist Fatalities	FARS / *District	2	3	1	1	3
	Reduce number of bicyclist fatalities by 5 percent from 2.0 (2017–2021 rolling average) to 1.9 by 2023	5-Year Rolling Average	1.2	1.6	1.6	1.6	2.0
B-1	Observed Seatbelt Use for Passenger Vehicles, Front-seat outboard Occupants (Survey) Maintain observation seatbelt use to more than 90 percent by 2023	Annual Survey	93.6	95.1	95.4	95.7	95.9
C-12	Unrestrained-related Injuries	District	55	43	41	46	144
	Reduce number of unrestrained-related injuries by 7 percent from 65.8 (2017–2021 rolling average) to 61.2 by 2023	5-Year Rolling Average	96.0	84.2	71.4	58.0	65.8
C-13	Impaired-driving Injuries	District	110	102	94	127	129
	Reduce number of impaired-driving injuries by 7 percent from 112.4 (2017–2021 rolling average) to 104.5 by 2023.	5-Year Rolling Average	100.2	100.4	101.6	111.0	112.4

FY2023 Performance Measure			BASE YEARS				
			2017	2018	2019	2020	2021*
C-14	Aggressive-related Injuries	District	600	497	503	430	507
	Reduce number of aggressive-related injuries by 7 percent from 507.4 (2017–2021 rolling average) to 471.9 by 2023	5-Year Rolling Average	463.2	502.6	539.4	529.8	507.4
C-15	Pedestrian-related Injuries	District	511	528	447	304	369
	**Maintain the number of pedestrian-related injuries to no more than 369 (occurred in 2021) by 2023.	5-Year Rolling Average	424.0	460.0	468.6	455.4	431.8
C-16	Bicyclist-related Injuries	District	414	347	334	191	205
	**Maintain the number of bicyclist-related injuries to no more than 205 (occurred in 2021) by 2023.	5-Year Rolling Average	347.8	361.0	355.4	333.2	298.2

** The HSO recognizes that any reduction based on the rolling average will be significantly higher than the actual number of injuries in 2021. Recognizing this, the HSO will strive to maintain and/or reduce the number of traffic-related injuries in 2023.

6. Grant Program Activity Reporting

In this section, we present FY2021 grant-funded citation data for impaired driving, occupant protection, and speeding. The data was compiled for grantees (law enforcement agencies with either funded positions or overtime grants).

A-1) Number of seatbelt citations issued during grant-funded enforcement activities.

Seatbelt citations: **2,461**

Fiscal Year A-1: **2021**

A-2) Number of impaired driving arrests made during grant-funded enforcement activities.

Impaired driving arrests: **91**

Fiscal Year A-2: **2021**

A-3) Number of speeding citations issued during grant-funded enforcement activities.

Speeding citations: **5,101**

Fiscal Year A-3: **2021**

7. Program Area: Planning and Administration

7.1 Description of Highway Safety Problems

In accordance with 23 CFR 1300.4, NHTSA requires that each State establish a Highway Safety Office that has the adequate powers and is suitably equipped and organized to carry out the State's highway safety program.

The District's Highway Safety Office, located under the District Department of Transportation (DDOT), Vision Zero Division:

- Develops and prepares the HSP based on evaluation of highway safety data, including crash fatalities and injuries, roadway, driver, and other data sources to identify safety problems within the District.
- Selects safety projects to be funded within the District, under 23 U.S.C. Chapter 4, based on identified safety problems and priorities.
- Conducts a risk assessment of grantees and monitors them based on risk, as provided in 2 CFR 200.331.
- Provides direction, information, and assistance to grantees concerning highway safety grants, procedures for participation, development of projects in accordance with applicable Federal and District regulations and policies.
- Encourages and assists grantees to improve their highway safety planning and administration efforts.
- Reviews, approves, and evaluates implementation and effectiveness of District highway safety programs and projects from all funding sources the District plans to use under the HSP, and approves and monitors the expenditure of grant funds awarded under 23 U.S.C. Chapter 4.
- Assesses program performance through analysis of highway safety data and data-driven performance measures.
- Ensures the District highway safety program meets the requirements of 23 U.S.C. Chapter 4, Section 1906, and applicable Federal and District laws, including but not limited to the standards for financial management systems required under 2 CFR 200.302 and internal controls required under 2 CFR 200.303.
- Ensures the District conducts all legally required audits of the financial operations and use of highway safety grant funds.
- Tracks and maintains current knowledge of changes in District statutes or regulations that could affect District qualification for highway safety grants or transfer programs.
- Coordinates HSP and highway safety data collection and information systems activities with other Federally and non-Federally supported programs relating to or affecting highway safety, including the State SHSP, as defined in 23 U.S.C. 148(a).

- Administers Federal grant funds in accordance with Federal and District requirements, including 2 CFR parts 200 and 1201.

The District’s FY2023 HSP describes program areas and projects. Program areas addressed in this HSP include:

- Occupant Protection (Adult and Child)
- Impaired Driving
- Aggressive Driving / Police Traffic Services
- Nonmotorized Safety (Pedestrian and Bicyclist)
- Traffic Records
- Paid Media

The HSP is implemented in accordance with both District and Federal regulations and includes data-driven and proven countermeasures focused on enforcement, education, training, and outreach projects. These behavioral-focused projects are developed in partnership with law enforcement, judicial personnel, nonprofit organizations, community advocates, and others to reduce traffic-related fatalities and serious injuries and continue the District’s commitment toward zero deaths.

7.2 FY2023 Planning and Administration Projects

The following sections outline projects currently approved by the Review Team and NHTSA Regional Program Manager.

Agency:	District Department of Transportation
Project Number:	PA-2023-01-00-00
Project Title:	Highway Safety Office — Staff
Funding Source:	BIL 402
Budget:	\$350,804.00
Project Description:	Fund HSO Coordinator (new) and continue to fund Deputy HSO Coordinator position and resources to implement and oversee the day-to-day management of the highway safety programs to meet NHTSA requirements.

Agency:	TO BE DETERMINE
Project Number:	SA-2023-05-00-00
Project Title:	Highway Safety Office Support
Funding Source:	BIL 402
Budget:	\$350,000.00
Project Description:	The project will support the HSO in multiple areas including the developing (and updating) the Highway Safety Plan, Annual Report, Strategic Highway Safety Plan, Traffic Records Strategic Plan and other required documents as well as, working with and monitoring the District grantees to meet the NHTSA federal requirements.

8. Program Area: Occupant Protection (Adult and Child)

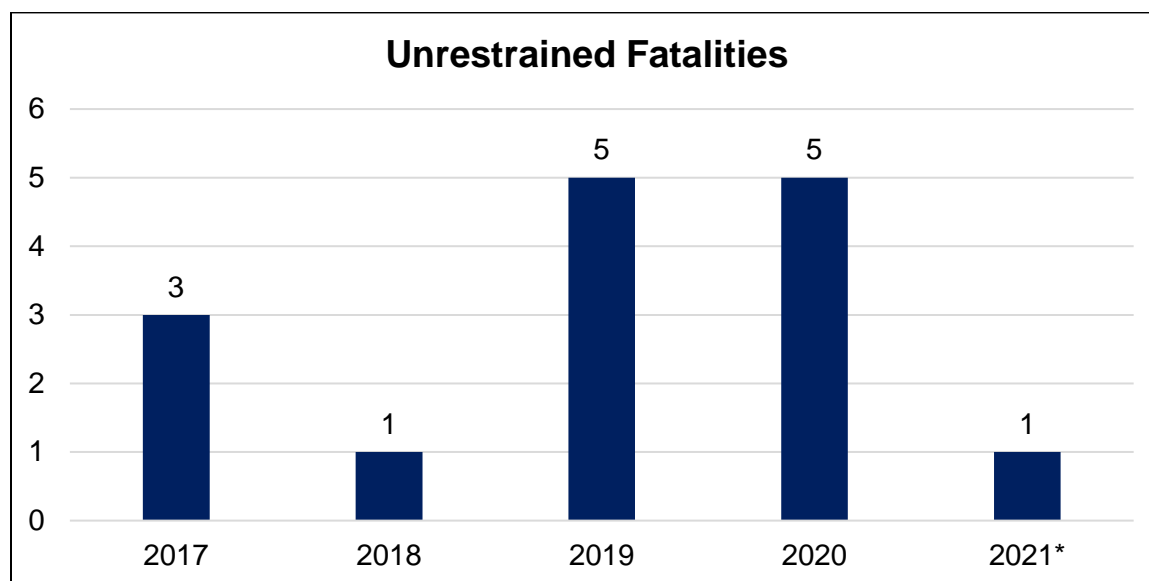
8.1 Description of Highway Safety Problems

In accordance with 23 CFR 1300.23 for FY2023, the District is rated as a high-use State. The following sections conform to the BIL requirements for 405(b) Application for the District.

Proper and consistent use of seatbelts and child safety seats are the most effective protection to reduce the severity of a crash. The District has one of the most comprehensive seatbelt laws in the Nation, which went into effect April 9, 1997. Unlike many States, District law allows police to stop a vehicle solely because its driver and passengers are not properly buckled up. The law requires the following:

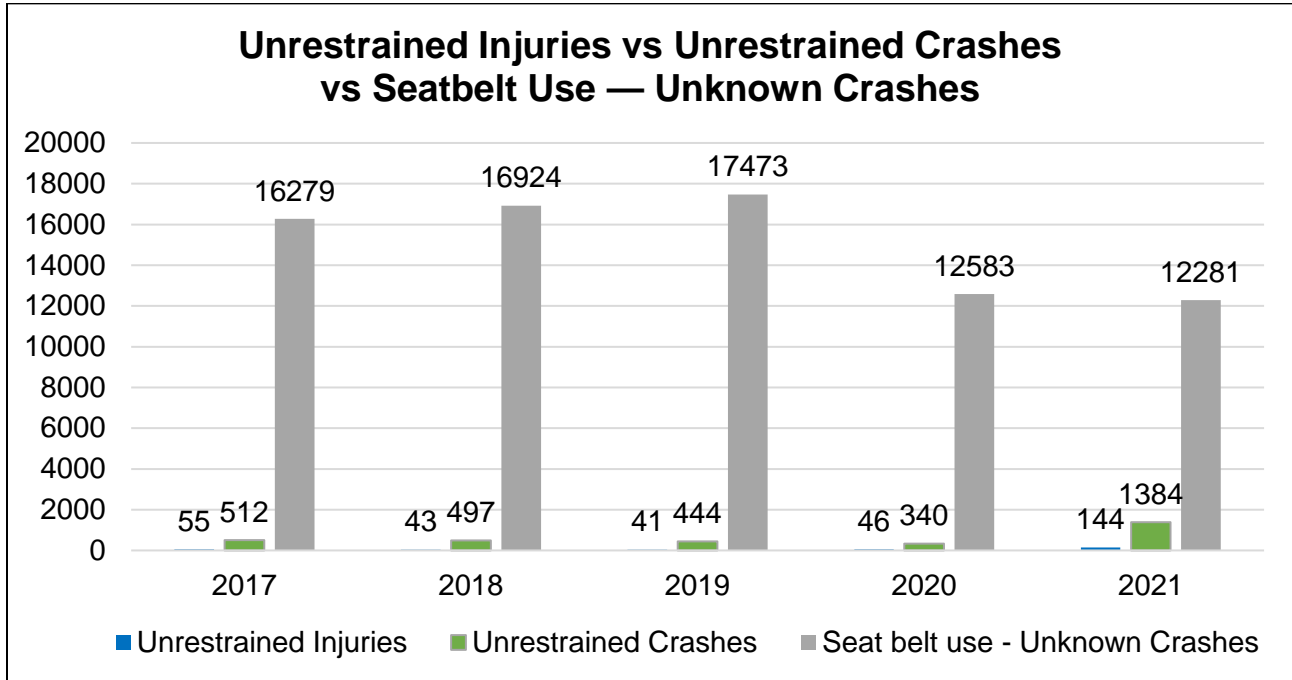
- All motor vehicle passengers in the front seat and back seat are required to buckle up. Drivers are responsible for seatbelt compliance for all passengers. There is a \$50 fine and 2 points for not having the seatbelt buckled at all times—for drivers and all passengers, front and back seats.
- All children under the age of 8 must be properly seated in an installed infant, toddler, or booster child-safety seat. Booster seats must be used with both lap and shoulder belts. Children between 8 and 16 years old must be securely fastened with a seatbelt. Drivers who fail to properly secure their child will face even stiffer penalties—a \$75 fine and 2 points for a first offense, and a \$150 fine for fourth and subsequent offenses.

Between 2017 and 2021, unrestrained-vehicle occupants accounted for 9.3 percent of all traffic fatalities (161) in the District.



Source: FARS, 2017–2020 and *MPD Data, 2021.

Between 2017 and 2021, total of 329 unrestrained-related injuries represented about 2.6 percent of all injuries (12,787). In addition, officers also coded restraint use as “Unknown” for 3,177.



Source: MPD Data, 2017–2021.

Based on data from 2017 to 2021, more than half of all unrestrained injuries occur between noon and midnight. About 40 percent occur between noon and 8 pm, 31.3 percent occur between 4 am and noon, and 29.5 percent occur between 8 pm and 4 am

The highest frequency of unrestrained injuries (19.1 percent) occur on Saturdays, followed by Thursdays (15.5 percent). The months with the highest frequencies of unrestrained injuries are August with 15.8 percent and September with 14.9 percent.

Wards 7 and 8 account for the highest unrestrained injuries, or about 36 percent, followed by Ward 5 with 14.6 percent.

On average, driver age groups with the highest involvement in unrestraint crashes are 26–30 years (14.1 percent), 31–35 years (12.8 percent), and 21–25 years (9.7 percent). Overall, drivers within the 21–35 years age group accounted for 36.6 percent of all unrestrained-related crashes. 14.5 percent were Unknown. The majority of drivers were male (65.1 percent), compared to 31 percent female drivers, and 3.9 percent unknown.

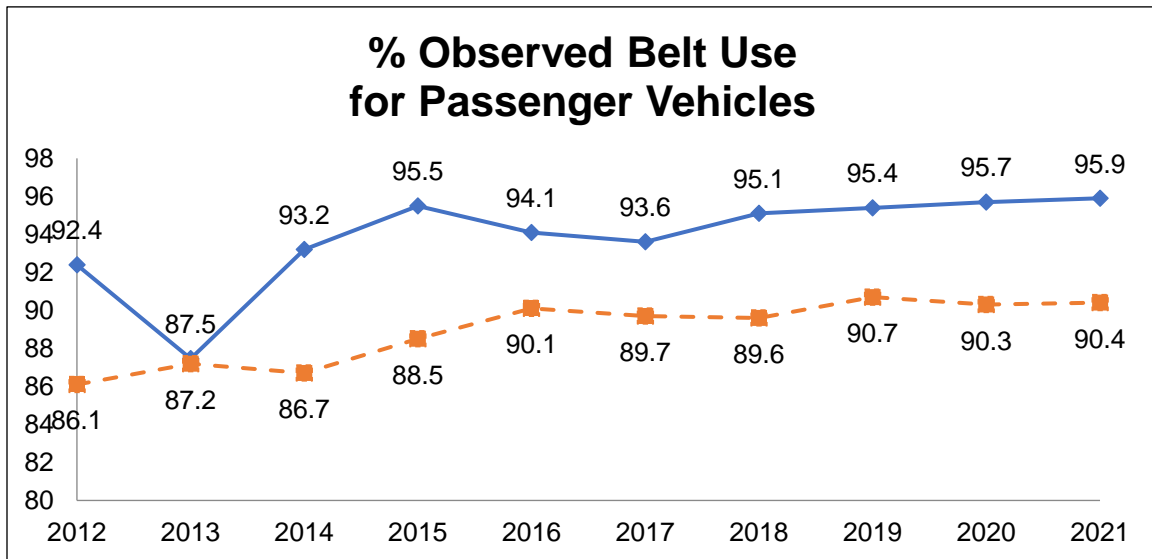
Majority of drivers involved in unrestrained crashes held a driver’s permit in the District of Columbia (47.3 percent). Drivers with Maryland permits accounted for 14 percent and Virginia permits were 5.1 percent.

In general, the 21–35-years group is consistent across most HSO program areas for its negative or lack of compliance to road safety laws.

8.2 Observational Occupant Protection Survey Results

The District conducts its annual seatbelt survey per 23 U.S.C. 402; it is conducted in accordance with NHTSA *Uniform Criteria for State Observational Surveys of Seat Belt Use*, published April 5, 2012. The 2021 survey was conducted at 150 sites across the District and observed a total of 15,000 vehicles, and 17,129 driver and right-front-passenger observations. Data were collected weekdays between 7:30 am and 6:00 pm to include both rush-hour and non-rush hour observations.

The District’s 2021 seatbelt-use observational rate was 95.9 percent — a 5.5 percent above the National-use rate of 90.4 percent for 2021. The District has had a seatbelt compliance rate of more than 90 percent since 2014, and the rate has been above the national average for more than 10 years.



Source: District Annual Seatbelt Survey and NHTSA reports (dashed line represents National rate)

8.3 Click It or Ticket

Under 23 U.S.C. Chapter 4 or Section 1906, the District will continue to support Click It or Ticket (CIOT), a nationwide seatbelt enforcement and media campaign that focuses on safety education, strong laws, and law-enforcement support to save lives.

In FY2023, the District plans to participate on the following dates with paid media and enforcement:

- November 21–26, 2022 — (National campaign, Thanksgiving Holiday Travel);
- March 20–25, 2023 — (District campaign, CIOT social media);
- May 15–June 4, 2023 — (National campaign, CIOT);
- September 18–24, 2023 — (National campaign, Child-Passenger Safety Campaign);
and
- October (TBD) — NHTSA Region 3 initiative Operation Crash Reduction.



FY2022 District CIOT Creative

8.4 Child Restraint Inspection Station Network

Motor vehicle crashes are the leading cause of accidental death for all young people ages 1 year through teens. Research on the effectiveness of correctly installed child safety seats has found that they reduce fatal injury by 71 percent for infants (younger than 1 year old) and by 54 percent for toddlers (1 to 4 years old) in passenger cars. *Studies have also shown that most car seats are installed incorrectly.*

Safety experts and advocates currently recommend using booster seats for children from their fourth birthday until their eighth birthday. However, parents too often do not use booster seats because of cost, inconvenience, child discomfort, lack of understanding about how the seats work, and lack of understanding the law, as well as a low perceived risk of being ticketed for a booster seat law violation.

Based on the data between 2017 and 2021, 7.3 percent of unrestrained injuries in the District were to children under the age of 10.

The District administers the Project Safe-Child program, which offers District residents a free car seat and distributes information and educational materials on how to properly buckle children in their seats. On average, the District distributes over 1,000 child-restraint seats to all District-area hospitals.

The District coordinates regular fitting stations throughout the District by virtual appointment, MPD, DMV, and District-wide events. Each of these are supported by nationally certified trained technicians who ensure that parents, grandparents, and caregivers learn how to properly install their child passenger restraints and provide other safety information and brochures.

The District also participates in the quarterly regional (or otherwise scheduled) virtual inspection event with Maryland and Virginia.



8.5 Child Passenger Safety Training

The District currently has more than 50 National Child Passenger Safety Certified Technicians. In FY2023, the District will host two 32-hour National Child Passenger Safety Certification Training sessions and provide one recertification training for police officers, Fire and EMS personnel, and health care and childcare providers.

The table below lists the number of CPS training courses for FY2023:

	Tentative Location	Tentative Date	Estimated number of Students (min)
CPS Training Certification	Ward 8	April / August 2023	15
CPS Recertification	Ward 2	February / April 2023	20

Job change has been the biggest factor for those technicians who do not recertify.



Certified Training Class – May 17-20, 2022

8.6 FY2023 Occupant-protection Projects

The following sections outline projects currently approved by the Review Team and NHTSA Regional Program Manager.

Agency:	District Department of Transportation
Project Number:	OP 2023-05-01-00 / M1CPS 2023-05-01-00
Project Title:	Project Safe-Child
Funding Source:	FAST Act 402 and 405b (high)
Budget:	\$136,238.50
Project Description:	Ongoing project funds 1,800 car seats distributed to District residents through the District’s Project Safe-Child program, which is designed to educate parents and caregivers about the importance of having their child’s car seat properly installed and inspected. Funds are also used to continue the District’s child passenger efforts, such as educational materials and brochures, trainings for CPS training — Certification / Recertification, and travel for CPS instructor to conferences. A new initiative to utilize DDOT Safety Technicians to assist at CPS events.

Countermeasure that works, 10th Edition: Chapter 2, Sections 6.1, 6.2, and 7.2

Agency:	Children’s National Medical Center / SafeKids DC
Project Number:	M1X 2023-05-02-00
Project Title:	Motor Vehicle Collision with Special Needs
Funding Source:	FAST Act 402b (high)
Budget:	\$74,981.00
Project Description:	New project addresses the needs of families with children with special needs involved in a crash. Provides special training to family and caregivers and identifies children who would benefit from an adaptive seat. Project would fund the cost of adaptive seats (15) to families whose medical insurance does not cover and provide educational and printed materials on child passenger safety.

Countermeasure that works, 10th Edition: Chapter 2, Sections 6.1, and 6.2.

Agency:	Howard University
Project Number:	M1X 2023-05-01-00
Project Title:	Increase and Conduct Seatbelt Compliance in the District
Funding Source:	FAST Act 402b (high)
Budget:	\$175,000.00
Project Description:	Continue to fund: <ul style="list-style-type: none"> • The District’s annual observational seatbelt survey in accordance with NHTSA requirements to qualify for 402 funds, and in accordance with the Uniform Criteria for State Observational Survey for Seatbelt Use. • New initiative to increase seatbelt use among the District Wards with the lowest compliance rate and provide targeted education and outreach.

Countermeasure that works, 10th Edition: Chapter 2, Sections 3.2

Agency:	Metropolitan Police Department (MPD)
Project Number:	OP 2023-05-00-00
Project Title:	Occupant Protection Enforcement
Funding Source:	BIL 402
Budget:	\$275,750.00
Project Description:	Continue to fund MPD with the following initiatives: <ul style="list-style-type: none"> • Overtime enforcement on day and nighttime seatbelt enforcement at high-hazard locations. • Overtime enforcement to support NHTSA CIOT mobilization and child passenger safety week. • Overtime hours for CPS technicians to conduct inspection and installations during evening and inspection events throughout the District.

Countermeasure that works, 10th Edition: Chapter 2, Sections 2.1, 2.2, and 2.3.

Agency:	McAndrews Company (contract)
Project Number:	PM 2023-14-00-00
Project Title:	Paid Media Campaign
Funding Source:	BIL 402
Budget:	\$140,500.00
Project Description:	Continues project to fund Districtwide media campaigns that highlight the dangers of not wearing a seatbelt and the District’s seatbelt laws. The campaign uses radio, cable TV, out-of-home advertising, and digital/social media.

Countermeasure that works, 10th Edition: Chapter 2, Sections 3.1 and 3.2.

8.7 FY2023 Occupant Protection Outcome Measures

FY2023 Performance Measure			BASE YEARS				
			2017	2018	2019	2020	2021*
C-4	Unrestrained passenger-vehicle-occupant Fatalities, All Seat Positions	FARS	3	1	5	5	1
	Reduce number of unrestrained passenger-vehicle-occupant fatalities, all seat positions, by 5 percent from 3.0 (2017–2021 rolling average) to 2.9 by 2023	5-Year Rolling Average	2.6	2.8	3.2	4.0	3.0
B-1	Observed Seatbelt Use for Passenger Vehicles, Front Seat Outboard Occupants (Survey) Maintain observation seatbelt use to more than 90 percent by 2023	Annual Survey	93.6	95.1	95.4	95.7	95.9
C-12	Unrestrained-related Injuries	District	55	43	41	46	144
	Reduce number of unrestrained-related injuries by 7 percent from 65.8 (2017–2021 rolling average) to 61.2 by 2023	5-Year Rolling Average	96.0	84.2	71.4	58.0	65.8

9. Program Area: Impaired Driving (Drug and Alcohol)

9.1 Description of Highway Safety Problems

The 23 CFR 1300.23 for FY2023 rated the District as a low-rate State. The following sections conform to the BIL requirements for 405(d) Application for the District.

Consumption of alcohol and drugs continues to be a prominent factor in serious-injury crashes in the District. The number of drivers under the influence of drugs and/or a combination of drugs and alcohol is increasing and exacerbating this very serious, complex problem.

Despite the mounting research evidence that driving under the influence of drugs (other than alcohol) is common, there is minimal public awareness of this fact, and drugged drivers are less frequently detected, prosecuted, or referred for treatment when compared to drunk drivers.

The Driving Under the Influence offense in the District of Columbia is as follows:

- **§ 50-2206.11. Driving under the influence of alcohol or a drug.** No person shall operate or be in physical control of any vehicle in the District: (1) While the person is intoxicated¹; or (2) While the person is under the influence of alcohol or any drug or any combination thereof.
- Additionally, persons under the age of 21 cannot purchase, consume, or possess any alcoholic beverages of any kind. If they are found to be operating a motor vehicle with any measurable amount of alcohol, then they will be placed under arrest and charged with Driving While Intoxicated (DWI).

The District decriminalized the possession of small quantities of marijuana in February 2015, which allows a person aged 21 years and older to possess up to 2 ounces of marijuana, grow up to 6 cannabis plants in their home (no more than 3 of which are mature), or give away up to 1 ounce of marijuana to another person who is at least 21 years old.

A person can still be arrested if they are:

- Under 21; no measurable amount of marijuana is allowed.
- Smoking or consuming marijuana in public, possessing more than 2 ounces, or selling any amount of marijuana.
- Driving while under the influence of marijuana.

¹ D.C. Code § 50-2206.01(9) defines "Intoxicated" as:

(A) Except as provided in subparagraph (B) of this paragraph, that:

(i) An alcohol concentration at the time of testing of 0.08 grams or more per 100 milliliters of the person's blood or per 210 liters of the person's breath, or of 0.10 grams or more per 100 milliliters of the person's urine; or

(ii) Any measurable amount of alcohol in the person's blood, urine, or breath if the person is under 21 years of age.

(B) If operating or in physical control of a commercial vehicle, that:

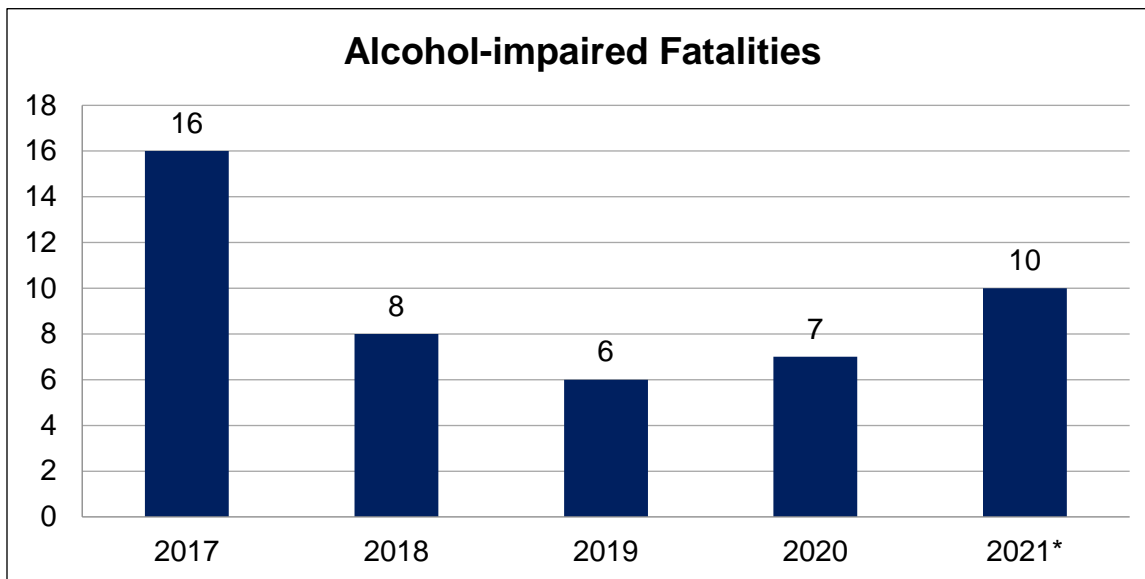
(i) An alcohol concentration at the time of testing of 0.04 grams or more per 100 milliliters of the person's blood or per 210 liters of the person's breath, or of 0.08 grams or more per 100 milliliters of the person's urine; or

(ii) Any measurable amount of alcohol in the person's blood, urine, or breath if the person is under 21 years of age.

Federal law continues to prohibit the possession or use of any amount of marijuana. Therefore, Federal law enforcement officers may arrest anyone in the District for possession of any amount of marijuana.

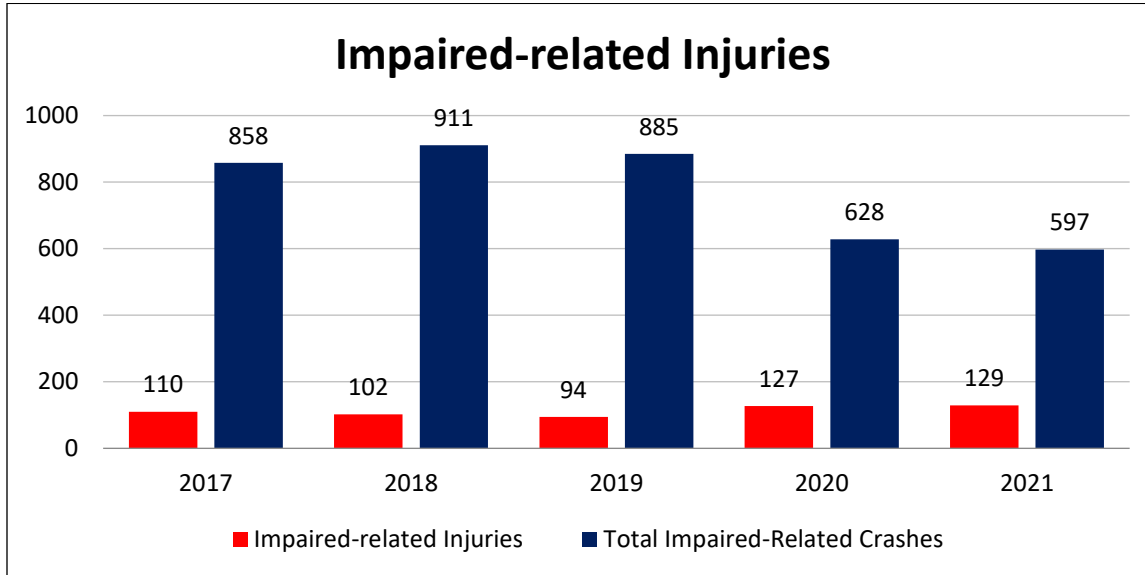


Between 2017 and 2021, there were 47 alcohol-impaired-related fatalities, representing 30 percent of all traffic fatalities (161).



Source: FARS, 2017–2020 and *MPD Data, 2021.

Between 2017 and 2020, a total of 562 impaired-related injuries (alcohol and drugs) represented 4.4 percent of all injuries (12,787) in the District. On average, 14 percent of all impaired-related crashes resulted in an injury (562 out of 3,879).



Source: MPD Data, 2017–2021.

Based on injury data between 2017 and 2021, the majority (63 percent) of injuries occur between 8 pm and 4 am, followed by the second highest time between 4 pm and 8 pm

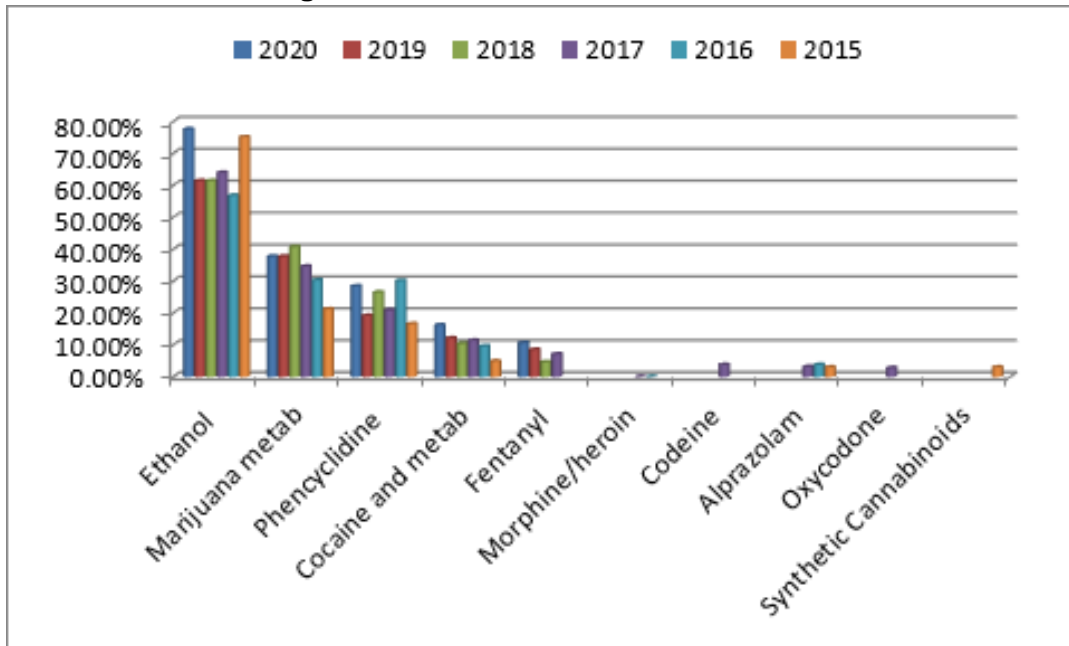
The highest frequencies of impaired-related injuries occur over the weekends with 44.5 percent, followed by Fridays (13 percent) and Thursdays (12.8 percent). The months of the year with the highest frequencies of impaired-related injuries are July (11.6 percent) and October (9.6 percent).

Over 20 percent of all injury crashes are impaired-related in Ward 8, followed by Ward 7 (16 percent), Ward 5 (14.4 percent), and Ward 6 (14.2 percent).

The age groups with the highest involvement in impaired-related crashes are 26–35 years (32.4 percent), 36–40 years (13 percent), and 21–25 years (11.4 percent). The majority of drivers were male (73.1 percent) and held a District permit (40.4 percent). Maryland permit drivers accounted for 23 percent, Virginia permit drivers for 7 percent, and 8.1 percent were from other States. 21.5 percent were coded as Unknown.

As indicated in the District Office of the Chief Medical Examiner, ethanol, marijuana metabolite, and phencyclidine (PCP) were the most commonly encountered drugs as shown in figure below. 2021 data are currently not available.

Drug Prevalence Calendar Year 2015–2020



9.2 District Impaired Driving Taskforce

In March 2021, the HSO created the Impaired Driving Task Force (IDTF) in response to NHTSA grant requirements as a mid-range State requirement in FY2022. The HSO manages the IDTF and developed the Impaired Driving Strategic Plan (IDSP) in conjunction with the Office of the Attorney General (OAG) Traffic Safety Resource Prosecutor (TSRP).

The HSO developed the IDSP using NHTSA Guidance No. 8, other State’s IDSP, and input from IDTF meetings.

To date, the IDTF involves 14 agencies and organizations and continues to meet monthly.

Some notable activities/outcomes from the IDTF include the following:

- Develop Impaired Driving Strategic Plan.
- Develop District Impaired Driving brochure (estimated completion, July 2022).
- District High School video contest — “Impaired? No Time to Drive.” Anticipated launch date, October 2022.
- Conduct NHTSA DUID Self-Assessment Tool — Ongoing (initiated January 2022).



- Drug Recognition Expert (DRE) program — Presented and discussed the DRE program and the challenges in District. In April 2022, Melissa Shear (TSRP-OAG), was appointed the District’s DRE Coordinator to facilitate the needs of a DRE officer with United States Capitol Police (USPS) and expand the program in the District.
- Provide forum for updates on media, enforcement, and outreach efforts throughout the District.

9.3 Drive Sober or Get Pulled Over

Under 23 U.S.C. Chapter 4 or Section 1906, the District will continue to support Drive Sober or Get Pulled Over, a nationwide enforcement and media campaign, which focuses on safety education, strong laws, and law enforcement support to save lives.

In FY2023, the District plans to participate in the following campaigns with paid media and enforcement:

- October 28–31, 2022 — (National campaign, Halloween);
- November 14–27, 2022 — (National campaign, Thanksgiving Holiday);
- December 14–January 1, 2023 — (National campaign, Holiday Season);
- February 9–12, 2023 — (National campaign, Super Bowl);
- March 5–18, 2023 — (National campaign, St. Patrick’s Day);
- April 17–20, 2023 — (National campaign);
- July 1–4, 2023 — (National campaign, Independence Day); and
- August 16–September 6, 2023 — (District campaign).



Safety campaign messages are displayed on the DDOT Overhead Variable Message signs at all entry points in the District.

Example shown is located on Northbound I-295, which has an average of 60,000 vehicles per day.



9.3 FY2023 Impaired Driving Projects

The following sections outline projects currently approved by the Review Team and NHTSA Regional Program Manager.

Agency:	Office of the Attorney General (OAG)
Project Number:	M6X 2023-00-00-00
Project Title:	Traffic Safety Resource Prosecutor (TSRP)
Funding Source:	FAST Act 405d (low)
Budget:	\$212,400.00
Project Description:	Continuing project to fund District TSRP, a full-time attorney who provides Districtwide training, education, and technical support to law enforcement, toxicology, personnel, and others involved in preventing, investigating, and prosecuting impaired-driving and other traffic-related cases. The TSRP serves as the co-chair on the District's IDTF and is the District's DRE Coordinator. Project funds travel, training, and dues for the TSRP.

Countermeasure that works, 10th Edition: Chapter 3.1, 3.2, and 3.3

Agency:	Office of the Attorney General (OAG)
Project Number:	M6X 2023-00-00-00 / M60T 2023-01-00-00
Project Title:	Driving Under the Influence (DUI) Prosecutors and Paralegal
Funding Source:	FAST Act 405d (low) / BIL 405d (mid)
Budget:	\$710,940.00
Project Description:	Continuation of project to fund District DUI Team, which focuses on District DUI cases. Project funds activity hours for the DUI prosecutor to focus on the more complex cases. These cases generally involve more intensive pre-trial discovery and novel and complex motions and oral arguments. As a result of the DUI Team, the numbers of successful prosecutions of impaired driving offenses have significantly increased. Project also funds travel-related conferences and DUI Team training.

Countermeasure that works, 10th Edition: Chapter 3.1, 3.2, and 3.3

Agency: Office of the Chief Medical Examiner (OCME)
Project Number: AL 2023-03-00-00
Project Title: Chemical Testing of Impaired Drivers
Funding Source: BIL 402
Budget: \$341,625.01
Project Description: Continuing project to fund two fulltime toxicologists needed to prioritize DUI caseloads and provide a comprehensive testing panel and relevancy, while increasing the turnaround time for at least 40 percent of the cases in 30 days. Project also funds laboratory supplies, equipment calibration, and travel to related conferences and trainings for the toxicologists.

Countermeasure that works, 10th Edition: Chapter 2.3

Agency: Washington Regional Alcohol Program (WRAP)
Project Number: M6X 2023-01-00-00
Project Title: Education and Outreach for Impaired Driving Prevention
Funding Source: FAST Act 405d (low)
Budget: \$146,850.00
Project Description: Continuing project to fund the following WRAP initiatives:

- SoberRide campaign promotes and provides a safe ride to would-be drunk drivers in the District five times a year — Halloween, Holiday Season, St. Patrick’s Day, Cinco de Mayo, and Independence Day.
- Youth, parental, and adult outreach programs, as well as law enforcement recognitions.
- Outreach efforts to District high schools, which continues to increase awareness to the perils of drinking and driving by advocating for high schools to call for a *Moment of Silence*.
- New initiative for FY2023 will explore opportunities to educate college students about impaired driving, in collaboration with George Washington University Hospitals and Students Against Destructive Decisions (SADD).
- WRAP is also a member of the IDTF and the DC High School video challenge.

Countermeasure that works, 10th Edition: Chapter 1, Section 5.2 and 5.4

Agency:	Metropolitan Police Department (MPD)
Project Number:	AL 2023-03-00-00
Project Title:	Impaired Driving Program
Funding Source:	BIL 402
Budget:	\$534,990.00
Project Description:	Continues to fund the following: <ul style="list-style-type: none">• Overtime enforcement focusing on impaired drivers at high-hazard locations.• Overtime enforcement to support NHTSA-designated crackdown periods, such as, February — Super Bowl; March — St Patrick’s Day; August — October / Halloween; and November and December — Holidays.• Overtime enforcement to enforce underage drinking/purchasing alcohol and selling of alcohol to minors.• Increase training effort for SFST, Intoximeter, ARIDE, and other relevant trainings.• New initiative funds an on-call phlebotomist contract to do blood draws of suspects.• MPD is also a member of the IDTF and at various NHTSA and DDOT meetings.

Countermeasure that works, 10th Edition: Chapter 1, Sections 2.2, and 2.3.

Agency:	McAndrews Company (contract)
Project Number:	PM 2023-14-00-00
Project Title:	Paid Media Campaign
Funding Source:	BIL 402
Budget:	\$282,000.00
Project Description:	Continuing project to fund Districtwide media campaigns that highlight the dangers of impaired (alcohol and drugged) driving and District’s laws. Campaign uses radio, cable TV, out-of-home advertising, and digital/social media. McAndrews is also a member of the IDTF and part of the high school video contest.

Countermeasure that works, 10th Edition: Chapter 1, Sections 5.2.

9.4 FY2023 Impaired Driving Outcome Measures

FY2023 Performance Measure			BASE YEARS				
			2017	2018	2019	2020	2021*
C-5	Alcohol-impaired Driving Fatalities	FARS / *District	16	8	6	7	10
	Reduce number of alcohol-impaired driver fatalities by 5 percent from 9.4 (2017–2021 rolling average) to 8.9 by 2023	5-Year Rolling Average	9.0	9.2	9.4	9.4	9.4
C-13	Impaired-driving Injuries	District	110	102	94	127	129
	Reduce number of impaired-driving injuries by 7 percent from 112.4 (2017–2021 rolling average) to 104.5 by 2023	5-Year Rolling Average	100.2	100.4	101.6	111.0	112.4



Border to Border Impaired Driving Enforcement with MPD and Maryland Law Enforcement along Southern Avenue – December 9-10, 2021

10. Program Area: Aggressive Driving

10.1 Description of Highway Safety Problems

Aggressive driving usually involves speeding, as well as other factors, such as driving too fast for conditions; exceeding posted speed limit; racing; following too closely; improper passing; operating motor vehicle in erratic, reckless, careless, negligent, or aggressive manner; and ran red light and STOP sign.

The following fines for speeding in DC are based on the number of miles per hour over the posted speed limit.

Violation	Fine
Speeding 1–10 mph over limit	\$50
Speeding 11–15 mph over limit	\$100
Speeding 16–20 mph over limit	\$150
Speeding 21–25 mph over limit	\$200
Speeding 26+ mph over limit	\$300

DDOT currently oversees the DC StreetSafe program — the District’s Automated Traffic Enforcement program currently legislated to include speed enforcement, red light cameras, STOP sign, and oversized vehicle cameras. The DC Council recently passed legislation expanding automated enforcement for the District’s growing number of bus-priority lanes as well. The program was launched in 2019 when the automated traffic enforcement authorities were transferred to DDOT from MPD. The cameras help enforce traffic laws and reduce violations by automatically photographing the rear license plates of vehicles whose drivers violate the regulations. The following link lists all locations where cameras are placed: ddot.dc.gov/automatedenforcement.

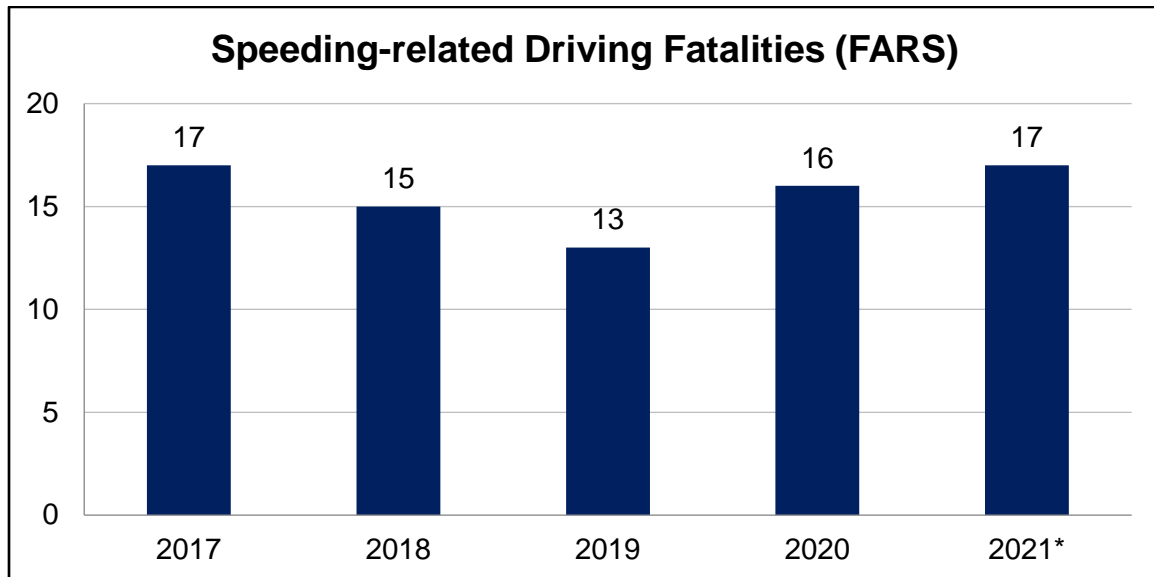
In May 2020, Mayor Bowser announced a permanent lowered default speed limit on local roads (residential streets that primarily serve neighborhood traffic) from 25 mph to 20 mph. This change lowered the speed limit for over 60 percent of the District’s street mileage. DDOT continues to assess posted speed limits on each corridor project to improve safety outcomes. To help reinforce posted speed limits, DDOT installs driver feedback signs to encourage greater compliance with the posted speed limits before it is necessary to impose further enforcement.



The District has deployed over 1,100 – 20 mph speed limit signs and continues to enhance speed management on many of these local corridors by installing speed humps and other vertical deflections that lower speeds. Speed limits in school zones, during school hours, were set at 15 mph in 2019. DDOT installed signs to communicate this law

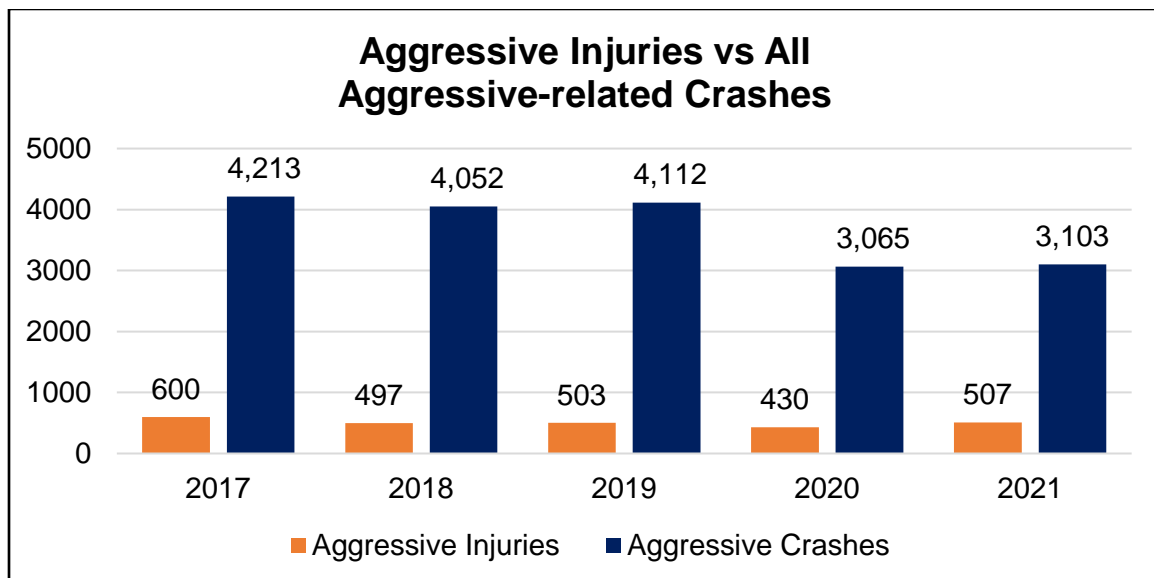
to drivers but also continues to work with schools and the community to design these streets appropriately to increase safety for all users, especially school children.

Between 2017 and 2021 (2021 is preliminary data), speeding-related fatalities accounted for 48 percent of all traffic fatalities (78 out of 161) — slightly less than the National average of 54 percent — AAA July 2021.



Source: FARS, 2017–2020 and *MPD Data, 2021.

Between 2017 and 2021, there were 2,537 aggressive-driving-related injuries that represented about 19.8 percent of all injuries (12,787). On average, 13.7 percent of all aggressive-related crashes resulted in an injury.



Source: MPD Data, 2017–2021.

The highest frequencies of aggressive driving-related injuries occur between noon and 4 pm (20.4 percent), followed by 4 pm–8 pm (18.6 percent), and 8 am–noon (17.7 percent).

The highest frequencies of aggressive-driving-related injuries occur Wednesdays and Thursdays (31 percent), followed by Saturdays (15.2 percent). The months of the year with the highest frequencies of aggressive driving-related injuries are May (10.4 percent), June (9.9 percent), and August (9.6 percent).

Over 37 percent of all aggressive driving-related injury crashes are were from Wards 7 and 8, followed by Ward 5 (14.2 percent) and Ward 6 (13.6 percent).

The 21 to 35 age group accounted for 32.5 percent — the highest involvement in aggressive driving-related crashes; 26–30 years (12.3 percent), 21–25 years (10.5 percent), and 31–35 years (9.7 percent). Majority of drivers were male (61.9 percent), compared to female (24.9 percent). 13.2 percent were unknown.

Almost 28 percent of the drivers held a permit from the District, followed by Maryland (22.6 percent), and Virginia (8.3 percent). About 5.8 percent of drivers held permits from other States, and 35.4 percent accounted for Unknown.

10.2 FY2023 Aggressive Driving Projects

The following sections outline projects currently approved by the Review Team and NHTSA Regional Program Manager.

Agency:	The George Washington University (GWU)
Project Number:	SA 2023-03-00-00
Project Title:	Social media campaign addressing Aggressive Driving
Funding Source:	BIL 402
Budget:	\$75,000.00
Project Description:	New project to fund implementing a public media campaign using TikTok — a social media platform popular with the population (young adults) subset of interest — and raise awareness of aggressive driving and decrease aggressive-driving habits of District residents according to self-report.

Countermeasure that works, 10th Edition: Chapter 3, Section 4.1.

Agency:	Metropolitan Police Department (MPD)
Project Number:	PT 2023-04-00-00
Project Title:	Police Traffic Services (PTS)
Funding Source:	BIL 402
Budget:	\$676,123.00
Project Description:	<p>Project continues to fund the following:</p> <ul style="list-style-type: none"> • Overtime enforcement focusing on aggressive-driving behaviors at high-hazard locations. • Overtime enforcement during holidays and campaigns. • Overtime enforcement during the summer months in areas high crime areas. • Purchase variable message sign (VMS) to provide a safety-related message and reduce driver speed in high-crash locations. • Purchase Event Data Recorder (EDR) retriever tools used to obtain data on vehicle speeds, braking status, throttle position, steering input, and seatbelt status and occupant detection, prior to a crash. The MPD Major Crash Investigative Unit uses this tool and works with DDOT on all fatal crashes. • Provide specialized training on Advance Traffic Crash Investigation and Reconstruction to members in the Major Crash unit. • Provide yearly calibration and maintenance for Lidar guns used for speed enforcement.

Countermeasure that works, 10th Edition: Chapter 3, Sections 2.2, Chapter 4, Section 1.3

Agency:	McAndrews Company (contract)
Project Number:	PM 2023-14-00-00
Project Title:	Paid Media Campaign
Funding Source:	BIL 402
Budget:	\$352,500.00
Project Description:	Project continues funding for Districtwide media campaigns that highlight the dangers of aggressive driving, distracted driving, and improve awareness of District traffic laws. The campaign involves radio, cable TV, out-of-home advertising, and digital/social media.

Countermeasure that works, 10th Edition: Chapter 3, Sections 4.1. Chapter 4, Section 2.1

10.3 Equipment Request of \$5,000 or more

Project No.	Agency	Item	Quantity	Unit cost	Total Cost
PT 2023-04-00-00	Metropolitan Police Department	Variable Message Sign	1	\$17,443.00	\$17,443.00

10.4 FY2023 Aggressive Driving Outcome and Measures

FY2023 Performance Measure			BASE YEARS				
			2017	2018	2019	2020	2021*
C-6	Speeding-related Fatalities	FARS / *District	17	15	13	16	17
	Reduce number of speeding-related fatalities by 5 percent from 15.6 (2017–2021 rolling average) to 14.8 by 2023	5-Year Rolling Average	12.2	13.4	13.6	15.4	15.6
C-14	Aggressive-driving-related Injuries	District	600	497	503	430	507
	Reduce number of aggressive-driving-related injuries by 7 percent from 507.4 (2017–2021 rolling average) to 471.9 by 2023	5-Year Rolling Average	463.2	502.6	539.4	529.8	507.4

11. Program Area: Nonmotorized (Pedestrians and Bicyclists)

11.1 Description of Highway Safety Problems

23 CFR 1300.27 for FY2023 qualifies the District for 405(h) Incentive Grants for Nonmotorized Safety by having exceeded 15 percent of the total annual fatalities in (FARS) 2019.

Pedestrians and bicyclists are among our most vulnerable roadway users and they suffer more serious injuries than vehicle occupants when involved in a crash with a motor vehicle. The District has added pedestrian-enforcement efforts in areas identified as particularly dangerous. These efforts also emphasize education and safety tips to increase community member awareness.

The Council of the District of Columbia enacted the Pedestrian Safety Amendment of 2005 on March 16, 2005. The law increased the civil infractions and fines for pedestrians who violate safety measures. Fines range from \$10 to \$50.

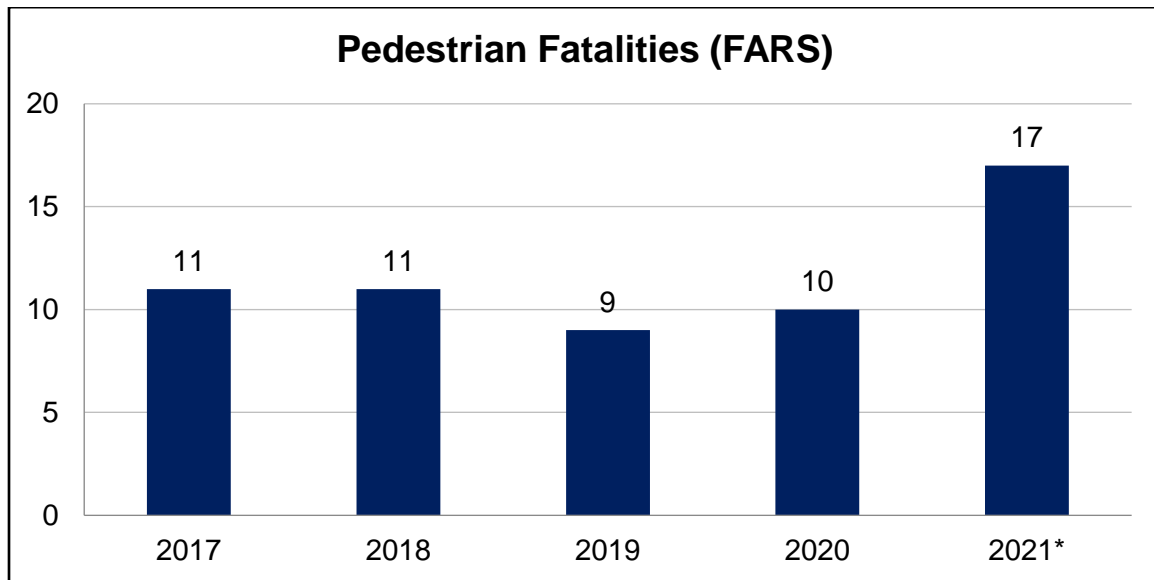
District Code Title 50, Sections 2201 through 2221 and DCMR Title 18, detail how a driver should operate a motor vehicle on the streets of the District of Columbia and the consequences of failing to do so:

- | | |
|---|--------------------|
| • Failure to STOP and give right-of-way to a pedestrian who has begun crossing on the WALK signal (signalized intersection). | \$75 and 3 points |
| • Failure to STOP and give right-of-way to a pedestrian crossing the roadway within any marked crosswalk or unmarked crosswalk at an intersection (unsignalized crosswalk). | \$250 and 3 points |
| • Overtaking a stopped vehicle from the rear at a marked crosswalk or at an unmarked crosswalk to permit a pedestrian to cross the roadway. | \$250 and 3 points |
| • Failure to give right-of-way to a pedestrian on a sidewalk (e.g., alleys and parking lots). | \$250 and 3 points |
| • Colliding with a pedestrian while committing any of the above-listed offenses.* | \$500 and 6 points |

* Criminal charges are possible. Penalty for colliding with a pedestrian leads to a double fine.

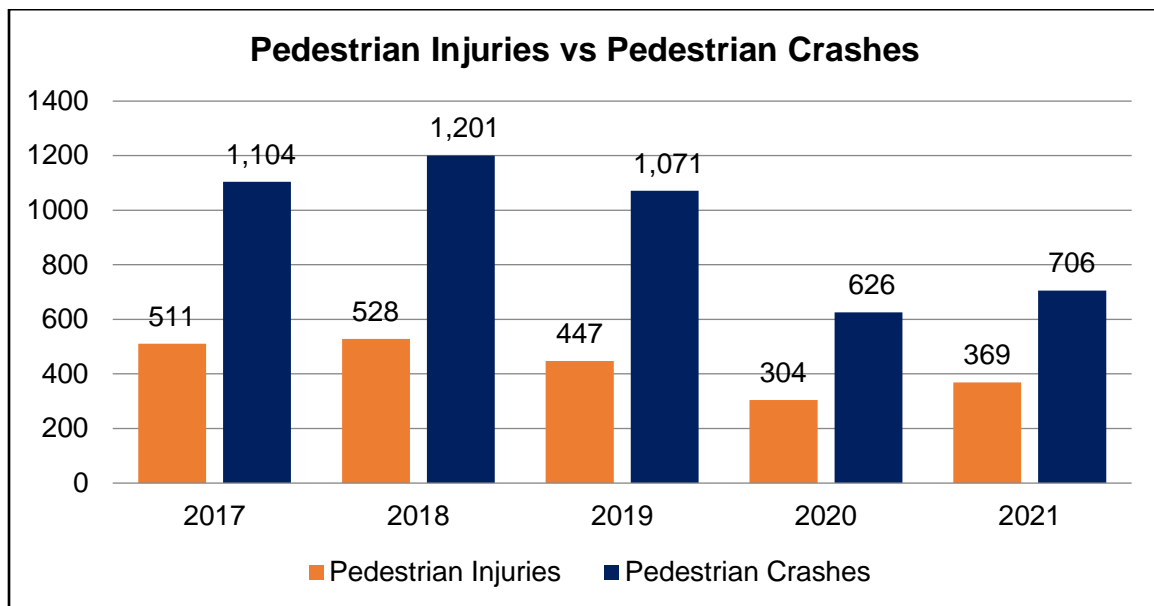
When traveling on city streets, bicyclists should follow the same rules-of-the-road as motorized vehicles. This means completely stopping at STOP signs, obeying traffic signals and lane markings, and using hand signals to let others know the bicyclist's intention to stop or turn. Furthermore, bicyclists must be aware of their surroundings.

Between 2016 and 2021 (2021–preliminary data), there were 58 pedestrian fatalities, representing 36 percent of all traffic fatalities (161). The District pedestrian-fatality rate per 100K population is 1.44, lower than the Washington metropolitan area (DC / VA / MD) of 1.59. (NHTSA Traffic Facts, June 2021).



Source: FARS, 2017–2020 and *MPD Data, 2021.

Between 2017 and 2021, there were 2,159 reported pedestrian injuries, representing about 16.9 percent of all injuries (12,787). On average, 46 percent of all reported pedestrian crashes resulted in an injury (2,159 out of 4,708).



Source: MPD Data, 2017–2021.

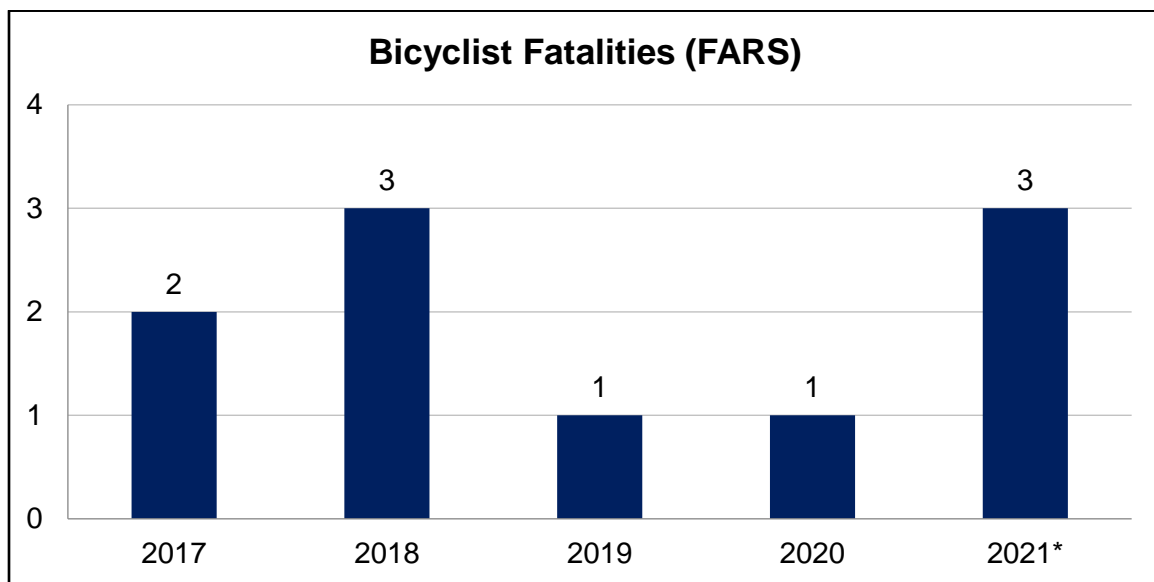
More than 50 percent of reported pedestrian injuries occur between the hours of noon and 8 pm in the District, followed by 8 am to noon and 8 pm to midnight (14.8 and 14.6 percent, respectively) with the highest frequency occurring on Fridays (16.8 percent), Tuesdays (16.2 percent), and Wednesdays (15.8 percent). May, October, and August had the highest percentage of injuries of 9.4 percent each.

Ward 2 had the highest occurrence of reported pedestrian injuries of 20.7 percent, followed by Ward 6 (13.9 percent), and Ward 8 (13.8 percent).

The age groups with the highest involvement in reported pedestrian crashes are 26–30 years (13.1 percent), 21–25 years (11.9 percent), and 31–35 years (10.8 percent). Overall, pedestrians within the 21–35-year age group accounted for 35.7 percent of all pedestrian crashes.

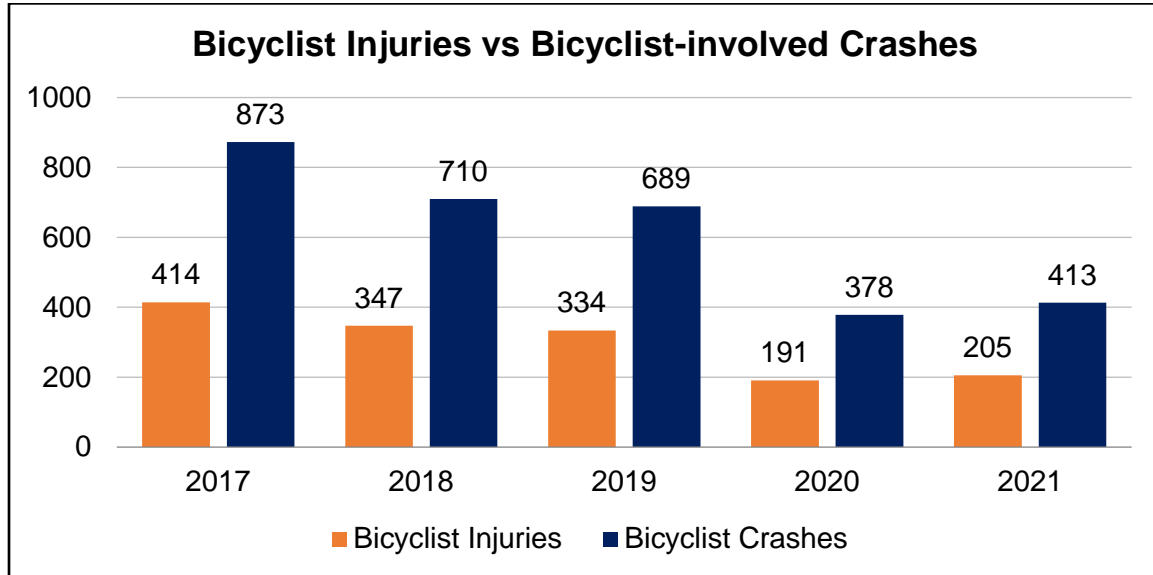
The majority of pedestrians involved in crashes were identified as District residents (68.2 percent), Maryland (12 percent), and Virginia (5.1 percent, respectively). However, 6.1 percent are from other States and 8.7 percent were coded as other or Unknown.

There were 10 bicyclist fatalities in the District between 2017 and 2021 (2021 preliminary data), representing 6.2 percent of all traffic fatalities (161).



Source: FARS, 2017–2020 and *MPD Data, 2021.

Between 2017 and 2021, 1,491 reported bicyclist injuries represented about 11.7 percent of all bicyclist-involved crashes (12,787). On average, almost 50 percent of all reported bicyclist crashes involved an injury per year.



Source: MPD Data, 2017–2021.

The highest frequencies of bicyclist injuries occur between the hours of 4 pm to 8 pm (32 percent), noon to 4 pm (22.9 percent), and 8 am to noon (17.6 percent). Wednesdays had the highest frequencies of bicyclist-related injuries of 17.6 percent, followed by Thursdays (16 percent) and Tuesdays (15.9 percent). Together, April and September had the highest frequencies of bicyclist injuries of 64.6 percent.

The highest frequencies of bicyclist injuries occurred in Ward 2 (31.7 percent), Ward 6 (17.1 percent), and Ward 1 (14.2 percent). Males account for about 78.6 percent of all bicyclist-involved crashes and the age groups with the highest involvement in bicyclist crashes are 26–30 years (18.1 percent), 31–35 years (15.6 percent), and 21–25 years (13.2 percent). Bicyclist ages for 7.7 percent of crashes were Unknown.

The majority of bicyclists involved in crashes were identified as a District resident (71.8 percent).

11.2 Communications and Enforcement

In FY2023, the District plans to participate in the following campaigns with paid media and enforcement:

- October 3-28, 2022 — National campaign, Pedestrian Safety Month;
- Fall 2022 — Regional campaign, Street Smart; and
- Spring 2023 — Regional campaign, Street Smart.



11.3 FY2023 Nonmotorized Safety Projects

The following sections outline projects currently approved by the Review Team and NHTSA Regional Program Manager.

Agency:	Metropolitan Washington Council of Governments (MWCOCG)
Project Number:	PS 2023-08-01-00 / FHPE 2023-01-01-00
Project Title:	Street Smart
Funding Source:	BIL 402/BIL 405 H
Budget:	\$220,000.00
Project Description:	Continues project that partially funds the Regional Street Smart campaign with the Highway Safety Offices in Maryland and Virginia, and local funds from Washington Metropolitan Area Transit Authority (WMATA). Street Smart is a mass media education campaign to raise awareness of safer behaviors; change pedestrian, motorist, and bicyclist behavior; and ultimately reduce pedestrian and bicyclist fatalities and injuries. Campaigns are conducted in the fall and spring of each fiscal year.

Countermeasure that works, 10th Edition: Chapter 8, Section 4.1

Agency:	Washington Area Bicyclist Association (WABA)
Project Number:	PS 2023-08-03-00
Project Title:	Washington Region Traffic Safety Summit
Funding Source:	BIL 402
Budget:	\$159,522.00
Project Description:	Funds ongoing WABA projects: <ul style="list-style-type: none">• The 2023 Washington Region Vision Zero Neighborhood Leaders Summit (Vision Zero Summit) for stakeholders to collaborate on best practices and eliminate traffic fatalities and serious injuries.• New initiative to conduct community outreach to educate drivers who use bicyclist-involved high-crash corridor roads in Wards 1, 2, and 6, to reduce their likelihood of causing a traffic crash.• New initiative of educational outreach in partnership with ward-based organizations in Wards 1, 2, and 6 to educate young and senior drivers to help reduce roadway fatalities and serious injuries.

Countermeasure that works, 10th Edition: Chapter 8, Section 4.1, Chapter 9, Section 3 and 4.

Agency:	Seasoned Settlers
Project Number:	SA 2023-02-00-00
Project Title:	Traffic Safety Education in Community and Schools
Funding Source:	BIL 402
Budget:	\$60,260.00
Project Description:	New project to educate and inform the most impressionable population — youth — and engage participants with training techniques to share learned information from traffic safety performances at 20 area elementary schools and at the Washington Auto Show. Project plans involve engaging at least two teachers in each of the 20 schools and provide safety training and materials as an additional resource. It also includes engaging with School Crossing Guards who can educate students on safe behaviors.

Countermeasure that works, 10th Edition: Chapter 8, Section 2

Agency: Department of For-Hire Vehicles (DFHV)
Project Number: PS 2023-08-02-00
Project Title: Pedestrian and Bicyclist Safety Outreach
Funding Source: BIL 402
Budget: \$75,000.00 Media
Project Description: New project to fund a media campaign addressing the pressures that for-hire drivers face when passengers ask them to drive aggressively through acts like stopping in bike lanes, or conducting illegal U-turns. Campaign would increase passenger knowledge about why drivers drop them off in certain areas or make other decisions based on road conditions and/or traffic laws at/or to a destination. It also empowers for-hire drivers to remind passengers about safety and help them enforce the rules.

Countermeasure that works, 10th Edition: Chapter 8, Section 4.5

Agency: Department of For-Hire Vehicles (DFHV)
Project Number: FHPE 2023-02-00-00
Project Title: Pedestrian and Bicyclist Safety, For-Hire Vehicles Education, Enforcement, and Data Collection
Funding Source: BIL 405h
Budget: \$129,208.00
Project Description: New project to fund overtime enforcement of DFHV officers for pedestrian- and bicyclist-safety violations. Project would educate the District’s vehicle-for-hire industry participants and the broader District driving public about traffic safety and best practices and tracks Transportation Network Companies (TNC) activity through increased observation of TNC drivers operating in high-risk intersections throughout the District. Funds would also be used to purchase tough pad (4) for the officers.

Countermeasure that works, 10th Edition: Chapter 8, Section 4.4 and Chapter 9, Section 3.3.

Agency: Metropolitan Police Department (MPD)
Project Number: PS 2023-08-00-00
Project Title: Pedestrian and Bicycle Safety Enforcement and Outreach
Funding Source: BIL 402
Budget: \$290,950.00
Project Description: Project continues to fund:

- Overtime enforcement for driver, pedestrian, and bicyclist violations at high-risk locations.
- Overtime funding for increased enforcement efforts during Street Smart and NHTSA / DDOT safety campaigns.
- Training related to Pedestrian Crash Reconstruction for officers in the Major Crash Unit.

Countermeasure that works, 10th Edition: Chapter 8, Section 4.4 and Chapter 9, Section 3.3.

Agency: McAndrews Company (contract)
Project Number: PM 2023-14-00-00
Project Title: Paid Media Campaign
Funding Source: BIL 402
Budget: \$180,000.00
Project Description: Project continues to fund Districtwide media campaign that will run in October and target all pedestrians and drivers in the District. Media activities will include out-of-home advertising targeting high-incidence areas. Radio and digital/social media will speak to pedestrians and drivers and support law enforcement efforts in specific locations at specific times.

Countermeasure that works, 10th Edition: Chapter 8, Section 4.1.

11.4 FY2023 Nonmotorized Safety Outcome and Measures

FY2023 Performance Measure			BASE YEARS				
			2017	2018	2019	2020	2021*
C-10	Pedestrian Fatalities	FARS / *District	11	11	9	10	17
	Reduce number of pedestrian fatalities by 5 percent from 11.6 (2017–2021 rolling average) to 11 by 2023	5-Year Rolling Average	10.0	10.4	10.4	9.8	11.6
C-11	Bicyclist Fatalities	FARS / *District	2	3	1	1	3
	Reduce number of bicyclist fatalities by 5 percent from 2.0 (2017–2021 rolling average) to 1.9 by 2023	5-Year Rolling Average	1.2	1.6	1.6	1.6	2.0
C-15	Pedestrian-related Injuries	District	511	528	447	304	369
	Maintain the number of pedestrian-related injuries to no more than 369 (occurred in 2021) by 2023.	5-Year Rolling Average	424.0	460.0	468.6	455.4	431.8
C-16	Bicyclist-related Injuries	District	414	347	334	191	205
	Maintain the number of bicyclist-related injuries to no more than 205 (occurred in 2021) by 2023.	5-Year Rolling Average	347.8	361.0	355.4	333.2	298.2

12. Program Area: Traffic Records

In accordance with 23 CFR 1300.22 for FY2023. The following sections conform to the BIL requirements for 405(c) Application for the District.

Data provide the foundation of any effort to improve traffic safety. Analyzing reliable and accurate traffic records data is central to identifying traffic safety problems and designing effective countermeasures to reduce injuries and fatalities caused by crashes.

A traffic records system consists of data about the roadway network, people, and vehicles that use it. The six traffic records categories are: Crash, Vehicle, Driver, Roadway, Citation / Adjudication, and Emergency Medical Services / Injury Surveillance. The data from these categories are used to understand driver demographics, licensure, behavior, and sanctions, vehicle types, configurations, and usage, engineering, education, and enforcement measures, crash-related medical issues and actions, and how all of these factors affect highway safety.

12.1 District Traffic Records Coordinating Committee (TRCC)

In 2007, the District of Columbia established its Traffic Records Coordinating Committee (TRCC), which is comprised of nine District agencies (DDOT, MPD, FEMS, DMV, OCTO, OAG, DCSC, OCME and DOH). The HSO Manager / Coordinator is also the TRCC Coordinator. The TRCC includes policy-level representatives from each major system owner (Crash, Roadway, Enforcement / Adjudication, Driver, Vehicle, Injury Surveillance System / Emergency Medical System).

District of Columbia Traffic Records Coordinating Committee (TRCC)

1. Superior Court of the District of Columbia (DCSC)
2. District Department of Transportation (DDOT)
3. Department of Motor Vehicles (DMV)
4. Department of Health (DC Health)
5. Fire/Emergency Medical Services (FEMS)
6. Metropolitan Police Department (MPD)
7. Office of the Attorney General (OAG)
8. Office of the Chief Medical Examiner (OCME)
9. Office of the Chief Technology Officer (OCTO)

The vision of the District's TRCC is to enhance transportation safety and reduce crashes and crash-related injuries through a coordinated approach that will provide timely, accurate, complete, integrated, uniform, and accessible traffic records data. The TRCC developed the following goals:

- Provide ongoing Districtwide forum for traffic records and support coordination of multiagency initiatives and projects.
- Leverage technology and appropriate government and industry standards to improve timely collection, dissemination, and analysis of traffic records data.
- Improve interoperability and exchange of local and regional traffic records data among systems and stakeholders for increased efficiency and enhanced integration.

- Create user-friendly data system that incorporates public and private data sources to better inform traffic-related policy and program decision makers.

The District's Traffic Records Coordinator is Karen Boodlal, HSO Deputy Highway Safety Coordinator (email: karen.boodlal@dc.gov).

The TRCC has met regularly since 2007. The three most recent meetings were virtual and conducted with Team members on the following dates:

- December 16, 2021
- April 27, 2022
- June 28, 2022

12.2 District Traffic Records Assessment (TRA)

In 2021, the District conducted the Traffic Records Self-Assessment, which was used to provide valuable updates to the 2016 Traffic Records Strategic Plan. The assessment asked 328 questions, each question corresponding to an ideal system, and answers provided were used to rate the District's capabilities as 1) meeting the ideal, 2) partially meeting the ideal, or 3) not meeting the ideal. In summary, the District of Columbia: 1) met the Advisory ideal for 197 questions (60.06 percent), 2) partially met the Advisory ideal for 17 questions (5.18 percent), and 3) did not meet the Advisory Ideal for 114 questions (34.76 percent). The following provides the percentages of the Advisory Ideal met for each traffic record component area:

- Traffic Records Coordinating Committee Management: 100 percent.
- Strategic Planning: 76 percent.
- Crash Data: 81.25 percent.
- Vehicle Data: 86.11 percent.
- Driver Data: 87.8 percent.
- Roadway Data: 67.05 percent.
- Citation / Adjudication Data: 81.03 percent.
- EMS / Injury Surveillance Data: 45.12 percent.
- Data Use and Integration: 74.12 percent.

Note: No State currently achieves 100 percent of the NHTSA Ideal standard; rather, it is considered a goal to work toward.

According to 23 CFR Part 1200, §1200.22, States are required to list recommendations from their most recent TRA and provide an explanation of how they intend to address each recommendation. The following chart summarizes the priority recommendations from the assessment to improve best practices identified in the Traffic Records Program Assessment Advisory (TRPAA).

Traffic Records Assessment Priority Recommendations that Reflect Best Practices as Recommended in TRPAA

DATA SYSTEM ASSESSMENT	RECOMMENDATIONS
Strategic Planning	1. Strengthen TRCC's abilities for strategic planning.
Data Use and Integration	1. Improve traffic records systems capacity to integrate data.
Crash	1. Improve applicable guidelines for Crash data. 2. Improve interfaces with Crash data system. 3. Improve data quality-control program for Crash data system.
Vehicle	1. Improve applicable guidelines for Vehicle Data system. 2. Improve procedures / process flows for Vehicle Data system 3. Improve interfaces with Vehicle Data system.
Driver	1. Improve interfaces with Driver Data system. 2. Improve data quality control program for Driver Data system.
Roadway	1. Improve applicable guidelines for Roadway Data system. 2. Improve data quality control program.
Citation / Adjudication	1. Improve applicable guidelines for Citation and Adjudication systems. 2. Improve data dictionary for Citation and Adjudication systems. 3. Improve data quality control program for Citation and Adjudication systems.
EMS / Injury Surveillance	1. Improve interfaces with Injury Surveillance systems. 2. Improve data quality control program for Injury Surveillance systems.

12.3 District Traffic Records Strategic Plan (TRSP)

In 2022, the District completed the updated Traffic Records Strategic Plan (TRSP 2022), which serves as a guiding document for traffic records improvements over the 5-year period from 2022 through 2026 and includes goals and objectives identified by the TRA. The TRSP serves the ultimate purpose of providing and maintaining an integrated traffic records system in the District that delivers timely, high-quality data for appropriate traffic-safety decisions at all levels. The TRSP includes clearly defined objectives and performance measures for each traffic records module. The TRCC Committee also believes that the partnerships and coordination provided for in this strategic plan will increase public safety and create an environment for improving the District's traffic records system. This will be accomplished by maximizing efficiencies through interagency cooperation and leveraging both existing resources and potential Federal funding opportunities.

TRCC members prioritize and vet projects during their quarterly meetings; this process became the following year's spending plan for the District's Section 405c (traffic records) funding.

12.4 FY2023 Traffic Records Projects

The following sections outlines projects currently approved by the Review Team and NHTSA Regional Program Manager.

Agency:	District Department of Transportation (DDOT)
Project Number:	M3DA 2023-07-02-00/TR 2023 01-00-00
Project Title:	MIRE Data Integration and Analysis Enhancements
Funding Source:	FAST Act 405c / 402
Budget:	\$107,908.00
Project Description:	Project continues funding from previous FY2021. The technical objective is to enhance the Cross-Section Viewer application to communicate cross-section LRS updates via REST Web services. This will ensure the overall integrity of crash and safety data analyses, which depend heavily upon cross-section data elements (notably the MIRE FDE). The overall benefit is to ensure a more accurate prediction of where safety improvements should be made. Better data, which is more timely and accurate, will allow DDOT to better integrate its analysis with the new safety database. Also, it will allow DDOT to easily report corrections in a data-centric way.

Agency:	Department of Motor Vehicles (DMV)
Project Number:	M3DA 2023-07-01-00
Project Title:	Data Entry of Out-of-State Convictions
Funding Source:	BIL 405c
Budget:	\$99,840.00
Project Description:	Project continues to fund overtime for timely entry of out-of-state convictions into the DC driver records system DESTINY.

Agency: American University
Project Number: TR 2023-02-00-00
Project Title: Data Driven Streets
Funding Source: BIL 402
Budget: \$75,000.00
Project Description: New project to fund an education effort that uses private and public datasets already procured by safety practitioners on the true scope of underreporting of crashes resulting in injury and death in Washington, DC. In addition, subject to additional data availability from DDOT, FEMS, MPD, and DOH, the project will educate safety practitioners on the extent to which underreporting is a function of injury severity and the effect of bikeshare systems on injury under-reporting.

Agency: Office of the Chief Technology Officer (OCTO)
Project Number: TR 2023-03-00-00
Project Title: 3D GIS Building Layer
Funding Source: BIL 402
Budget: \$187,000.00
Project Description: New project to fund creating the most detailed aerial photography and LiDAR data DC currently has and create a 3-D model that can be incorporated into geographic information systems (GIS), computer-aided drafting (CAD) and other commercial-off-the-shelf (COTS) systems used in transportation planning to improve decision making when reviewing total fatality and injuries crashes.

Agency:	Metropolitan Police Department (MPD)
Project Number:	M3DA 2023-00-00-00
Project Title:	Police Traffic Services (PTS)
Funding Source:	BIL 402
Budget:	\$256,617.96
Project Description:	Project continues funding for the MPD eCitation program that enables a faster, more efficient way to generate citations and reports for officers. It enables officers to capture driver’s license information and vehicle registrations electronically by scanning the driver’s license barcode and/or vehicle registrations or other forms. Officers can complete citations and reports easily, quickly, and error-free. Electronic ticketing allows all citations issued to be captured in one central database. By creating an error-free citation system, e-Citation speeds the process, decreases the number of illegible tickets (those thrown out), and even more importantly allows DMV to adjudicate the offense quicker.

13. Evidence-based Traffic Safety Enforcement Program (TSEP)

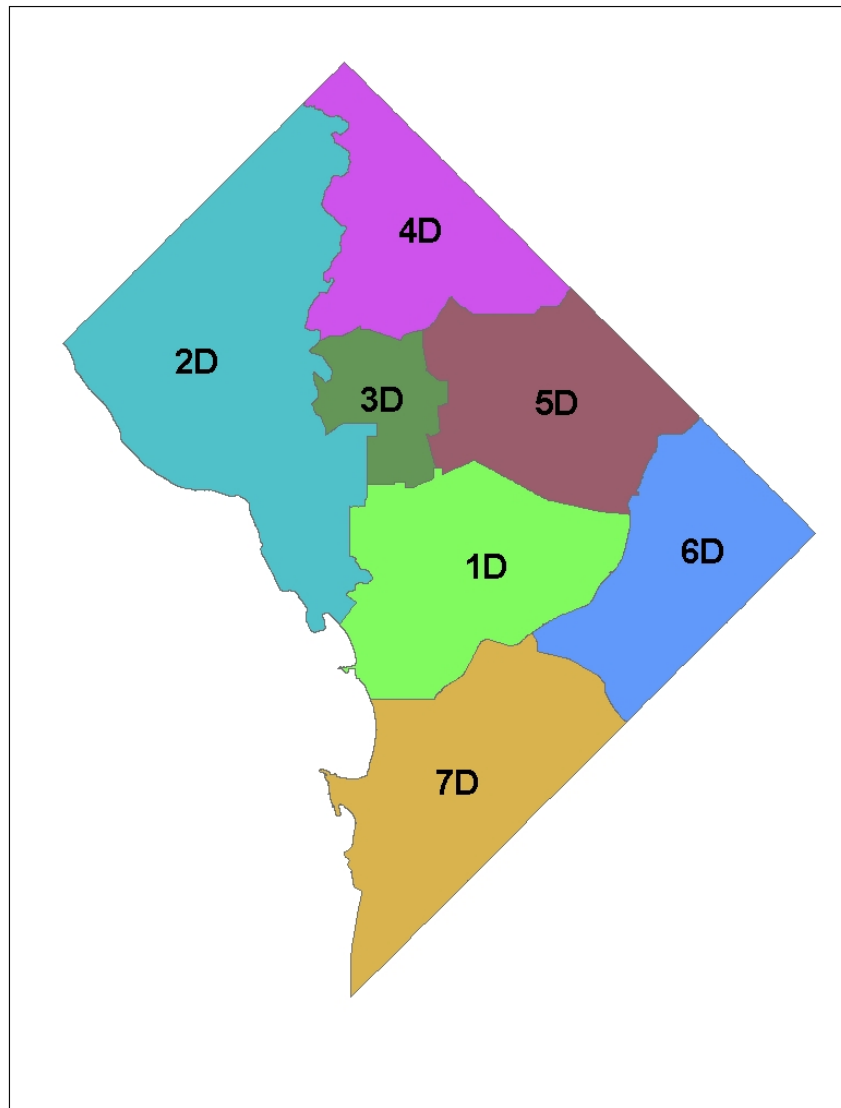
13.1 Crash Analysis

This problem-identification process uses NHTSA FARS data for fatal crashes and MPD data for injuries. These databases are queried to determine who is involved in a crash (age, gender, seatbelt use, impairment, etc.); when crashes occur (time of day, day of the week, month, etc.); crash-causation factors, (speed, alcohol, etc.); and where crashes occur. The HSP summarizes the problems identified and the District's program areas intended to address these problems. In addition to the data-analysis process used to develop the HSP, the traffic enforcement plan will also look at Police District locations where injuries and fatalities occur and consider citizen complaints and community feedback.

13.2 Deployment of Resources

The MPD is the primary law enforcement agency in the District of Columbia; its mission is to safeguard the District and protect its residents and visitors. MPD provides the highest quality of police service with integrity, compassion, and a commitment to innovation that integrates people, technology, and progressive business systems.

The HSO includes a law enforcement program manager who coordinates Districtwide law enforcement projects. The HSO is moving to a more evidence-based practice to help the MPD create and refine its approach and provide structure to its traffic safety-enforcement efforts. This does not replace community-specific knowledge, and it does not remove MPD authority or responsibility for traffic-safety decisions.



The figure above shows the seven police districts in Washington, DC. Each district is further divided into 7–9 Police Service Areas (PSAs), for a total of 56 PSAs Districtwide.

The HSO and the MPD have integrated evidence-based traffic-safety enforcement methodology and will use a hybrid between an integrated enforcement approach, which includes enforcing traffic laws pertaining to impairment, speeding, and seatbelt use, and saturation patrols—both of which can be found in the NHTSA publication, *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*. All enforcement efforts are highly publicized in local media and describe the effort as an impaired-driving campaign. Enforcement would include uniformed law enforcement officers *saturation* a high DUI-related crash area and engaging the driving public by pulling over as many traffic violators as possible to serve

as a deterrent to impaired driving. This hybrid approach will reinforce a public perception that the risk of driving impaired will result in an arrest.

This overall approach—along with associated National crackdowns and mobilizations, and the District’s safety calendar—will provide continuous, direct, and general deterrence in impaired driving, aggressive driving, seatbelt use, and improve pedestrian and bicycle safety.

The MPD enforces a Zero Tolerance strategy, so regardless of the enforcement area officers focus on, they will pull over drivers who exhibit unsafe driving behaviors. All MPD officers are encouraged to take part in and support a Districtwide enforcement period, even if they do not receive grant funds.

MPD will assist the HSO by conducting overtime enforcement in the following areas:

- **Saturated Patrol (Impaired Driving).** All seven MPD Districts address impaired driving in collaboration with the Traffic Safety Specialized Enforcement Branch (TSSEB) Impaired Driver Support Unit (IDSU). If drivers believe that driving impaired is likely to be detected and result in arrest, conviction, and punishment, many will not drive impaired. The TSSEB will continue to coordinate high-visibility sobriety checkpoints, as well as saturation patrols citywide on a weekly/monthly basis. In addition to the saturation patrols, the MPD also participates during the National impaired-driving crackdowns in August and December.

MPD also conducts a Cops in Shops program, a proactive approach that places undercover officers in retail liquor establishments to stop the sale of alcohol to minors, as well as to those of legal age who attempt to purchase it for them.

- **Occupant Protection Enforcement.** Since adopting the national enforcement and media Click It or Ticket campaign, the MPD has supported the program with its enforcement efforts and has worked with neighboring jurisdictions to perform border-to-border seatbelt mobilizations.

MPD also has 24 officers who are Child Passenger Safety Certified Technicians and who participate in the District’s Child Passenger Safety—Project Safe-Child program, where child seats are checked or installed, and workshops are given to parents and caregivers on the proper use of child seats.

- **Aggressive Driving Enforcement.** Police Traffic Services (PTS) focuses on speeding and aggressive driving and other moving violations. Drivers should know that MPD has a Zero Tolerance policy for not complying with the motor vehicle laws of the District. Speeding was the primary contributing factor in almost one-third of the fatalities over the past 5 years. The program consists of four enforcement waves that coincide with media blitzes to inform and educate the public and stigmatize aggressive driving. Participating law enforcement agencies are also consulted to determine the timing of the law enforcement activities and identify target demographics. Research and evaluations are conducted annually to evaluate the program and study the problem and solutions.

- **Pedestrian / Bicycle Enforcement (Pedestrian and Bicycle Safety).** More than 600 officers have been trained on the District's Vehicle Pedestrian and Bicycle laws and regulations, but more training is needed. The MPD Academy, in conjunction with the DDOT Pedestrian and Bicycle Safety Group, are developing an online Pedestrian / Bicycle Training module that law enforcement officers and other authorized agency enforcement personnel can complete remotely from their office or wireless laptop. This should help increase enforcement capability, as well as public awareness.

The HSO will continue to partner with Maryland and Northern Virginia for the Street Smart campaign, a public education, awareness, and behavioral campaign designed to improve pedestrian and bicycle safety. High-visibility law enforcement is used to enforce laws and train users to be better drivers, cyclists, and pedestrians. Since 2002, the campaign has used mass media, such as radio, newspaper, and transit advertising, to emphasize safe practices and educate motorists, pedestrians, and bicyclists on existing laws and regulations governing the safe use of all transportation facilities, including streets, bicycle lanes, and sidewalks.

13.3 Monitoring Effectiveness

To ensure these law enforcement projects remain relevant and retain the ability to adjust to any situation, various tracking mechanisms will be used that enable program managers and law enforcement managers to gain quick insights into the progress of each project.

Monthly meetings with the HSO and progress reports will be required from each area a grant was received to ensure an understanding of the goals and outcomes of each project. These reports must include data on the activities conducted, such as the area and times worked and the number of citations issued and arrests made. This monthly monitoring will allow for subtle or major adjustments within each MPD District in sufficient time to provide the greatest use of resources.

Appendix A – Certification and Assurances Part A (23 USC Chapter 4)

Appendix A to Part 1300 – Certifications and Assurances for Fiscal Year 2022 Highway Safety Grants (23 U.S.C. Chapter 4; Sec. 1906, Pub. L. 109-59, As Amended By Sec. 4011, Pub. L. 114-94)

[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: 2023

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, 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, Pub. L. 109-59, as amended by Sec. 4011, Pub. L. 114-94
- 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 Subward and Executive Compensation Reporting, August 27, 2010, (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;
- A Unique Entity identifier;
- 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 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) and 49 CFR part 21;
- **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** (prevents 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); and
- **Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency** (guards against Title VI national origin discrimination/discrimination because of limited English proficiency (LEP) by ensuring that funding recipients take reasonable steps to ensure that LEP persons have meaningful access to programs (70 FR 74087-74100).

The State highway safety agency—

- Will take all measures necessary to ensure that no person in the United States shall, on the grounds of race, color, national origin, disability, sex, age, limited English proficiency, or membership in any other class protected by Federal Nondiscrimination Authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any of its programs or activities, so long as any portion of the program is Federally-assisted;
- Will administer the program in a manner that reasonably ensures that any of its subrecipients, contractors, subcontractors, and consultants receiving Federal financial assistance under this program will comply with all requirements of the Non-Discrimination Authorities identified in this Assurance;
- Agrees to comply (and require its subrecipients, contractors, subcontractors, and consultants to comply) with all applicable provisions of law or regulation governing US DOT's or NHTSA's access to records, accounts, documents, information, facilities, and staff, and to cooperate and comply with any program or compliance reviews, and/or complaint investigations conducted by US DOT or NHTSA under any Federal Nondiscrimination Authority;
- Acknowledges that the United States has a right to seek judicial enforcement with regard to any matter arising under these Non-Discrimination Authorities and this Assurance;
- Agrees to insert in all contracts and funding agreements with other State or private entities the following clause:

“During the performance of this contract/funding agreement, the contractor/funding recipient agrees—

- a. To comply with all Federal nondiscrimination laws and regulations, as may be amended from time to time;

- b. Not to participate directly or indirectly in the discrimination prohibited by any Federal non-discrimination law or regulation, as set forth in appendix B of 49 CFR part 21 and herein;
- c. To permit access to its books, records, accounts, other sources of information, and its facilities as required by the State highway safety office, US DOT or NHTSA;
- d. That, in event a contractor/funding recipient fails to comply with any nondiscrimination provisions in this contract/funding agreement, the State highway safety agency will have the right to impose such contract/agreement sanctions as it or NHTSA determine are appropriate, including but not limited to withholding payments to the contractor/funding recipient under the contract/agreement until the contractor/funding recipient complies; and/or cancelling, terminating, or suspending a contract or funding agreement, in whole or in part; and
- e. To insert this clause, including paragraphs (a) through (e), in every subcontract and subagreement and in every solicitation for a subcontract or sub-agreement, that receives Federal funds under this program.

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-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

RESTRICTION ON STATE LOBBYING
(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 ACT

(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.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE

(applies to subrecipients as well as States)

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

POLICY ON SEAT BELT USE

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

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the Highway Safety Plan 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. The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))
4. 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 for the benefit 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 for the benefit 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.)
5. 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))
6. The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))
7. 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 Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). (23 U.S.C. 402(b)(1)(F))
8. 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))
9. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (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.



6/27/22

Signature Governor’s Representative for Highway Safety

Date

EVERETT LOTT

Printed name of Governor’s Representative for Highway Safety

Appendix B – Certificate and Assurances Part B

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, Pub. L. 109-59, as amended by Section 4011, Pub. L. 114-94, 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: 2023

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 HSP. Attachments may be submitted electronically.*

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

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

All States:

*[Fill in **all** blanks below.]*

- The lead State agency responsible for occupant protection programs will maintain its aggregate expenditures for occupant protection programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))
- The State’s occupant protection program area plan for the upcoming fiscal year is provided in the HSP at Program Area: Occupant Protection, Pg. 51 (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State’s planned participation is provided in the HSP at Program Area: Occupant Protection, Pg. 54 (location).
- Countermeasure strategies and planned activities demonstrating the State’s active network of child restraint inspection stations are provided in the HSP at Program Area: Occupant Protection, Pg. 55 (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the HSP are staffed with at least one current nationally Certified Child Passenger Safety Technician.

- Countermeasure strategies and planned activities, as provided in the HSP at Program Area: Occupant Protection Pg. 57 _____ (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Lower Seat Belt Use States Only:

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

- The State’s **primary seat belt use law**, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
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), is in effect, and will be enforced during the fiscal year of the grant.
Legal citations:
 - _____ 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.
- The countermeasure strategies and planned activities demonstrating the State’s **seat belt enforcement plan** are provided in the HSP at _____ (location).
- The countermeasure strategies and planned activities demonstrating the State’s **high risk population countermeasure program** are provided in the HSP at _____ (location).

- The State’s **comprehensive occupant protection program** is provided as follows:
 - Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date _____ (date);
 - Multi-year strategic plan: HSP at _____ (location);
 - The name and title of the State’s designated occupant protection coordinator is _____.
 - List that contains the names, titles and organizations of the Statewide occupant protection task force membership: HSP at _____ (location).

 - The State’s NHTSA-facilitated **occupant protection program assessment** of all elements of its occupant protection program was conducted on _____ (date) (within 3 years of the application due date);
-

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

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

All States:

- The lead State agency responsible for traffic safety information system improvement programs will maintain its aggregate expenditures for traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015. (23 U.S.C. 405(a)(9))

*[Fill in **all** blank for each bullet below.]*

- A list of at least 3 TRCC meeting dates during the 12 months preceding the application due date is provided in the HSP at Program Area: Traffic Records, Pg. 84 (location).
- The name and title of the State’s Traffic Records Coordinator is
Karen Boodlal, Deputy Highway Safety Cordinator
- A list of the TRCC members by name, title, home organization and the core safety database represented is provided in the HSP at Appendix D, Pg. 122 (location).
- The State Strategic Plan is provided as follows:
 - Description of specific, quantifiable and measurable improvements at 2022 Traffic Records Strategic Plan (Pgs. 21, 31, 37, 47, 55, & 63) (location);
 - List of all recommendations from most recent assessment at: 2022 Traffic Records Strategic Plan - Pg. 6 (location);
 - Recommendations to be addressed, including countermeasure strategies and planned activities and performance measures at 2022 Traffic Records Strategic Plan (Pgs. 16-20, 24-30, 34-36, 42-46, 51-54, 59-62) (location);
 - Recommendations not to be addressed, including reasons for not implementing: HSP at Overall cost of all plan projects, far exceed the availability of funding, so phased (highest priority) implementation. (location).
- Written description of the performance measures, 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 HSP at Appendix D, Pg. 124 (location).
- The State’s most recent assessment or update of its highway safety data and traffic records system was completed on May 10, 2021 (date).

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

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

All States:

- The lead State agency responsible for impaired driving programs will maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.
- 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 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).
Specifically –

- HSP at _____ (location) describes the authority and basis for operation of the Statewide impaired driving task force;
- HSP at _____ (location) contains the list of names, titles and organizations of all task force members;
- HSP 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.

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

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

*[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 drive only motor vehicles with alcohol-ignition interlocks for a period of 6 months 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):

_____.

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):

_____.

*[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):

_____.

Program information. The State provides program information that authorizes a Statewide 24-7 sobriety program. The program information is provided in the HSP at _____ (location).

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

[*Check the box above **only** if applying for this grant and fill in **all** blanks.*]

Comprehensive Distracted Driving Grant

- The State provides sample distracted driving questions from the State’s driver’s license examination in the HSP at _____ (location).

- **Prohibition on Texting While Driving**

The State’s texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least \$25, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- _____ Prohibition on texting while driving;
- _____ Definition of covered wireless communication devices;
- _____ Minimum fine of at least \$25 for an offense;
- _____ Exemptions from texting ban.

- **Prohibition on Youth Cell Phone Use While Driving**

The State’s youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues and requiring a minimum fine of at least \$25, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- _____ Prohibition on youth cell phone use while driving;
- _____ Definition of covered wireless communication devices;
- _____ Minimum fine of at least \$25 for an offense;
- _____ Exemptions from youth cell phone use ban.

- 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., NHTSA-developed MMUCC Mapping spreadsheet) within 30 days after notification of award.

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 riding training course:

- The name and organization of the head of the designated State authority over motorcyclist safety issues is _____.
- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:
[Check at least one of the following boxes below and fill in any blanks.]
 - Motorcycle Safety Foundation Basic Rider Course;
 - TEAM OREGON Basic Rider Training;
 - Idaho STAR Basic I;
 - California Motorcyclist Safety Program Motorcyclist Training Course;
 - Other curriculum that meets NHTSA’s Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.
- In the HSP 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 HSP 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 HSP at _____ (location), the countermeasure strategies and planned activities 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.

□ Reduction of fatalities and crashes involving motorcycles:

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

□ Impaired driving program:

- In the HSP at _____ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the HSP at _____ (location), countermeasure strategies and planned activities 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 accidents involving impaired motorcyclists:

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided in the HSP at _____ (location).
- Description of the State’s methods for collecting and analyzing data is provided in the HSP 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. **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 HSP at _____ (location).

PART 8: STATE GRADUATED DRIVER LICENSING INCENTIVE GRANTS (23 CFR 1300.26)

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

*[Fill in **all** applicable blanks below.]*

The State's graduated driver's licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving an unrestricted driver's license, was last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

Learner's Permit Stage –

Legal citations:

- _____ Applies prior to receipt of any other permit, license, or endorsement by the State if applicant is younger than 18 years of age and has not been issued an intermediate license or unrestricted driver's license by any State;
- _____ Applicant must pass vision test and knowledge assessment;
- _____ In effect for at least 6 months;
- _____ In effect until driver is at least 16 years of age;
- _____ Must be accompanied and supervised at all times;
- _____ Requires completion of State-certified driver education or training course or at least 50 hours of behind-the-wheel training, with at least 10 of those hours at night;
- _____ Prohibits use of personal wireless communications device;
- _____ Extension of learner's permit stage if convicted of a driving-related offense;
- _____ Exemptions from learner's permit stage.

Intermediate Stage –

Legal citations:

- _____ Commences after applicant younger than 18 years of age successfully completes the learner's permit stage, but prior to receipt of any other permit, license, or endorsement by the State;
- _____ Applicant must pass behind-the-wheel driving skills assessment;

- _____ In effect for at least 6 months;
 - _____ In effect until driver is at least 17 years of age;
 - _____ Must be accompanied and supervised between hours of 10:00 p.m. and 5:00 a.m. during first 6 months of stage, except when operating a motor vehicle for the purposes of work, school, religious activities, or emergencies;
 - _____ No more than 1 nonfamilial passenger younger than 21 years of age allowed;
 - _____ Prohibits use of personal wireless communications device;
 - _____ Extension of intermediate stage if convicted of a driving-related offense;
 - _____ Exemptions from intermediate stage.
-

■ PART 9: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.27)

*[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 pedestrian and bicyclist fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data.]*

The State affirms that it will use the funds awarded under 23 U.S.C. 405(h) only for the implementation of programs as provided in 23 CFR 1300.27(d).

PART 10: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.28)

*[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**.]*

- In the HSP at _____ (location), 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.

 - In the HSP at _____ (location), the State will undertake countermeasure strategies and planned activities 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.
-

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.

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.



Signature Governor’s Representative for Highway Safety

6/27/22

Date

EVERETT LOTT

Printed name of Governor’s Representative for Highway Safety

Appendix C – Occupant Protection Grant (23 CFR 1300.21)

Certified Technicians				
822934	Joshua V	Allen	6 th District	5/30/2024
822883	John	Ayllon	6 th District Yfsd/Psab	5/30/2024
822883	Joseph K	Babula	1 st District	5/30/2024
822392	Taneisha J	Bigelow	Forest Heights Police	5/30/2024
796344	Brandi	Beam	Federal	4/18/2023
822906	Eric D	Brown	5 th District	5/30/2024
565166	Edwin	Buckner	Chief Office	6/6/2023
726343	David	Casetta	2 nd District	6/6/2023
820829	Tonya S	Bynum	501 New York Avenue	5/30/2024
822676	Graciela	Celada	Forest Heights MD	5/30/2024
822891	Timothy J	Chaplin Sr	6 th District	5/30/2024
558600	J.J.	Current	Medstar WHC	12/1/2023
822897	Natalie	Charles	2 nd District	5/30/2024
776170	Jessica	Dayal	Frederick Social Services	6/30/2022
822917	Samuel J	Desir	6 th District	5/30/2024
749953	Marquita	Ennals	6 th District	6/6/2023
625058	Virginia	Fedor	Gallaudet University Police	5/7/2022
558965	John	Felenchak	1 st District	6/6/2023
823054	Katherine	Garcia	6 th District	5/30/2024
565167	Karen	Gay	DDOT – HSO	8/29/2023
697123	Shaquinta	Gaines	7 th District	6/6/2023
581897	Judith	Goodman	5 th District	6/6/2023
738137	Ronald	Graham	HSC Pediatric Center	7/1/2023
775796	Chenille	Holloman	Safe Kids DC	12/17/2022
565154	Byron	Hope	Retired	10/17/2022
822996	Israel	James	6 th District	5/30/2024
762132	Analee	Jimenez	Traffic Division	4/17/2023
617383	Jessica	Jones	Frederick Social Services	4/18/2023
762302	Tom	Krmeneć	5 th District	4/17/2023
688732	Vene	La Gon	Retired	11/30/2022
823060	Savonn W	Lanier	4 th District	5/30/2024
589750	Cynthiana	Lightfoot	DCEMS	12/20/2023
762214	Jennifer	Miller	Spring Valley Pediatrics	4/17/2023
594426	Anthony	Murphy	MPD Headquarters	10/30/2023
688731	Lee	Nobriga	Traffic Safety Division	6/6/2023
595966	Arlinda	Page	Retired	8/20/2023
822915	Robert L	Parker II	Water Border	5/30/2024
560953	Sylvia	Perkins-Swain	Retired	5/8/2023
776043	Patrick	Perry	DMV	11/12/2022
561091	Darryl	Priestly	MPDC - IDSU/SOD	11/13/2023
769177	Leah	Reish	NHTSA	11/25/2022
776051	Eric	Riley	DMV	11/25/2022
776103	Calla	Robins	NHTSA	4/12/2023

565330	Danellia	Santos	3 rd District	8/10/2022
564838	Larry	Walker	DMV	10/22/2022
781430	Kelly	Sheppard	NHTSA	11/25/2022
822971	Peter	Trifu	Headquarters	5/30/2024
822892	Jasmine N	Turner	7 th District	5/30/2024
749470	Michael	Yacob	Centro Nia	10/30/2022
624669	Alease	Young	GW Hospital	11/14/2022

Appendix D – State Traffic Safety Grants (23 CFR 1300.22) Certification

The following is a list of TRCC meetings for the 12 months prior to the submission of this document:

- December 16, 2021
- April 27, 2022
- June 28, 2022

The following is a list of members of the District’s TRCC

Executive Group (updated June 2022)

Organization	Name	Title	Function/ Responsible Area
District Department of Transportation (DDOT)	Everett Lott	Director	Roadway Data
Metropolitan Police Department (MPD)	Robert Contee	Chief	Crash/Citation Data
Superior Court of District of Columbia (DCSC)	Dr. Cheryl R. Bailey	Executive Director	Enforcement/ Adjudication Data
Department of Motor Vehicles (DMV)	Gabriel Robinson	Director	Vehicle/Driver Data
Office of Chief Technology Officer (CTO)	Lindsey Parker	Chief Technology Officer (CTO)	Roadway/GIS Data
Office of the Attorney General (OAG)	Karl Racine	Attorney General	Enforcement/ Adjudication Data
Fire/Emergency Medical Services Department (FEMS)	Dr. Robert Holman	Director	Emergency Response/ Injury Data
Department of Health (DOH)	LaQuandra S. Nesbitt	Director	Injury (Hospital/ Trauma) Data
Office of the Chief Medical Examiner (OCME)	Francisco Diaz	Chief Medical Examiner	DUI Testing & support of enforcement/ adjudication efforts

Working Group (updated June 2022)

Organization	Name	Title	Function/ Responsible Area
District Department of Transportation (DDOT)	Karen Boodlal	Deputy Highway Coordinator	Deputy Coordinator
	James Graham	GIS Manager	Roadway/GIS Data
	Sahar Nabaee	Safety Manager	Crash Data
	Derek Voight	Transportation Engineer	Data Integration
	Linda Bailey	Vision Zero Director	Vision Zero
Metropolitan Police Department (MPD)	Lamont Hinton	Director, Traffic Safety & Specialized Enforcement Branch	Automated Traffic Enforcement
	Rosa Balarezo	Supervisor, Crime Data Quality	Crash Data Reporting

Organization	Name	Title	Function/ Responsible Area
	Rohit Johri	Director, Business Applications	Crash Data Reporting
	Jeffrey Carroll	Assistant Chief	Crash Data Reporting
	Sgt. Terry Thorne	Sergeant, Homeland Security Tactical Information Division	Enforcement/ Citation
	David Clow	Chief Information Officer	Enterprise Data
Superior Court of District of Columbia (DCSC)	Michael Francis	Community Court Coordinator	Enforcement/ Adjudication
Office of the Attorney General (OAG)	Melissa Shear	Traffic Safety Resource Prosecutor	Enforcement/ Adjudication Data
Department of Motor Vehicles (DMV)	Tyronne Sweat	IT Project Manager	Vehicle/Driver Data
Office of Chief Technology Officer (OCTO)	Matthew Sokol	Interim Chief Data Officer	Roadway/GIS Data
Fire/Emergency Medical Services Department (FEMS)	Erik Johnson	Program Analyst—GIS	Emergency Response/Injury Data
	Shawn Downs	Chief Engine Company No. 1	Emergency Response/Injury Data
Department of Health (DOH)	Jaime Fearer	Health Impact Policy and Practice Analyst	Health Policy
Office of the Chief Medical Examiner (OCME)	Samantha Tolliver	Chief Toxicologist	DUI Testing & support enforcement/ adjudication efforts
Office of the Deputy Mayor for Operations and Infrastructure (DMOI)	Alan Propp	Senior Policy Advisor	Policy
FMCSA	Bernard McWay	Division Program Specialist	Commercial Motor Vehicle Crash Reporting
FHWA	Darlisa Thomas	Safety & Operations Transportation Specialist, DC Division	
NHTSA	Judy Dancy	Regional Program Manager	

Demonstrated Project Progress

Performance Measure used to track Improvement(s)	Narrative Description of the Measure Improve MMUCC Compliance of the Suspected Serious Injury Asset data collection.
Improvement(s) Achieved or Anticipated	Narrative of the Improvement(s) Average # of days from arrest on DUI charges to Court Appearance. The following information provides a snap shot in terms of change in completion (average # of days): <ol style="list-style-type: none"> April 1st, 2020 – March 31st, 2021: Total # of DUI Cases = 749 Average # of days from arrest on DUI charges to Court Appearance = 100 days April 1st, 2021 – March 31st, 2022: Total # of DUI Cases = 744 Average # of days from arrest on DUI charges to Court Appearance = 62 days
Specification of how the Measure is calculated / estimated	Narrative Description of Calculation / Estimation Method Average # of days from arrest on DUI charges to Court Appearance
Date and Baseline Value for the Measure	April 1st, 2020 – March 31st, 2021: <ul style="list-style-type: none"> Previous year average = 100 days
Date and Current Value for the Measure	April 1st, 2021 – March 31st, 2022: <ul style="list-style-type: none"> Current year average = 62 days

Appendix E – FY2023 HSP Project List

Program Area	Project Numbers	Project Title	FAST 402	FAST ACT 405	BIL 402	BIL 405
Planning and Administration	PA 2023-01-00-00	DDOT Highway Safety Office - Staff			\$ 350,804.00	
	SA 2023-05-00-00	Highway Safety Office Support Contract			\$ 350,000.00	
		TOTAL BIL 402			\$ 700,804.00	
Occupant Protection	OP 2023-05-01-00	DDOT Project Safe-Child	\$ 67,677.37			
	M1CPS 2023-05-01-00	DDOT Project Safe-Child		\$ 68,561.13		
	M1X 2023-05-02-00	CNMC Children with Special Needs		\$ 74,981.00		
	M1X 2023-05-01-00	Howard Univ. Increase and conduct Seatbelt compliance		\$ 175,000.00		
	OP 2023-05-00-00	MPD Occupant Protection Enforcement			\$ 275,750.00	
		TOTAL FAST ACT 402	\$ 67,677.37			
		TOTAL FAST ACT 405b (HIGH)		\$ 318,542.13		
	TOTAL BIL 402			\$ 275,750.00		
Impaired Driving	M6X 2023-00-00-00	OAG Traffic Safety Resource Prosecutor		\$ 212,400.00		
	M60T 2023-01-00-00	OAG DUI Prosecutor		\$ 271,911.42		
	M6X 2023-01-00-00	OAG DUI Prosecutor				\$ 439,028.58
	AL 2023-03-00-00	OCME Chemical Testing			\$ 341,625.01	
	M6X 2023-01-00-00	WRAP Education and Outreach Impaired Driving Prevention		\$ 146,850.00		
	AL 2023-03-01-00	MPD Impaired Driving Enforcement			\$ 534,990.00	
		TOTAL FAST ACT 405d (LOW)		\$ 631,161.42		
		TOTAL BIL 402			\$ 876,615.01	
	TOTAL BIL 405d (MID)				\$ 439,028.58	
Aggressive Driving	PT 2023-04-00-00	MPD Police Traffic Service			\$ 676,123.00	
	SA 2023-03-00-00	GW Social Media Campaign			\$ 75,000.00	
		TOTAL BIL 402			\$ 751,123.00	

Program Area	Project Numbers	Project Title	FAST 402	FAST ACT 405	BIL 402	BIL 405
Nonmotorized Safety	PS 2023-08-01-00	MWCOG Streetsmart			\$ 200,000.00	
	FHPE 2023-01-01-00	MWCOG Streetsmart				\$ 20,000.00
	PS 2023-08-00-00	MPD Pedestrian and Bicycle Enforcement			\$ 290,950.00	
	PS 2023-08-03-00	WABA Traffic Safety Summit and Education in Communities			\$ 159,522.00	
	FHPE 2023-02-00-00	DFHV Pedesitran and Bicyclist Enforcement				\$ 129,208.00
	PS 2023-08-02-00	DFHV Pedesitran and Bicyclist Outreach			\$ 75,000.00	
	SA 2023-02-00-00	Seasoned Settlers - Traffic Safety Education in Communities			\$ 60,250.00	
		TOTAL BIL 402			\$ 785,722.00	
	TOTAL BIL 405h				\$ 149,208.00	
Traffic Records	M3DA 2023-00-00-00	MPD eCitation Program				\$ 256,617.96
	M3DA 2023-07-02-00	DDOT - MIRE Data Integration		\$ 80,000.00		
	TR 2023 01-00-00	DDOT - MIRE Data Integration	\$ 27,908.00			
	TR 2023-03-00-00	OCTO 3D GIS Layer			\$ 187,000.00	
	M3DA 2023-07-01-00	DMV Out-of-state Convictions				\$ 99,840.00
	TR 2023-02-00-00	American Univ Unreported Injury Crashes			\$ 75,000.00	
		TOTAL FAST ACT 402	\$ 27,908.00			
		TOTAL FAST ACT 405c		\$ 80,000.00		
	TOTAL BIL 402			\$ 262,000.00		
	TOTAL BIL 405c				\$ 356,457.96	
Paid Media	PM 2023 14-00-00	Paid Media Campaigns - McAndrews			\$ 995,000.00	
		TOTAL BIL 402			\$ 995,000.00	
		Total FAST ACT 402	\$ 95,585.37			
		Total FAST ACT 405		\$ 1,029,703.55		
		TOTAL BIL 402			\$ 3,770,399.00	
		TOTAL BIL 405				\$ 944,694.54