



FY2023 HIGHWAY SAFETY OFFICE ANNUAL REPORT

DISTRICT OF COLUMBIA

JANUARY 29, 2024

TABLE OF CONTENTS

Table of Contents.....	1
About.....	2
Introduction	3
Core Performance Measures	4
District Strategic Highway Safety Plans (SHSP) 2020-2025	8
FY2023 Highway Safety Plan Focus	12
Occupant Protection (Adult and Child)	13
Impaired Driving (Drugs and Alcohol).....	22
Aggressive Driving	34
Nonmotorized Safety (Pedestrian and Bicyclists)	38
Traffic Records	46
Law Enforcement.....	50
Paid Media	59
Projects Not Implemented in FY2023.....	66
Planning and Administration	68
Overview of Expenditures	71

ABOUT

DISTRICT OF COLUMBIA HIGHWAY SAFETY OFFICE (DC HSO)

The DC HSO is committed to improving the safety of the Nation's Capital roadways by focusing on eliminating unsafe practices such as impaired driving, unbelted drivers/occupants, children not restrained in appropriate car seats, aggressive driving, distracted driving, risky pedestrian and bicycle behavior, and other unsafe practices in general. The HSO manages and directs funding from the National Highway Traffic Safety Administration (NHTSA) to power community programs that leverage evidence-informed countermeasures to change behavior and keep our roadways safe for all users.

The DC HSO is located within the Office of the Deputy Mayor for Operations and Infrastructure (DMOI).

OFFICE OF THE DEPUTY MAYOR FOR OPERATIONS AND INFRASTRUCTURE (DMOI)

The mission of the Office of the Deputy Mayor for Operations and Infrastructure is to support the Mayor to ensure a strong and sustained District government focused on maintaining, strengthening, and improving the District's infrastructure (built and natural environment) and delivering high-quality government services to residents, non-residents and businesses.

The Deputy Mayor for Operations and Infrastructure:

- Oversees the District government's performance of infrastructure and government services agencies;
- Develops strategies and policies to achieve the Mayor's infrastructure, mobility, sustainability, financial services, and government services goals by aligning agency budgets, engaging key stakeholders (including independent agencies), and ensuring the implementation of programs and operations;
- Works with agencies to achieve a safe, reliable, and robust multimodal transportation network focusing on pedestrians, bicycles, person mobility devices, mass transit, for-hire vehicles, and motor vehicles; and
- Develops and assesses innovative ways to provide faster, more transparent and customer-friendly government services for residents, non-residents and businesses, including licensing, permitting, inspections, financial services, solid waste collection, recycling, snow removal, street/sidewalk/alley repair, energy use and ticketing.

INTRODUCTION

On behalf of Mayor Muriel Bowser and the Deputy Mayor for Operations and Infrastructure, Keith Anderson, the District of Columbia Highway Safety Office (HSO) presents the Fiscal Year (FY) 2023 (23) Highway Safety Annual Report (AR). This report showcases the District's progress and achievements toward reaching the goal of zero traffic fatalities and serious injuries.

The HSO used the federal fiscal year 2023 to reimagine operations to better serve our residents and enhance our duties as fiscal stewards of the dollars to which we are entrusted. The Office moved from within the District Department of Transportation (DDOT) to report to the Deputy Mayor for Operations and Infrastructure. The Vision Zero Office also made this move to better allow both offices to coordinate across the District and coordinate an “all-hands on deck” approach to the Mayor's goal of zero roadway fatality. A new Director and Deputy Director were hired to activate the office and enhance collaboration among stakeholders. We are optimistic that this year will yield even greater results in the years to come.

The Highway Safety Office worked to implement new requirements as outlined in the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL). IIJA/BIL was signed into law on November 15, 2021. The new law increased NHTSA's budget in FY23 by more than 50%, which will allow NHTSA to make its most historic and largest investment into vehicle and highway traffic safety.

Ensuring equity in safety is the bedrock of the work of the HSO, and in FY23 the Office doubled down on our commitment to ensure all communities within the District were served equitably. The HSO focused on Public Participation and Engagement (PP&E) as a guide to form our outreach in the second part of the fiscal year. Projects were prioritized to:

- Support education and enforcement efforts for communities that are overrepresented in crashes, injuries, and fatalities. This data-led us to renew a focus on Wards 5, 7, and 8.
- Pedestrian, bicycle, and micro-mobility safety efforts that use education and enforcement to enhance the behavior of all roadway users.
- Use the High Injury Network as an anchor to drive investment along these roadways that are driving injuries and fatalities.

The report celebrates the success that was made across our projects and initiatives and further highlights the resolve of the HSO to work until Vision Zero becomes a daily reality in the District of Columbia.

CORE PERFORMANCE MEASURES

Each fiscal year, the HSO establishes a new Highway Safety Plan (HSP) that identifies the most critical traffic safety problems. The HSP details a framework for creating a safer, more efficient transportation system. The FAST Act requires the District to establish goals for the 11 core performance measures based on FARS data, a behavioral measure for observational seatbelt use, and three activity measures. Using the District's injury data, HSO has included five additional core performance measures.

Table 1 below provides the FY2022 and FY2023 status of the core performance measures. For 2022, the District met 8 of its 17 core performance measure targets and, based on the available data, the District anticipates meeting 3 of the 17 performance measures in 2023.

The HSO will continue to conduct thorough reviews of all its performance measures to determine whether additional initiatives are needed to improve traffic safety on District roads.

Table 2 below shows the FY 2018 through FY 2023 grant-funded citation data for impaired driving, distracted driving, occupant protection, speeding, and pedestrians and bicyclists.

TABLE 1. ASSESSMENT OF RESULTS IN ACHIEVING PERFORMANCE TARGETS FOR FY 2023 AND FY 2022

Performance Measure	Target Period	FY 2023 Target Year(s)	FY 2023 HSP Target Value	FY 2023 Result	FY 2023 Source (Jan-April 2023)	On Track to Meet FY 2023 Target?	FY 2022 Target Year(s)	FY 2022 HSP Target Value	FY 2022 Result	FY 2022 Source	Met FY 2022 Target?
C-1) Number of Traffic Fatalities (FARS)	Five-Year Average	2019-2023	27	31.6	2019-2023, FARS/MPD	No	2018-2022	29	32.6	2018-2021, FARS; Jan. 1 - Dec. 20, 2022, DDOT & MPD)	No
C-2) Number of Serious Injuries in Traffic Crashes	Five-Year Average	2019-2023	319	323	2019-2023, District	No	2018-2022	343	357.8	2018-2021, FARS; Jan. 1 - Dec. 20, 2022, DDOT & MPD)	No
C-3) Fatalities per VMT	Five-Year Average	2019-2023	0.72	0.98	2019-2023, FARS/MPD	No	2018-2022	0.77	0.99	2018-2021, FARS; Jan. 1 - Dec. 20, 2022, DDOT & MPD)	No
C-4) Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	Five-Year Average	2019-2023	2.9	6.6	2019-2023, FARS/MPD	No	2018-2022	4	3.0	2018-2021, FARS; 2022 Data Unavailable	Yes
C-5) Number of Alcohol-Impaired Driving Fatalities	Five-Year Average	2019-2023	8.9	6.0	2019-2023, FARS/MPD	Yes	2018-2022	9	7.8	2018-2021, FARS; Jan. 1 - Dec. 20, 2022, DDOT & MPD)	Yes
C-6) Number of Speeding-Related Fatalities	Five-Year Average	2019-2023	14.8	16.8	2019-2023, FARS/MPD	No	2018-2022	15	13	2018-2021, FARS; Jan. 1 - Apr. 30, 2022, DDOT & MPD)	Yes
C-7) Number of Motorcyclist Fatalities	Five-Year Average	2019-2023	5.9	5.4	2019-2023, FARS/MPD	Yes	2018-2022	5	6.2	2018-2021, FARS; Jan. 1 - Dec. 20, 2022, DDOT & MPD)	No
C-8) Number of Unhelmeted Motorcyclist Fatalities	Five-Year Average	2019-2023	1.7	2.0	2019-2023, FARS/MPD	No	2018-2022	2	2.3	2018-2021, FARS; 2022 Data Unavailable	No

C-9) Number of Young Drivers (Less than 21 Years Old) Involved in Fatal Crashes	Five-Year Average	2019-2023	2.7	3.4	2019-2023, FARS/MPD	No	2018-2022	2	3.0	2018-2021, FARS; 2022 Data Unavailable	No
C-10) Number of Pedestrian Fatalities	Five-Year Average	2019-2023	11	15.2	2019-2023, FARS/MPD	No	2018-2022	10	13	2018-2021, FARS; Jan. 1 - Dec. 20, 2022, DDOT & MPD)	No
C-11) Number of Bicyclist Fatalities	Five-Year Average	2019-2023	1.9	2.0	2019-2023, FARS/MPD	No	2018-2022	2	2.2	2018-2021, FARS; Jan. 1 - Dec. 20, 2022, DDOT & MPD)	No
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants	Annual	2023	>90.0	94.58	District's Annual Seatbelt Survey	Yes	2022	90.0	91.0	District's Annual Seatbelt Survey	Yes
C-12) Number of Unrestrained Passenger Vehicle Occupant Injuries, All Seat Positions	Five-Year Average	2019-2023	61.2	119.0	2019-2023, District	No	2018-2022	58	68.4	2018-2021, FARS; Jan. 1 - Apr. 30, 2022, DDOT & MPD)	No
C-13) Number of Alcohol-Impaired Driving Injuries	Five-Year Average	2019-2023	104.5	145.0	2019-2023, District	No	2018-2022	111	95.4	2018-2021, FARS; Jan. 1 - Apr. 30, 2022, DDOT & MPD)	Yes
C-14) Number of Speeding-Related Injuries	Five-Year Average	2019-2023	471.9	496.8	2019-2023, District	No	2018-2022	500	416.8	2018-2021, FARS; Jan. 1 - Apr. 30, 2022, DDOT & MPD)	Yes
C-15) Number of Pedestrian-Related Injuries	Five-Year Average	2019-2023	<369	507.4	2019-2023, District	No	2018-2022	455	352	2018-2021, FARS; Jan. 1 - Apr. 30, 2022, DDOT & MPD)	Yes
C-16) Number of Bicyclist-Related Injuries	Five-Year Average	2019-2023	<205	331	2019-2023, District	No	2018-2022	333	224.6	2018-2021, FARS; Jan. 1 - Apr. 30, 2022, DDOT & MPD)	Yes

TABLE 2. GRANT PROGRAM ACTIVITY REPORTING

Description		FY2018	FY2019	FY2020	FY2021	FY2022	FY2023
A-1	Number of seatbelt citations issued during grant-funded enforcement activities	2,458	1,639	1,743	2,461	1,905 / 350 warning	1,656 / 2,087 warning
A-2	Number of impaired-driving arrests made during grant-funded enforcement activities	211	189	201	91	53	60
A-3	Number of speeding citations issued during grant-funded enforcement activities	1,394	1,146	2,879	5,101	2,355 / 427 warning	1,599 / 255 warning
	Number of distracted driving citations issued during grant-funded enforcement activities	1,496	1,222	805	864	448 / 226 warning	336 / 135 warning
	Number of pedestrian- and bicycle-related citations issued during grant-funded enforcement activities	914	2,493	1,199	2,829	1,363 / 409 warning	688 / 624 warning

CORE PERFORMANCE MEASURES, CONTINUED

The following Core Performance Measure goals are not likely to be met in FY2023. The District of Columbia will adjust FY2024 and FY2025 efforts to better address and meet performance targets, as described below.

C-1) Number of Traffic Fatalities (FARS)

- FY23 Goal: 27
- The DC HSO is expanding our outreach and engagement to deploy new countermeasures with a focus on pedestrian and bicycle safety. The HSO has requested a Pedestrian and Bicycle Safety Assessment in FY24 to identify opportunities and challenges.

C-2) Number of Serious Injuries in Traffic Crashes

- FY23 Goal: 319
- The DC HSO will launch the Safe Communities program in FY24 to engage more non-traditional partners in the work of mobility safety. We believe increasing the number of partners will enhance our ability to reach more members of the traveling public.

C-3) Fatalities per VMT

- FY23 Goal: 0.72

C-4) Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions

- FY23 Goal: 2.9
- The HSO will continue to explore opportunities to strengthen education and enforcement efforts around occupant protection. Specifically, the HSO will attempt to recruit new grantees in this area in to strengthen our outreach efforts.

C-6) Number of Speeding-Related Fatalities

- FY23 Goal: 14.8
- The HSO will continue to explore opportunities to strengthen education and enforcement efforts around speeding. The District is aggressively investing in automated traffic enforcement using local funds to strengthen our cultural commitment to safe speeds. Specifically, the HSO will attempt to recruit new grantees in this area in to strengthen our outreach efforts.

C-8) Number of Unhelmeted Motorcyclist Fatalities

- FY23 Goal: 1.7
- The HSO will continue to explore opportunities to strengthen education and enforcement efforts around motorcycle safety. In FY24, the HSO will launch a working group on motorcycle safety. Specifically, the HSO will attempt to recruit new grantees in this area in to strengthen our outreach efforts.

C-9) Number of Young Drivers (Less than 21 Years Old) Involved in Fatal Crashes

- FY23 Goal: 2.7
- The HSO will continue to explore opportunities to strengthen education and enforcement efforts reaching young drivers and passengers. Specifically, the HSO

will attempt to recruit new grantees in this area in to strengthen our outreach efforts. The Impact Teen Drivers program will launch in FY24 to reach this audience.

C-10) Number of Pedestrian Fatalities

- FY23 Goal: 11
- The HSO will continue to explore opportunities to strengthen education and enforcement efforts around occupant protection. Specifically, the HSO will attempt to recruit new grantees in this area in to strengthen our outreach efforts. The HSO hopes the Pedestrian and Bicycle Safety Assessment will provide insight into new resources and outreach to reach this audience. Additionally, the HSO will hire a Vulnerable Roadway User Communications Manager to lead efforts in this area.

C-11) Number of Bicyclist Fatalities

- FY23 Goal: 1.9
- The HSO will continue to explore opportunities to strengthen education and enforcement efforts around occupant protection. Specifically, the HSO will attempt to recruit new grantees in this area in to strengthen our outreach efforts. The HSO hopes the Pedestrian and Bicycle Safety Assessment will provide insight into new resources and outreach to reach this audience. Additionally, the HSO will hire a Vulnerable Roadway User Communications Manager to lead efforts in this area.

C-12) Number of Unrestrained Passenger Vehicle Occupant Injuries, All Seat Positions

- FY23 Goal: 61.2
- The HSO will add additional grantees in FY24 that focus on passenger behavior.

C-13) Number of Alcohol-Impaired Driving Injuries

- FY23 Goal: 104.5
- The HSO will enhance efforts to raise awareness and risk perception to the dangers of alcohol impaired driving. Specifically, WRAP will lead efforts tied to engage historically left-behind segments of our community in impaired driving prevention by attending community events and festivals where impairment is likely to happen in targeted communities.

C-14) Number of Speeding-Related Injuries

- FY23 Goal: 471.9
- The HSO will continue to explore opportunities to strengthen education and enforcement efforts around speeding. The District is aggressively investing in automated traffic enforcement using local funds to strengthen our cultural commitment to safe speeds. Specifically, the HSO will attempt to recruit new grantees in this area in to strengthen our outreach efforts.

C-15) Number of Pedestrian-Related Injuries

- FY23 Goal: less than 369
- The HSO will continue to explore opportunities to strengthen education and enforcement efforts around occupant protection. Specifically, the HSO will attempt to recruit new grantees in this area in to strengthen our outreach efforts. The HSO hopes the Pedestrian and Bicycle Safety Assessment will provide insight into new resources and outreach to reach this audience. Additionally, the HSO will hire a Vulnerable Roadway User Communications Manager to lead efforts in this area.

C-16) Number of Bicyclist-Related Injuries

- FY23 Goal: less than 205
- The HSO will continue to explore opportunities to strengthen education and enforcement efforts around occupant protection. Specifically, the HSO will attempt to recruit new grantees in this area in to strengthen our outreach efforts. The HSO hopes the Pedestrian and Bicycle Safety Assessment will provide insight into new resources and outreach to reach this audience. Additionally, the HSO will hire a Vulnerable Roadway User Communications Manager to lead efforts in this area.

DISTRICT STRATEGIC HIGHWAY SAFETY PLANS (SHSP) 2020-2025

The District’s Strategic Highway Safety Plan (SHSP) 2020–2025 was approved in March 2021. It 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 establish the SHSP goals, objectives, and challenge areas. The broad array of partners involved is complemented 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 process is designed to drive safety investment decisions and coordination with other safety plans, including the District’s HSIP, the HSP, the Freight Plan, and the Zero Vision Plan. The SHSP is a major component and requirement of the HSIP (23 U.S.C. § 148).

As noted earlier, the District SHSP is a Federal requirement and is central to the transportation legislation, including the most recent Bipartisan Infrastructure Law (November 2021).

Results of the data analysis (crash data, census, citations, and emerging issues) and input from the committees and stakeholders helped designate the following six broad emphasis areas: Risky Behavior, Infrastructure Improvements, Vulnerable Users, Commercial Vehicles, EMS, and Data.

The District recognizes that traffic crashes are a serious public health concern, especially in communities with poverty rates higher than the District average. The District is committed to elevating and advancing transportation equity by evaluating its policies, planning, community engagement, and project delivery to ensure public investments in transportation improve road safety for all residents, visitors, and commuters.

SHSP TRAFFIC FATALITY PERFORMANCE MEASURES

To achieve the Vision Zero goal, the District will work to reduce traffic fatalities by 69 percent— from 36 in 2020 to 11 by 2030. The District also established a fatality rate goal of 0.26 fatalities per 100 VMT by 2030, compared to 1.14 in 2020, a decrease of 77 percent.

FY2023 HIGHWAY SAFETY PLAN FOCUS

Based on the preliminary 2022 data, impaired, aggressive driving and pedestrian-related fatalities are on the rise and continue to be a challenge. The HSO will continue to support its current efforts in FY2023 and make appropriate adjustments. The HSO are exploring the following efforts:

- Utilizing dynamic message boards to relay safety messages for drivers entering the District.
- Partnering with Maryland law enforcement to enforce impaired and aggressive driving along the District–Maryland borders.
- Utilizing hard hitting messages via media for Impaired driving.
- Outreach to bars and restaurants utilizing posters and coasters with impaired-driving messaging.

The DDOT HSO continues to work toward achieving its goals in partnership with the following key organizations:

- Metropolitan Police Department (MPD)
- Office of the Attorney General (OAG)
- Office of the Chief Medical Examiner (OCME)
- Department of Motor Vehicles (DMV)
- Metropolitan Washington Council of Governments (MWCOG)
- Office of Information Technology and Innovation (OITI)
- Howard University
- Washington Regional Alcohol Program (WRAP)
- Washington Area Bicyclist Association (WABA)
- McAndrew Company LLC

This report provides an overview of each Program Area, including performance measures and goals. The HSO 2023 programming efforts target the following safety areas:

- Impaired Driving. 405 Eligibility criteria, Mid-range State
- Occupant Protection. 405 Eligibility criteria, High Seatbelt Use State
- Pedestrian / Bicycle Safety. 405 Eligibility criteria, 15 percent or more of all fatalities are nonmotorized
- Traffic Records. 405 Eligibility criteria, has a functioning TRCC committee
- Aggressive Driving

The District continues to monitor other areas that are not emphasis areas, including motorcycle safety, younger drivers, and distracted driving.

OCCUPANT PROTECTION (ADULT AND CHILD)

One of the most effective protections against a motor vehicle fatality and to reduce the severity of a crash is proper installation and use of seatbelts and child-restraint systems. The District has one of the most comprehensive seatbelt laws in the Nation and has maintained its 90 percent or higher rating since 2013. This has helped to significantly reduce the severity of crashes.

Unrestrained fatalities have fluctuated in the past ten years from the low of zero fatalities in 2013 to six in 2016. In 2019 and 2020, there were five unrestrained fatalities, an increase from prior years, however the number decreased to one in 2022. FY2023 unrestrained fatality data is unavailable as of the time this report was developed.

The HSO continues to partner with various agencies to incorporate proven, effective strategies to help address unrestrained driving. These include:

- **Enforcement.** Partner with MPD. The District has a primary seatbelt law that allows police to stop a vehicle solely because its driver and/or passenger are not properly buckled up.
- **Child Passenger Safety (CPS).** Partner with DDOT to promote child car seat safety, including conducting proper car seat-fitting workshops and offering low-cost car seats.
- **Education and Awareness Campaigns.** Partner with the McAndrew Company to develop and conduct outreach and awareness on the importance of wearing a seatbelt.

The occupant-protection program qualified for the NHTSA 405 grant as a high-rate use State.

The following section summarizes projects implemented in FY2023.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
OP 2023-05-01-00	DDOT Project Safe-Child	\$67,677.37 FAST 402	\$0
M1CPS 2023-05-01-00		\$37,084.99 FAST ACT 405b (HIGH)	\$35,001.50 FAST ACT 405b (HIGH)
M1CPS-2023-08-00-00 District Department of Transportation		\$75,000 BIL 405b	\$74,738.13 BIL 405b

BACKGROUND

Nationally, motor vehicle crashes are the leading cause of accidental death for all children, from 1-year-old infants through teenagers. Research on the effectiveness of properly installed child safety seats indicates they can 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.

The District of Columbia Government operates Project Safe Child, a safety program to provide District residents with a free infant, toddler, or booster seat. Participants are also trained in proper car-seat fitting and other related safety information.

PROJECT GOALS

To reduce the number of misused or improperly installed child passenger seats.

PROJECT RESULTS

For FY2023 the District Project Safe-Child provided the following:

- Conducted 14 virtual inspection appointments.
- In-person workshop with Georgetown nursery staff “distribution of infant seats”
- Distributed 1323 child-restraint seats at various locations, such as George Washington Hospital, Howard University Hospital, Medstar Georgetown, Medstar Washington Hospital Center, Sibley Memorial Hospital, Capitol Hill Pregnancy Center, Children’s National Medical Center and other special events
- Installed and inspected over 1,837 child-restraint seats at MPD and DMV locations and at various events throughout the District. DDOT partners with the MPD, DMV, Safe Kids District of Columbia, DC Emergency Medical Services for Children, and DC Department Fire and EMS to make this possible
- Conduct (2) 2-hour Occupant Protection workshop at the Consolidated Cab Association 34 drivers participated.
- Presentation on DDOT Voucher Program at the Mayor Office of Latino Affairs, Meet & Greet Open House - Program, over 30 participants
- Provided training on the National Digital Form to 1 DDOT employee
- 15 2-hour workshops on the importance of using car seats were conducted District-wide which included over 400 parents and caregivers.
- Conducted 9 workshops with the Office of the State Superintendent of Education on The Pre-cautions of Transporting Children, educating over 400 participants.
- Presented at the National Child Passenger Safety Board CPS Coordinators Forum "CPSTs and Head Start: A Match Made in Safety – DC Occupant Protection programs students 5 and below
- Maternal and Infant Health Summit DC Convention Center provided injury prevention materials and car seat vouchers
- Held various events throughout the District:

- Martha' Table Check-up Event – 51 car seats were properly installed – Ward 8
- Open Street Georgia Avenue provided injury prevention materials to MPD staff for distribution - Ward 1 & 4
- DC Fire & EMS Department Fire Prevention Week/Month Lowes – Marketplace, NE provided injury prevention materials to MPD staff for distribution – Ward 5
- Open Streets Connecticut Avenue NW provided injury prevention material to MPD Traffic Safety Office to distribute – Ward 3
- Marshall Heights Day Community Event – JC Nalle Elementary School provided injury prevention materials to the participants – Ward 7
- Safe Kids Fairfax County Coalition Check-up Event – 42 car seats were properly installed - Alexandria, VA
- National Injury Prevention Day Car Seat Check Event held with Department of Motor Vehicle Inspection Station - 73 Car seats were properly installed - Ward 6
- Fit4MOM Car Seat Check-up Event held at Church - 29 Car seats were properly installed – Ward 5
- Fit4MOM Car Seat Check-up Event held at Wegmans on Wisconsin Avenue - 25 car seats were properly installed – Ward 2
- First District Police Department community outreach held a Car Seat Check Event at Department of Motor Vehicle Inspection Station - 21 car seats were properly installed – Ward 6
- EMS Week Safe a Life Day – distributed over 50 Occupant Protection materials to the community and students at PR Harris – Ward 8
- EMS Week Safe a Life Day – distributed 30 Occupant protection materials to visitors at Engine 33 – Ward 8
- MPD Traffic Safety Division held a Car Seat Check-up Event at Department of Motor Vehicle Inspection Station - 14 car seats were properly installed.
- Spring Valley Pediatrics Car Seat Check-up Event - 21 car seats were properly installed- Ward 2
- Kids are People Too Car Seat Check-up Event – 24 car seats were properly installed – Ward 8
- St. Timothy's Episcopal Child Development Center – 15 car seats were properly installed – Ward 7
- JPMA – Car Seat Check-up Event at Bard High School Early College – 58 car seats were properly installed – Ward 8
- Paradise Early Childhood Center – 11 car seats were properly installed – Ward 7
- National Seat Check Saturday DMV – 20 car seats were properly installed – Ward 6
- Major Knox Adventures Chocolate City Community Ride (CCCR) held Anacostia Skate Park over 500 participants – Ward 7
- May Bike Safety Event KiPP DC-Discover Campus – Ward 8

- Amidon Elementary – Bike Rodeo with 25, 2nd graders – Ward 6
- Baltimore County Fire Department Station 6 Car Seat Check-up and Education Event 10 car seats were properly installed - Dundalk, MD
- National Night out provided 50 traffic safety packages at Guy Mason Recreation
- Covenant Baptist Church of Christ's Annual Health Fair & Back to School Fest provided injury prevention materials – Ward 8
- 2023 Mayor Muriel Bowser's National & Infant Health Summit – Ward 2
- Capitol Hill Police Car Seat Check-up Event – 4 car seats were properly installed – Ward 6

In FY23, 4 technicians recertified, and 34 new technicians were certified. Resulting in a total of 86 Certified Technicians and 6 Certified Instructors in the District with the skills, experience, and knowledge required to educate parents and caregivers on the proper selection, installation, and use of their child safety seats.

The CPS coordinator also participated in several conferences, including:

- **Lifesavers National Conference on Highway Safety Priorities.** provides a national platform with over 80 workshops in ten tracks, plenary sessions, and an extensive exhibit hall. The Lifesavers Conference program is designed to engage federal, state and local government, law enforcement, public health, injury prevention, advocacy, and non-profit organization professionals in an exchange of ideas, strategies, and programs to reduce preventable injuries and deaths.
- **KIDZ in Motion Conference.** Develop an inclusive Child Passenger Safety Community through collaboration, networking, and mentoring. Educate and inspire passion for Child Passenger Safety Create a positive, respectful, and interactive learning environment.
- **Maryland Highway Safety Summit.** endeavors to provide expert highway safety leadership through quality programs, ethical grants management, professional and accountable staff, and exemplary customer service.
- **PREVCON Conference.** Safety professionals in the world dedicated solely to the field of childhood injury prevention. The conference included leading experts, advocates, academics, and partners sharing best practices and experiences with the aim of increasing collective impact.
- **Maryland Highway Office CPS Technical Update Training.** Child Restraint Manufacturer product updates, Technical-based presentations, and interactive activities all participants interacted with each other and Child Restraint Manufacturers

Webinars with:

- **CPS Coordinator's Meeting/National Child Passenger Safety Board.** Building Law Enforcement CPS Partnerships: 15-Passenger Vans: What You Need to Know Before You Go: Product Update: National CPS Technician HYBRID Certification Course A Collection of Insights, Tips, Tricks, & Lessons Learned: Overview of the Child Passenger Safety on School Buses Course: Tips to Grow Traffic Safety Culture

– (Behavior Change) with Montana State University: TRB Meeting sessions Occupant Protection: “HOW YOU DO THE THINGS YOU DO”: Heatstroke Prevention Planning: Integrating Crash Reports and Hospital Data to Guide Prevention in Child Passenger Safety”: Maryland Institute for Emergency Medical Services Systems and Maryland Kids in Safety Seats “Data to Directives: NUNA – Forever Forward in 2023 CEU opportunity: How to Build A School Bus Training: Thoughtfully Integrating Equity in CPS Programming: CPST Recertification Requirements: Focus Group for the Heatstroke Prevention campaign! Goodbaby International Product update: Creative Ideas for State CPS Conferences: A Helping Hand for CPS Instructors: State CPS Crash Data Dashboards: Occupant Protection/Distracted Driving Emphasis Area Team Meeting (EAT) virtual

- **Community of Hope.** Outline Logistics for Car Seat Safety Voucher Program.
- **ALL FAN Family Advisory Network.** Zoom – How to prepare a Poster to understand Pediatric needs.
- **DC Childcare Connections.** - Summer Safety Engagement with EMS, MPD staff and parent webinar provide information on the DDOT Voucher Program – 25 participants
- **DC Childcare Connections.** Summer Safety Parent Workshop Family Connections injury prevention webinar – 40 participants
- **DC EMSC Advisory Committee Meeting.** Webinar - Prioritize and advance family partnership and leadership in efforts to improve EMSC systems of care for pediatric patients.
- **Office of the Ombudsman for Public Education.** Accessible Training monthly planning meetings, to provide safe travel training to caregivers with children with special needs
- **Howard University Hospital.** NICU & Nurse staff distribution of car seat, completing distribution forms and identifying DC residents.
- **Voucher Program Distribution Sites.** In FY2023, increased the number of distribution sites from 19 in FY2022 to 28 in FY2023; 46 percent increase. The new partnerships are Catholic Charities 4 location, Far Southeast Collaborative, Community of Hope 4 locations
- **District, Maryland, and Virginia.** Virtual Inspection Planning Team Meeting
- **MPD.** Certified Technician Event planning meeting with Lt. Nikki Lavenhouse, Lt. Rachel Pulliam and Karen Boodlal
- **TRB.** Meetings on Occupant Protection, Poster sessions
- **Children Hospital.** United Medical Hospital interest in car seat distribution program
- **PRESS CONFERENCE.** Virtual Grieving Families, Members of Congress, Kids and Car Safety and Advocates for Highway and Auto Safety Call for Immediate Action to End Hot Car Tragedies

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
M1X 2023-05-02-00 Children’s National Medical Center	CNMC Children with Special Needs	\$74,981.00 FAST ACT 405b (HIGH)	\$38,936.33 FAST ACT 405b (HIGH)

BACKGROUND

The Children’s National Medical Center (Safe Kids DC) is one of over 400 coalitions across globally that make up the Safe Kids Worldwide network and is dedicated to preventing unintentional injuries in children through educational programs and outreach activities.

For FY2023, Safe Kids DC partnered with the HSO to focus on the safe means of transporting children with special health care needs that require additional care for their physical, developmental, behavioral and/or emotional differences than their typically developing peers.

Countless children in Washington, DC have a special health care need and often need special occupant protection devices to safely ride in motor vehicles. Yet 70% of children with special physical needs are riding unrestrained or improperly restrained when in a car with their families, far higher than the 15% of normally developing children, indicating the need for safe restraint education and support for these families. Even providers who routinely work with children with special needs may not feel comfortable offering solutions to common motor vehicle restraint issues. Finding information on safe occupant transporting systems and behaviors can be very complex. These parents have many competing demands for their limited time and deserve easy and accurate information on how to keep their children safe in motorized vehicles.

This project was significantly delayed due to administrative contract issues. The project was allowed to proceed by Children’s National Office of Grants and Contracts in January 2023. Additionally, invoice submission was delayed until May 2023 due to an issue identified by the DC Chief Technology Officer with access to the organization’s tax ID # related to this grant submission. The Safe Kids DC team worked diligently providing in-kind support in the interim to complete key deliverables for the project on time and within budget, i.e., chart reviews, educational materials, patient recruitment, vendor sourcing, etc.

PROJECT GOALS

- Increase the understanding of the epidemiology of children with special needs involved in motor vehicle crashes living in the District of Columbia who require medical attention. This will allow for a better understanding of the scope and severity of this issue and future intervention planning,

- Provide a training to families about safe motor vehicle restraint for children with special needs as part of a larger Ability Fair.
- Identify children who would benefit from an adaptive car seat but whose families cannot afford to purchase and provide the appropriate training and adaptive car seat so they can safely ride in the car with their families.

PROJECT RESULTS

- **Chart review of medical records.** The team performed a chart review of all children who presented to the Children’s National Emergency Department to assess if the child had any special medical needs, the severity of the injury, if the child was restrained (if documented) and disposition status. Approximately 2,000 of 4,200 charts meeting the criteria were reviewed. Preliminary findings reveal approximately 9% of charts reviewed have a documented special health care need prior to their motor vehicle collision. This shows a significant number of children with special health care needs. Completion of chart review will continue in FY2024 with updated results provided to DC HSO.
- **Development of Educational Materials.** Building on FY2022 work developing electronic and printed educational materials around safe motor vehicle restraint for children with special needs, CNMC created interactive and engaging activities for families to help them discover different ways they can adjust their car seat to keep their child safe. Scripting for educational materials were adapted from the video series, formatted, reviewed by Nursing Education for readability and translated to Spanish by Language Services. Handouts that support the “Keeping Your Child Safe While Driving” Educational video series covering physical, behavioral and technology needs as well as safe transport in a vehicle while using a wheelchair are posted on the Children’s National Website under “Resources for Families” in English and Spanish. Educational materials were also be distributed to local community partners and relevant Children’s National Hospital departments including the neonatal intensive care unit (NICU), physical medicine & rehab (PM&R) and Hospital for Sick Children (HSC).
- **Parent Education.** Safe Kids DC provided education to families of children with special healthcare needs. During this grant cycle, Safe Kids DC developed a partnership with DC Special Education Hub to develop an education session for families that utilize their services on Safe Transportation Options for Children with Special Healthcare Needs. Planning began in August 2023 for the virtual education session which was held on October 14, 2023.
- **Identification of At Need Families and Distribution of Adaptive Car Seats.** CNMC worked with the Physical Medicine and Rehabilitation Department at Children’s National to identify families who are unable to afford a needed adaptive car seat for their child. CNMC first worked with the family to determine if their child’s medical insurance would cover the adaptive car seat. If not, they were deemed eligible for an adaptive car seat through the program. Car seat distribution and follow-up is ongoing.

- **Data tracking and analysis.** CNMC continually tracked and measured success throughout the course of their project. A survey conducted of 160 families (24 Spanish speaking) found the following notable data points:
 - 36% of respondent families reported they do not use any type of car seat, believing that their child is big enough and old enough to be restrained using a seatbelt.
 - 61% of respondent families reported they still have challenges with securing their child in the car, with unsafe behaviors and low tone being the top two cited reasons.
 - It was a commonly held belief that every child with a special health care need should have an adaptive car seat, despite most families using conventional car seats.
 - 40% of families thought it was safe to use a lock on a car seat buckle if their child kept unbuckling the harness. Yet few families reported covering the buckle of the car seat to prevent unbuckling.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
M1X 2023-05-01-00 Howard University	Howard Univ. Increase and conduct Seatbelt compliance	\$175,000 FAST ACT 405b (HIGH)	\$132,135.00 FAST ACT 405b (HIGH)

BACKGROUND

The primary objective of the annual seatbelt usage study is to conduct a comprehensive citywide survey and determine the overall seatbelt-use rate in the District, according to Federal requirements. This study has been completed annually for more than 20 years.

PROJECT GOALS

Determine District’s 2022 and 2023 Seatbelt Use Rate

PROJECT RESULTS

The 2023 observation survey of seat belt compliance in the District of Columbia was performed from Thursday, July 6th through Friday, July 27th, 2023. During this observation period, a total of 15,000 vehicles were observed, resulting in 17,515 driver and right-front passenger observations at the 150 observation sites randomly selected to represent District-wide safety belt use.

The overall weighted statewide safety belt use rate for the District of Columbia was found to be 94.58% with a standard error of 0.3%. Overall, drivers exhibited the highest safety belt use rate among the total number of occupants in the survey at 95%. Front-right passenger occupants exhibited a 92.08% compliance rate.

A complete analysis and documentation of the observation survey can be found in the FY23 Annual Seatbelt Compliance Report.

OCCUPANT PROTECTION ENFORCEMENT EFFORTS CAN BE VIEWED IN THE ENFORCEMENT SECTION BEGINNING ON PAGE 50.

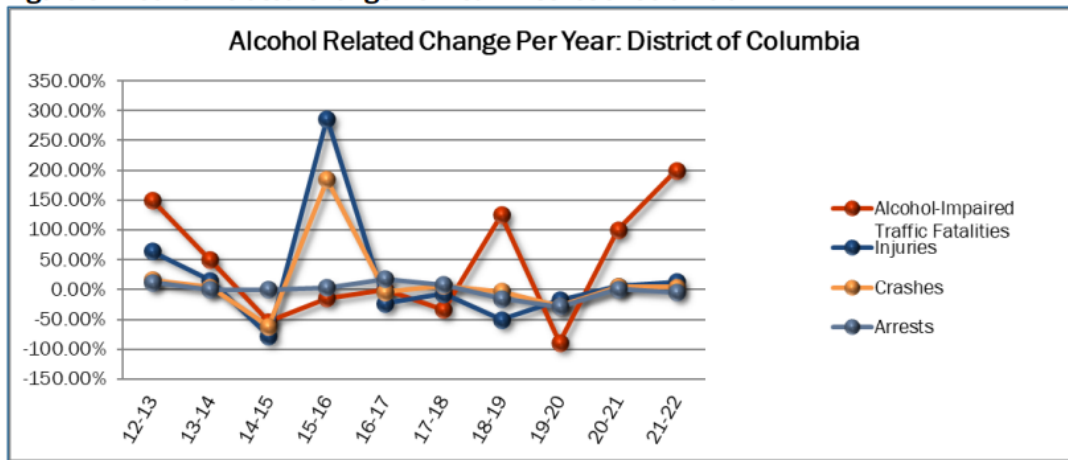
IMPAIRED DRIVING (DRUGS AND ALCOHOL)

District law defines impaired driving as a person's ability to operate or be in physical control of a vehicle is affected as a result of consuming alcohol or a drug or a combination thereof, in a way that can be perceived or noticed. Alcohol intake and substance abuse are the most common causes of impaired driving. According to NHTSA, an alcohol-impaired driving fatality is one that involves a driver with a BAC of 0.08 g/dL or higher. The term driver refers to the operator of any motor vehicle, including a motorcycle. Drivers under 21 years old are not allowed to have any measurable amount of alcohol in their systems.

WRAP's *How Safe Are Our Roads? Report* shows a steady increase between 2020 to 2022 for alcohol-impaired traffic fatalities. Between 2021 and 2022, there was 200% increase, with 2 in 2021 and 6 in 2022. Alcohol-related traffic injuries show a similar trend, as the number of injuries increased from 71 in 2021 to 80 in 2022, reflecting a 12.68% change. Figure 1 below shows alcohol-related change per year in the District of Columbia.

FIGURE 1. ALCOHOL-RELATED CHANGE PER YEAR: DISTRICT OF COLUMBIA

Figure 6. Alcohol-Related Change Per Year: District of Columbia



Note that figures for FY2023 were not available at the time this report was developed.

The HSO continues to partner with various agencies to incorporate proven, effective strategies to help address impaired driving in the District. These include:

- **Strengthen Implementation of Impaired Driving Laws.** Partner with the OAG to effectively prosecute impaired drivers and provide training to prosecutors and law enforcement on the complexities of an impaired-driving case.
- **Increase Chemical / Drug Testing.** Partner with Office of the Chief Medical Examiner (OCME) to increase the detection of drugs and other illicit substances to strengthen impaired driving cases and to reduce the testing turnaround.

- **Enhance Enforcement Efforts.** Partner with the MPD to expand saturated patrols and monitoring underage drinking at various establishments.
- **Conduct Education and Awareness Campaigns.** Partner with the Washington Regional Alcohol Program (WRAP) and the McAndrew Company to increase safety awareness throughout the District and the region. The impaired-driving program qualified for the NHTSA 405 grant as a mid-range State.

The following section summarizes projects implemented in FY2023.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
M6X 2023-00-00-00	OAG Traffic Safety Resource Prosecutor	\$212,400 FAST ACT 405d (LOW)	\$204,412.36 FAST ACT 405d (LOW)
M5X-2023-08-00-00		\$105,000 BIL 405d (MID)	\$104,087.64 BIL 405d (MID)
M60T 2023-01-00-00	OAG DUI Prosecutor	\$336,293.33 FAST ACT 405d (LOW)	\$53,605.08 FAST ACT 405d (LOW)
M5X 2023-01-00-00		\$374,646.67 BIL 405d (MID)	\$0 BIL 405d (MID)
Office of the Attorney General			

BACKGROUND

Impaired-driving cases are considered the more challenging cases handled by the OAG Criminal Section and require the expertise of prosecutors to help law enforcement officers conduct better investigations to deter the problem of impaired drivers. The Traffic Safety Resource Prosecutor (“TSRP”) and DUI Prosecutors are essential to the effective and efficient prosecution of impaired-driving cases as they take a tough stance on impaired driving offenses, serve as a resource to law enforcement, and ultimately protect the citizens of the District.

PROJECT GOALS

The focus of the DUI Prosecutors and the TSRP is to keep criminal violations of traffic laws, involving alcohol and drugs, and resulting deaths, property damage, and physical injuries to a minimum by:

- Representing the District in litigating the most demanding and difficult impaired-driving cases, such as repeat offenders, children-in-car cases, major crash cases, and toxicology cases.
- Screening DUI cases for papering and Drug Court.

- Preparing legal pleadings for cases assigned to the DUI Prosecutors.
- Offering trial strategy and trial practice techniques to line attorneys for DUI cases.
- Advising line attorneys on plea negotiations regarding DUI cases.
- Attending and hosting DUI conferences, meetings, and trainings aimed at prosecuting DUI cases and promoting traffic safety.
- Maintaining communication and providing technical support and resources to other local and national traffic safety stakeholders.
- Educating and providing technical support and tools for prosecutors, law enforcement, highway safety professionals, toxicology personnel, and others involved in preventing, investigating, and prosecuting impaired driving and other traffic-related cases.
- Assisting and serving as a resource to law enforcement officials and prosecutors by offering expertise for prosecuting traffic safety offenses.
- Improving breath-, blood-, and urine-testing programs.
- Developing and enhancing the District’s impaired-driving programs and collaborating to improve awareness and enforcement of impaired driving offenses.
- Providing legal, technical, and litigation support to prosecute impaired-driving cases.
- Strengthening District laws so adequate punishment is available and serve as a deterrent.

PROJECT RESULTS

During FY2023, the DUI Team and the TSRP collectively completed the following:

- Screened approximately **830** DUI arrests, making charging decisions, reviewing body worn camera footage, requesting street and station videos, toxicology results, missing paperwork, or other evidence.
 - The 830 cases include some cases that were initially arrested as non-DUIs, but flagged because they showed indications of DUI impairment. It also includes cases that were papered by non-DUI Prosecutors and TSRP but had a follow-up screening by the DUI team members to ensure the case was properly prepared for DUI prosecution.
- Closed approximately **329** of the most complex DUI cases, such as those with multiple victims who sustained serious injuries, children in the vehicle, repeat offenders, high breath score cases, and toxicology cases.
- Filed enhancement papers in approximately **166** cases involving repeat offenders and children present in the vehicle.
- Filed approximately **140** motions for protective orders, enabling them to provide body-worn camera footage to defense counsel, while protecting the identities of civilian witnesses and victims, and regarding the police department’s internal management system, PPMS, while protecting officers’ private personnel records.
- Filed expert notice in **19** cases, including experts in Standardized Field Sobriety Tests (“SFSTS”), specifically the Horizontal Gaze Nystagmus (“HGN”) test; experts

in the breath testing instruments utilized by the various police agencies; experts in conducting toxicology testing by the Office of the Chief Medical Examiner (“OCME”), and experts in the diagnosis of opioid overdoses, the administration of Naloxone (Narcan), and its effects.

- Filed an additional **64** pleadings. Typically, these pre-trial pleadings responded to defendants’ motion to suppress evidence. As predicted last year, as the courts have resumed more normal functions after the pandemic, the number of pleadings filed has increased dramatically.
- **14** DUI trials (all bench), taking approximately **60** hours of litigation time.

The DUI Prosecutors and the TSRP assisted officers in drafting search warrants for **16** DUI cases this year. These cases typically involve major crashes and defendants under the influence of a combination of drugs or with high blood-alcohol levels.

The OAG has referred approximately **174** cases to Drug Court during the 2023 fiscal year.

During FY2023, DUI Prosecutors participated in approximately **105** different training sessions, totaling approximately **210** activity hours of training that addressed prosecution of DUIs, and information about drug evaluations, DREs, SFSTs and ARIDE tests. The TSRP attended approximately **25** trainings and hosted and/or conducted an additional **15** trainings to prosecutors, law enforcement, and other impaired driving stakeholders.

One of the DUI prosecutors attended the Lifesavers Conference in Chicago, IL in March 2023. In May, the TSRP attended the 2023 National Traffic Safety Resource Prosecutor Conference in Phoenix, AZ and in August, the 2023 Governor’s Highway Safety Conference in New York City, NY. In September, the TSRP presented two sessions at the Louisiana Impaired Driving Conference. The TSRP participated in the Traffic Records Coordinating Committee (“TRCC”) meetings.

The TSRP participated in some long-term projects this fiscal year. Notably, the TSRP continued to co-chair the District’s Impaired Driving Task Force and led the Social Media student video challenge project, that launched this FY2023. The project is continuing for a second year into FY 2024. The TSRP wrote written materials, website content, and a press release for the contest. The TSRP also authored two blog submissions.

The DUI Prosecutors and the TSRP provided informal intra-office support to OAG attorneys in a variety of areas, including providing legal advice and caselaw to address the various aspects of prosecuting DUIs and providing templates for common and uncommon pleadings. The DUI Prosecutors and the TSRP also conducted formal trainings on various aspects of DUI prosecutions, including an overview of the District Superior Court’s Drug Intervention Program (“Drug Court”) program; DUI breath testing; urine and blood toxicology analysis; and use of body worn camera footage as evidence in trials.

The TSRP provided technical support to OAG attorneys and to other District stakeholders and other TSRPs in a variety of areas, including providing statutes and jury instructions, trial materials, expert witness documents, and legislative ideas. The TSRP provided technical support to line attorneys through assistance with pretrial discovery, witness conference and court observations, training, and trial strategy discussions. Additionally, the TSRP helped secure toxicology reports from OCME and assisted with breath and toxicology litigation materials. The TSRP also worked with USCP to secure street and station videos.

The TSRP hosted four DUI enforcement meetings that enabled stakeholders to discuss trends in DUI enforcement and facilitate collaborative opportunities. Virtual meetings were held on December 13, 2022, March 14, 2023, June 13, 2023, and September 12, 2023. The TSRP continued to serve as the District's DRE state coordinator. As coordinator, the TSRP was responsible for ensuring that the international standards of the Drug Evaluation and Classification program are followed, oversees DRE training and the certification and recertification process. For her roles as TSRP and DRE coordinator, the TSRP actively participated in both the TSRP and DRE IACP web forums providing support to other TSRPs and law enforcement stakeholders.

The TSRP continued to serve on the Board of Directors and as the Public Policy Chair for the Washington Regional Alcohol Program ("WRAP"). On behalf of OAG, the TSRP attended board meetings and community events to support WRAP's mission. The TSRP actively participated in DDOT's TRCC and regularly provided updates on trends seen in DUI casework.

The TSRP and DUI Prosecutors regularly participated in Drug Court, attending admission and status hearings, as well as participating in the graduation ceremonies.

The TSRP assisted on legislative matters. For example, the TSRP furnished information to OAG leadership pertaining to changes to the D.C. Code to accommodate oral fluid roadside and evidentiary evidence. The TSRP also provided support and comment pertaining to four bills before the City Council designed to reduce traffic crashes and injuries. The TSRP also reviewed legislative materials pertaining to ignition interlock and implied consent. The TSRP provided legal updates for International Association for Chemical Testing ("IACT") monthly member digest.

Beginning August 28, 2023, the TSRP was detailed to the HSO. During her detail, some of the projects the TSRP participated in included organizing and contributing to the first DC Drug-Impaired Driving Toxicology Stakeholder Meeting, working with NHTSA to schedule an ARIDE class for MPD, and attending a cannabis workshop in Montgomery County, Maryland.

With respect to the DUI paralegal, she provided technical and litigation support for the DUI Prosecutors and TSRP. During FY 2023, the DUI Paralegal compiled (421) and redacted

(176) electronic discovery packets for the DUI Prosecutors, TSRP, and lockup arraignment cases. The DUI Paralegal provided trial preparation by issuing subpoenas for officers and civilian witnesses. She also ran WALES / NCIC checks for 63 witnesses, obtained certified convictions (what's the number?), requested driving records (25), and requested radio runs/911 calls (14).

The DUI Paralegal distributed Drug Court status reports (229) in advance of Drug Court hearings, maintained the Drug Court log and provided monthly data to the team supervisor. The DUI Paralegal also inputted Drug Court data into the case management system.

The DUI Paralegal served as the liaison between MPD and OAG for the distribution of MPD station videos for DUI cases. She also attended regular meetings to ensure the timely preservation of the station videos.

The DUI Paralegal maintained the monthly DSA report log and distributed it to DMV for driver's license suspensions (129).

The DUI Paralegal provided monthly DUI arrests (1,176 arrests) data report to DDOT.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
AL 2023-03-00-00	OCME Chemical Testing	\$124,688.72 BIL 402	\$124,688.72 BIL 402
M5X 2023-03-00-00 Office of the Chief Medical Examiner		\$341,625.01 BIL 405d (MID)	\$92,783.24 BIL 405d (MID)

BACKGROUND

The Office of the Chief Medical Examiner (OCME) is a District agency included within the Public Safety and Justice Cluster (PSJC). Found within the OCME is the Toxicology Division, which conducts postmortem and human performance analyses. Driving under the influence (DUI) and driving under the influence of drugs (DUID) casework is included in the human performance sub-group. The laboratory used grant funds to maintain a comprehensive testing panel, improve scientific knowledge and undergo inspection for international accreditation for the Breath Alcohol (BrAC) program.

The laboratory provides accurate and forensically reliable results. To facilitate the DUI and DUID testing, two funded full-time positions, instrumentation, and supplies are required. The testing allows prosecutors to complete cases faster and provides metrics and information so the DDOT and other agencies can obtain more objective insight about the

District's impaired driving population and incorporate these factors into developing new and innovative behavioral mitigation measures.

PROJECT GOALS

- To review the comprehensive testing panel and ensure relevancy, while maintaining a consistent turn-around time
 - Requirements needed to meet the goal:
 - Collect literature specific to DUI test panel recommendations;
 - Compare and contrast recommendations to the DC test panel;
 - Receive funding for testing supplies;
 - Receive funding for DUI method development;
 - Receive funding to maintain the contract on the DUI EasyRA;
 - Maintain 2 FTE funded employees; and
 - Train the 2 FTE's for both testing lab and breath alcohol needs.
- To support the BrAC program and maintain its accreditation³
 - Requirements needed to meet the goal:
 - Host EC/IR II Operator training course with law enforcement throughout the year;
 - Receive funding for breath alcohol supplies (e.g., certified dry gas standards);
 - Receive funding for the calibration of BrAC equipment (e.g., manometer);
 - Receive funding for BrAC proficiency testing;
 - Receive funding for Intoximeters technical support for the BrAC instruments; and
 - Receive funding to maintain the pending BrAC Accreditation.
- To produce and share data specific to ethanol concentrations and drug trends in suspected impaired drivers at least quarterly throughout the fiscal year.
 - Requirements needed to meet the goal:
 - Timely testing and reporting;
 - Maintain 2 FTE funded employees;
 - Update the format of the data submitted for the quarterly reports;
 - Provide comprehensive BrAC quarterly reports;
 - Provide comprehensive quarterly reports for blood and urine;
 - Provide trainings to stakeholders, upon request; and
 - Present data at a national conference and for local stakeholders
- To expand knowledge of impaired driving toxicology to include new techniques and sample types
 - Requirements needed to meet the goal:
 - Obtain textbooks, electronic journal articles, and published literature pertaining to DUI, court room testimony, drug effects, drug interactions, oral fluid specimens, etc.;

- Attend conferences (e.g., AAFS, IACT, etc.) intended to improve knowledge base pertaining to method development, analysis, reporting or testimony; and
- Attend trainings and workshops (e.g., Borkenstein alcohol, Intoximeters, etc.) intended to improve knowledge base pertaining to method development, analysis, reporting or testimony.

PROJECT RESULTS

The testing laboratory continued to analyze all submitted potential DUI cases. All of the cases were reported within 90 days. The laboratory started with one personnel vacancy on the grant but ended with two vacancies. Interviews to fill the positions have been scheduled for the second quarter. The incumbents will be trained in the testing laboratory first. Afterwards, they will be eligible to begin cross-training within the BrAC program.

The BrAC program awaits its official notification of being fully accredited by ANSI National Accreditation Board (ANAB). Once received, this will be the first time this program has been accredited in the District. Additionally, the program certified all of the field instruments and ensured their accuracy. And finally, a Breath Alcohol Operator class was held.

The critical issue is for both the testing and breath laboratories is obtaining the spending categories for the grant funds. Outside of personnel, there weren't any expenditures on the grant for the first quarter, as the laboratory does not have the information it needs to move forward in this area.

The testing laboratory continued to analyze all submitted potential DUI cases. All of the cases were reported within 90 days. The two grant positions were filled during the quarter. Both toxicologists began the initial training process. While laboratory training is an ongoing process, they are expected to complete their first casework batches within Q3. They are also in the process of registering for the Borkenstein alcohol course. Alcohol (ethanol) is routinely the most prevalent drug detected in DUI cases. Thus, it's important for both employees to have a fundamental understanding of the drug and its effects. Additionally, both toxicologists are scheduled to start their breath alcohol training in Q4.

The breath alcohol program was fully accredited by ANSI National Accreditation Board (ANAB). This is the first time this program has been accredited in the District. Additionally, each evidential instrument is scheduled for certification in Q4.

There was a training that the laboratory included within its budget detail that we did not attend. Please advise on the process of modifying the grant funds. There is a different training in the coming months that would benefit the driving under the influence initiative.

The testing laboratory continued to analyze all submitted potential DUI cases. All of the cases were reported within 90 days. The two funded employees began independently

conducting specimen receipt, as well as drug and ethanol (alcohol) analyses. They also attended the Borkenstein Alcohol course on the campus of Indiana University in Bloomington, IN. The Borkenstein course has two-fold application. One is that it works to focus both toxicologists on alcohol impairment (to include a courtroom testimony section). The second application is to the District of Columbia’s Breath Alcohol (BrAC) Program. The BrAC program is in need of a succession plan, and as per the program's protocols, the Borkenstein course is a necessary component for training and advancement. To that end, both toxicologists will complete the first stage of training within the BrAC during the fourth quarter of FY23.

The testing laboratory continued to analyze all submitted potential DUI cases. All of the cases were reported within 90 days. The two funded employees continue to independently conduct specimen receipt, as well as drug and ethanol (alcohol) analyses. They are scheduled to attend the Society of Forensic Toxicologists Annual Meeting. This will be a first for both of them. They are also scheduled to begin their BrAC cross-training during Q1 of FY24. External trainings required for them to reach the BrAC toxicologist level, that is the highest level of BrAC competency, is the Borkenstein alcohol (completed Q3 FY23), and the Intoximeters maintenance school during FY24. They will also spend a number of hours training internally and completing hands on activities to demonstrate competency. The laboratory looks forward to the completion of this training, as it allows for succession and added stability within the program.

The BrAC program held an Operator training class and a re-certification class with law enforcement May 2023.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
M6X 2023-01-00-00	WRAP Education and Outreach Impaired	\$146,850.00 FAST ACT 405d (LOW)	\$95,226.36 FAST ACT 405d (LOW)
M5X-2023-09-00-00 Washington Regional Alcohol Program	Driving Prevention	\$435,000 BIL 405d (MID)	\$434,813.62 BIL 405d (MID)

BACKGROUND

The nonprofit [501(c)(3)] Washington Regional Alcohol Program (WRAP) is a coalition of diverse interests that uses effective education, innovative programs, and targeted advocacy to end alcohol-impaired driving and underage drinking in the Washington, DC metro area. Through public education, innovative health education programs, and advocacy, WRAP is credited with keeping Metro Washington area alcohol-related traffic deaths lower than the national average. WRAP, however, may best be known to area residents for the organization’s popular free saferide service for potential drunk drivers—

SoberRide®, a public safety initiative. Since 1991, WRAP has provided 86,805 no-cost, safe rides home for Greater Washington residents who otherwise might have driven impaired.

PROJECT GOALS

- To increase knowledge and awareness of the dangers of alcohol by promoting healthy decisions through direct educational programs at District public and private high schools and community groups.
- To support HSO goals to reduce the number of fatalities, injuries, and related economic losses resulting from traffic crashes on District roadways.

PROJECT RESULTS

With COVID-era restrictions and limitations being fully lifted, FY2023 SoberRide ridership increased dramatically from 2,328 in FY2022 to 4,070 in FY2023; a 74.8 percent increase. WRAP partnered with Lyft to provide a safety net for drivers in the metropolitan DC area.

- 2022 Halloween SoberRide® campaign. Nearly 950 (943) persons, who otherwise may have driven home drunk, took advantage of free safe rides to area residents -- the second highest level of ridership for that holiday in SoberRide's 32-year history.
- 2022 Holiday SoberRide® campaign. Provided nearly 1,000 (998) free safe rides to persons during the December holidays (December 16, 2022 – January 1, 2023) including 907 over New Year's, alone, to persons who otherwise may have driven home drunk. For its hours of operation just on New Year's, such level of ridership translates into SoberRide® removing a potential drunk driver from Greater Washington's roadways every 23-seconds.
- 2023 St. Patrick's Day SoberRide® campaign. Provided over 900 (904) free safe rides to persons during St. Patrick's Day 2023 (March 17 – 18). For its hours of operation, such level of ridership translates into SoberRide® removing a potential drunk driver from Greater Washington's roadways every 47-seconds.
- 2023 Cinco de Mayo SoberRide® campaign. Provided nearly 800 (778) free safe rides to persons during Cinco de Mayo 2023 translating to removal of a potential drunk driver from Greater Washington's roadways every 55-seconds.
- 2023 Fourth of July SoberRide® campaign. Provided nearly 450 (447) free safe rides to area residents translating to removal of a potential drunk driver from Greater Washington's roadways every minute-and-a-half (96 seconds).

WRAP partnered with the MWCOG to produce its 30th annual How Safe are Our Roads? A Data Report on the Impact of Drunk and Drugged Driving on Highway Safety in the Washington-Metropolitan Region (December 2022). This report is posted online at: <https://wrap.org/wp-content/uploads/2023/04/HSAOR-2022-Final-Updated-4-24-23.pdf>

Produced and released online, WRAP's 20-page and full-color summer/fall 2023 newsletter, the WRAP Reporter, on August 29, 2023. In addition to posting online, 1,000 copies were printed with private funds and mailed to WRAP's 600+ person mailing list. Link

to the newsletter: https://wrap.org/wp-content/uploads/2023/08/WRAP_Reporter_Summer_23.pdf

WRAP hosted its 40th Annual Meeting on October 21, 2022 in Washington, D.C. – featuring District of Columbia Deputy Mayor for Operations and Infrastructure, Lucinda Babers, as the event’s featured speaker – and where the organization elected Officers, Directors and Members, as well as recognized over two-dozen individuals and businesses in the fight against impaired driving and underage drinking via its annual WRAPPY Awards. Awardees included District of Columbia Department of Transportation.

WRAP hosted its 25th-annual Law Enforcement Awards of Excellence for Impaired Driving Prevention ceremony on December 16, 2022, in McLean, Virginia. In the presence of featured speakers Congressman Gerry Connolly (D-VA), Virginia Deputy

Secretary of Homeland Security Aliscia Andrews, City of Fairfax Police Department Chief Erin Schaible and event MC Melissa Mollet (NBC Washington), WRAP honored 16 local law enforcement professionals with its 2022 Law Enforcement Awards ceremony at the Tysons Galleria’s Maggiano’s Little Italy. Honored police officers included Officer Henry Gallagher, Metropolitan Police Department, Officer Kevin Meagher, United States Park Police, Corporal Joseph Ben, Metropolitan Washington Airports Authority, Officer Ryan Corrigan, United States Capitol Police.

WRAP partnered with Metropolitan Police Department on December 23, 2022, in Washington, D.C on the 106.7 The Fan’s “Sports Junkies” radio show. This was the 18th annual on-air “wet lab” -- showcasing the real-time effects of alcohol impairment while simultaneously calling for safety driving during the winter holidays.

WRAP continues to serve as a lead resource on a number of impaired driving-related issues to a host of audiences from participating in the NHTSA virtual launch of the national 2022 Drive Sober or Get Pulled Over campaign, a key member of the District’s Impaired-driving Taskforce; and various media placement, including feature interviews on several stations such as NBC Washington, WDVM-TV, WTOP News, WMAL News, Capital News Service, iHeartRadio stations (WMZQ, WASH, HOT 99.5, DC-101 and BIG 100), amongst others.

WRAP worked with area school systems to actively market (both online, including facilitated webinar versions of such, and in-person) and slot its alcohol education program, Alcohol Awareness for Students, culminating in a total of 15 presentations given and 561 students reached in Greater Washington area schools during FY2023.

On May 5th, 2023 and May 12th, 2023, WRAP presented in-person its Alcohol Awareness for Students program at School Without Walls, Washington, D.C. with three presentations total reaching 88 students.

With support from partner GEICO, WRAP continued dissemination of its digital 2022-2023 School Resource Guide to Preventing Underage Drinking (<http://wrap.org/youth-guide/>) – WRAP’s annual educational guide on area underage drinking laws and consequences, related facts, statistics, and more.

On September 27th, 2023 in Washington, D.C., WRAP President, Kurt Erickson, served as a featured speaker at the DC Highway Safety Office and National Highway Traffic Safety Administration’s inaugural DC Toxicology Summit – a gathering of professionals to better the city’s impaired driving toxicology program.

During FY2023, WRAP has continued to update the interactive PowerPoint presentation used for WRAP’s workplace, alcohol education program, Safe And Vital Employees (SAVE), including adapting it for distance learning, and continued marketing the presentation (including interfacing with U.S. military personnel regarding the scheduling of virtual SAVE presentations during the continuing COVID-19 pandemic).

WRAP conducted a presentation of WRAP’s Safe And Vital Employees (SAVE) program on May 21, 2023 to staff at the U.S. Army Legal Command in Gaithersburg, Maryland reaching over 40 military personnel.

WRAP released its annual parent-education initiative, Ten Tips for a Safe Summer on May 3, 2023. The spring parental outreach included developing a unique infographic for social media regarding ways to combat both teen drinking and impaired driving during the summer months (the fall version can be viewed here: <https://wrap.org/wp-content/uploads/2023/10/10-Tips-2023-Fall.jpg>)

IMPAIRED DRIVING ENFORCEMENT EFFORTS CAN BE VIEWED IN THE ENFORCEMENT SECTION BEGINNING ON PAGE 50.

AGGRESSIVE DRIVING

Aggressive driving usually involves speeding, as well as other factors, such as driving too fast for conditions; exceeding post speed limit; racing; following too closely; improper passing; operating motor vehicle in erratic, reckless, careless, negligent or aggressive manner; ran red light and ran STOP sign. Speeding is the primary contributing circumstance for traffic-related fatalities and injuries in the District. The following fines for speeding in the District are based on the number of miles per hour over the posted speed limit.

Speeding-related fatalities in the District reached a high of 17 in 2017 and have fluctuated between 17 and 13 since. Through the end of April 2022, there have been four speeding-related fatalities in 2022. Assuming a similar number of speeding-related fatalities the rest of the year, the District is on track to meet the 2022 HSP goal of 15.

The HSO continues to partner with various agencies to incorporate proven effective strategies to help address aggressive-related driving. These include:

- **Education and awareness campaigns.** Partner with George Washington University to develop and analyze social media campaigns on the dangers of aggressive driving.
- **Enforcement.** Partner with the MPD to enforce District traffic laws.

The following section summarizes projects implemented in FY2023.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
SA 2023-03-00-00 George Washington University	GW Social Media Campaign	\$34,214.63 BIL 402	\$33,248.37 BIL 402
		\$75,000.00 SUP BIL 402	\$40,919.06 SUP BIL 402

BACKGROUND

To help the District achieve its goals of reducing fatalities, injuries, and related economic losses resulting from traffic crashes on the District’s roadways, programs are needed to address aggressive driving among male youth. Therefore, this campaign used TikTok, a social media platform that is popular with the population subset of interest, to raise awareness of aggressive driving and decrease aggressive driving habits of residents in the District according to self-report.

PROJECT GOALS

- To increase awareness of the role that aggressive driving has in traffic crashes and fatalities in the District via a TikTok social media campaign
- To decrease the aggressive driving habits of residents in the District, according to self-report, via a TikTok social media campaign

PROJECT RESULTS

Recruited a team of writers, actors, director and editor for TikTok social media campaign content creation. The team consisted of three Howard University College of Medicine students, one Howard University student and one George Washington School of Medicine student; these personnel created and published content highlighting aggressive driving.

Developed social media video content for distribution on TikTok. The content creation team published twenty-four (24) unique videos from 6/1/2023 to 9/30/2023 that addressed aggressive driving on the George Washington University Center for Injury Prevention TikTok account (<https://www.tiktok.com/@gwinjuryprevention>). Relevant equipment was purchased to produce the content.

Engaged social media influencers to forward TikTok content to their followers (i.e., go “viral”). To engage the community with this social media campaign, DC organizations with services for young adults received information regarding the program objectives and ways to access the content of the social media campaign. The George Washington University released a press release to garner local media attention (<https://mediarelations.gwu.edu/tiktok-campaign-stop-aggressive-driving-dclanched>). The TikTok Promote service was used to amplify the reach of each video over a period of the seven days following the publication date at a cost of \$11/day.

Measured baseline awareness and attitudes towards aggressive driving via an online survey of DC male residents aged 21-35. 138 participants (intervention group) completed the baseline evaluation survey on awareness of aggressive driving and aggressive driving habits by self-report.

Measured post-intervention awareness and attitudes towards aggressive driving via an online survey of DC male residents aged 21-35. Of the 138 participants that completed the baseline evaluation survey, 78 watched the TikTok content and completed the post intervention survey. 104 participants, who were not exposed to the TikTok content, completed the survey to serve as the control group.

Analyze data and generate final report. See below.

Social Media Engagement

Performance measures of the success of the TikTok social media campaign included standard metrics tracked through the TikTok for Business suite of services.¹² Between 6/3/2023 and 9/30/2023, we achieved the following engagement with this social media campaign:

- Total Views – 374,794
- Views per video (average) – 15,616
- Total Likes – 61,150
- Likes per video (average) – 2,547
- Total Comments – 73
- Total Shares – 319
- Reached audience (unique individuals) – 289,677
- Profile views – 1345
- New account followers – 122

Impact evaluation

Of the 224 eligible participants screened for inclusion, 138 patients were eligible for the study. For the pre-intervention group, 136 participants consented and participated in the study by completing the pre-intervention survey questionnaire. Of this group, 78 participants attested to watching the campaign videos and completed the post-intervention survey questionnaire (i.e., the “post” intervention group). For the control group, 131 participants were screened, 105 were eligible to participate in the study (i.e., the “control” group), and 104 completed the survey questionnaire.

Regarding demographics of participants, 39% of the intervention group and 63% of the control group identified as Black or African American. There were no differences in marital status or health insurance coverage between the groups. There was a greater percentage of participants with a bachelor’s degree or higher in the intervention group ($p = 0.019$). There were no statistically significant differences in annual income or employment status between the groups. Additionally, there were no significant differences in geographic location of participants between the groups, although the largest percentage of the intervention group lived in ward 3 (25%) while the largest percentage of the control group lived in Ward 4 (31%). A vast majority of participants reported using TikTok.

Regarding driving characteristics and measures of aggressive driving, participants in the control group reported a greater number of lifetime crashes than the intervention group

($p < 0.001$), and participants in the control group reported driving more hours per week than the intervention group (28 vs 20 hours, $p < 0.001$).

Following exposure to the social media campaign, participants in the intervention group reported a statistically significant decrease in “aggressive/risky” driving behavior by self-report (12% vs 61%, $p < 0.001$); when compared to the control group, the intervention group again had a significantly lower level of “aggressive/risky” driving behavior (15% vs 50%, $p < 0.001$).

Additionally, participants in the intervention group demonstrated a significant increase in the awareness of aggressive driving and its role in traffic crashes after exposure to the social media campaign (60% vs 50%, $p = 0.032$); when compared to the control group, the intervention group again had a significantly higher proportion of this awareness (60% vs 50%, $p < 0.001$). Lastly, there were no statistically significant differences between our groups in the overall Aggressive Driving Behavior Scale score.

AGGRESSIVE DRIVING ENFORCEMENT EFFORTS CAN BE VIEWED IN THE ENFORCEMENT SECTION BEGINNING ON PAGE 50.

NONMOTORIZED SAFETY (PEDESTRIAN AND BICYCLISTS)

Pedestrian and bicycle safety remain top priorities for the District. The District has an ambitious mode share target for non-single-occupancy-vehicle trips that implies a high and growing proportion of trips either consist of walking and cycling, or begin and end with walking, which is the case for the majority of transit trips. However, people outside of the safety of vehicles are vulnerable to intense and sometimes fatal forces when struck by drivers, and therefore are typically framed as vulnerable road users. The District prioritizes safety efforts for these groups across all programs.

According to the Vision Zero Dashboard, there were 20 pedestrian fatalities, and 99 pedestrian-related major injuries in FY2023. This is an increase from 19 pedestrian fatalities and 86 pedestrian major injuries in FY2022. Additionally, while bicyclist fatalities decreased from 3 to 1 between FY2022 and FY2023, there was an increase in bicyclists major injuries from 22 to 28 within the same time period.

The HSO continues to partner with various agencies to incorporate proven, effective pedestrian and bicyclist strategies to help address nonmotorized safety. These include:

- **Education and Awareness Campaigns.** Partner with the Metropolitan Washington Council of Governments (MWCOG) and WABA to provide outreach and awareness safety campaigns.
- **Enforcement.** Partner with MPD to effectively enforce District laws.

The pedestrian and bicycle program qualified for the NHTSA 405 grant. The following section summarizes the projects implemented in FY2023.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
PS 2023-08-01-00	MWCOG Street Smart	\$289,325.91	\$31,260.34
FHPE 2023-01-01-00		BIL 402	BIL 402
Metropolitan Washington Council of Governments		\$370,000.00 BIL 405h	\$0 BIL 405h

BACKGROUND

The Street Smart program is sponsored by the District of Columbia, Maryland, and Virginia, and is supported by many partners committed to pedestrian and bicycle safety in the Washington region. Local cities, counties, States, police departments, nonprofit

organizations, and transit authorities all work together to make the region a safer place for walking and biking.

Many State and local jurisdictions made safety-related improvements to intersection design and passed more stringent traffic laws, all of which combined to improve the safety of streets for vulnerable users throughout the region. As a part of that broader safety effort, the MWCOG Street Smart program works to protect people walking and biking by educating the public about measures individuals can take to improve safety and by promoting enforcement of pedestrian and bicycle safety laws.

PROJECT GOALS

The goals of the regionwide Street Smart campaign are to:

- Reduce pedestrian and cyclist injuries and deaths across the region.
- Educate drivers, pedestrians, and bicyclists about safe use of roadways.
- Increase enforcement of pedestrian and bicycle safety laws and raise awareness about enforcement.

Multiple components, including media relations, paid advertising, donated media, street-level outreach, events, digital efforts, and increased law enforcement, integrate to increase overall awareness of pedestrian and bicycle safety issues.

PROJECT RESULTS

Fall 2022 Launch Event, The fall kickoff event occurred on November 17th in at Eagle Academy in southeast Washington, D.C. As daylight hours decrease in the fall, it's imperative for local safety officials to remind motorists, pedestrians and bicyclists to be extra vigilant. Metropolitan Police Department conducted live enforcement activities nearby following the event.

Speakers included:

- Muriel Bowser, District of Columbia Mayor
- Chrissy Nizer, Maryland Department of Transportation Motor Vehicle Administration Administrator and Governor Hogan's Highway Safety Representative
- Everett Lott, District Department of Transportation Executive Director
- Helen Harris, Crash Survivor
- John Saunders, DMV's Virginia Highway Safety Office Director
- Jeffery Carroll, Metro Police Department Assistant Chief
- Chuck Bean, COG Executive Director

Spring 2023 Launch Event, On April 13, 2023, Street Smart launched the spring campaign at Marion Fryer Town Plaza in Wheaton MD. The event also included law enforcement representatives from across DC, MD and VA and live law enforcement activities immediately following the press conference.

Speakers included:

- Chrissy Nizer, Maryland Department of Transportation’s Motor Vehicle Administration Administrator
- Marc Elrich, Montgomery County Executive
- Evan Glass, Council President, Montgomery County Council
- Rebekah Young, Crash Survivor
- Assistant Chief Marc Yamada, Montgomery County Police Department
- Kate Stewart, Montgomery County Councilmember and COG Board Chair
- Natali Fani-González, Montgomery County Councilmember
- John Saunders, Director, DMV’s Virginia Highway Safety Office
- Sharon Kershbaum, Deputy Director, District Department of Transportation
- Christopher Conklin, Director, Montgomery County Department of Transportation

Testimonial Wall, Street Smart’s “Lives Shatter on Impact” testimonial wall was adapted to be deployed during the pandemic as contactless environment installation. The exhibit traveled to locations across the region so members of the public could hear those affected by a serious or deadly crash talk about the aftermath and impact on their lives.

The display reinforced the need for drivers to always be looking out for people walking and biking and gives everyone reasons to be more alert and follow traffic safety laws. The display included an educational wall in English and Spanish with written stories and photographs as well as a large video screen showing short films and photos of affected families across the region. Partnerships with WMATA, local jurisdictions, universities, brought the display to Metrorail stations, government service buildings, and popular shopping areas across the region. The display traveled around the region totaling 26 days of outreach at 16 locations; 3 locations were held in the District.

The testimonial wall spread our message and engaged a broad audience, generating 78,940 impressions and 17,457 engagements. Exhibit visitors from all 16 locations responded to an iPad survey set up on a stand near the display. After seeing the display:

- 95% of respondents reported knowing more about local pedestrian safety issues.
- 96% of respondents said they will be more careful to stop for pedestrians if driving.

Enforcement, Increased law enforcement was also highlighted as part of the campaign. In addition to the launch event, we coordinated with local police departments to conduct enforcement activations and drive media to cover high-visibility enforcement of laws that keep people walking and biking safe. High-visibility law enforcement is a critical means of

deterrence for unlawful traffic behaviors. Four (4) such activations took place in the District in partnership with MPD.

Paid Media, The Street Smart program reaches a wide audience segment, including drivers, pedestrians, and bicyclists, with campaign safety messaging. The target audience is adults 21–54, skewing male. To achieve maximum reach across this audience, we emphasize a multi-front strategy with street level marketing throughout the region in both English and Spanish.

The video testimonials (15- and 30-second television spots) streamed adjacent to major broadcast, cable, and news network content on connected TV devices (Roku, Amazon Fire, Xbox, AppleTV, etc.), reaching viewers more than 5 million times during the fall and spring campaigns.

Digital media ads ran from November 18th to 28th , 2021 and April 25th to May 23rd , 2022 across YouTube, Twitter, and the Google Display Network, with emphasis on the 15-second video spots and driving viewers to the testimonial website. The digital toolkit was distributed to partners across the region to reach a larger audience through social media channels. In total:

- 14.1 million served impressions
- 10.6 million completed video views
- 75% video completion rate
- 7.4 million involvements (combination of active engagements, 70% “skippable” video completions and 50% clicks)

During the fall and spring campaigns, English and Spanish outdoor media were used to target safety messages to high-priority audiences around the Washington metro area. Bus routes align with corridors with high pedestrian exposure. The Street Smart’s messages were placed on exterior and interior ads on Metro buses to reach drivers, pedestrians, and transit riders during each campaign period.

- 200 tails, including 25 bonus tails, with 350 bonus interior bus cards on W ATA’s Metrobuses from No11/8/22 to 12/11/22
- 200 tails, including 25 bonus tails, 350 bonus interior bus cards on WMATA’s Metrobuses from 4/17/23 to 5/17/2023

Donated Media, Street Smart increased message reach by leveraging many opportunities to work with jurisdictional partners and media outlets. Paid media effort was supplemented by donated message placements, including additional interior bus cards, exterior bus ads, partial bus wraps, and transit shelters. Many of these remained in place

after the campaign ended for the season. The estimated total donated media value exceeded \$800,000. Below are media placed in the District only.

Media	Jurisdiction/Agency	Quantity	Duration	Value
Junior Billboards	DDOT/Clear Channel (DC)	12	1 month	\$ 63,529
Junior Billboards	DDOT/Clear Channel (DC)	8	1 month	\$ 42,353
Transit Shelters	DDOT/Clear Channel (DC)	13	8 weeks	\$ 41,294
Digital Transit Shelters	DDOT/Clear Channel (DC)	12	8 weeks	\$ 56,471
Exterior Bus Tails	DDOT/Circulator (DC)	8	5 months	\$ 16,000
Interior Bus Cards	DDOT/Circulator (DC)	116	12 months	\$ 40,941
Shelters	Howard University/MSS Media (DC)	2	8 weeks	\$ 2,824

Thanks to a successful earned media campaign and a generous amount of in-kind donations from paid media vendors and jurisdictional partners, Street Smart delivered more than 40 times its annual campaign budget in total campaign value. Combining added value with earned and donated media and services, the fiscal year 2023 Street Smart program garnered more than \$40 million in overall campaign value on a budget of \$840,000.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
PS 2023-08-03-00 Washington Area Bicyclist Association	WABA Traffic Safety Summit and Education in Communities	\$159,522.00 BIL 402	\$41,328.94 BIL 402

BACKGROUND

The Washington Area Bicyclist Association’s (WABA’s) mission is to empower people to ride bikes, build connections, and transform places. We envision a just and sustainable transportation system where walking, biking, and transit are the best ways to get around. It is essential that the people engage in dialogue and decisions about the changing nature of our city streets and that they reflect the great diversity of the people who live here. The District Government has recognized its own need to partner with organizations and

communities to ensure Vision Zero fosters greater inclusion from all social identities and all transportation preferences to achieve equitable and celebrated outcomes.

PROJECT GOALS

- Plan and host the 2023 Washington Region Vision Zero Neighborhood Leaders Summit (“Vision Zero Summit”) for stakeholders to collaborate on best practices to eliminate traffic fatalities and serious injuries.
- Conduct community outreach to educate drivers who use bicyclist-involved high-crash corridors in wards 1, 2, and 6; within the selected bicyclist-involved high-crash corridors, WABA will prioritize outreach to any location where Seniors are likely to frequent – i.e. Senior wellness centers, churches, and senior apartments.
- Conduct educational outreach and partner with organizations in Wards 1, 2, and 6 to educate young senior drivers in order to reduce roadway fatalities and serious injuries.

PROJECT RESULTS

2023 Vision Zero Summit, On Wednesday, June 14th, WABA hosted the 7th annual Washington Region Vision Zero Summit, with 164 people registered. To plan for the events success, WABA convened a Summit Planning Committee consisting of 9 vested stakeholders. Partners such as DDOT, NOYS, ANC Commissioners, and others were consulted and invited to attend and/or speak at the event. Throughout the day, the speakers emphasized how we as practitioners, decision makers, and advocates can authentically seek and incorporate community feedback and build lasting community buy-in for safer streets. Recordings can be found on WABA’s YouTube channel.

Collected data and research the top three bicyclist-involved high-traffic crash corridors in Ward 1, 2 and 6. These wards were selected because bicyclist crashes in Wards 1, 2, and 6 are disproportionately higher when compared with other wards in D.C. from 2017 to 2021. An outreach plan was submitted, outlining a draft schedule for tabling and establishing tabling locations. The Ward Safety Outreach Plan was created by WABA’s team in December 2022.

Coordinated and planned tabling in each ward according to the outreach plan. Due to staffing changes, there was a delay in starting and achieving this work. Tabling resumed with Sarah Haedrich the week of May 7th. WABA collected a total of 137 pledges and educated approximately 2 to 3 times more individuals who stopped by the table and were informed about the concept of complete streets and efforts to improve safety for all road

users, but who did not complete the pledge. Out of the people who stopped by, 76 people opted to sign up for the WABA newsletter. Of the pledge signers who gave their age (68 people), 35% (24 people) were seniors, or ages 55 and up.

Senior Block Party, On 9/9/2023, a block party was held for senior citizens in Dupont Circle. WABA partnered with Seabury Resources for Aging, Age-Friendly DC, Dupont Circle Village, Foggy-Bottom West End Village (representing Waterfront Village, Georgetown Village too), DC Public Library, Seasoned Settlers, Bunch Bikes, America Walks, and the Department of Energy and the Environment (DOEE). 130 people registered for the event. 53 people signed into the event the day of, but due to the openness of the event, the WABA team estimated that 35-50 more people attended and engaged with the event partners

Driver's School Instructor Safety Walk, Three WABA employees and two driver's school instructors walked from the Northeast corner of Farragut Square to Dupont Circle discussing the safe streets curriculum on August 23rd.

Youth Bike Ride, Four (4) partner organizations were engaged for this ride: National Organization for Youth Safety, Girls in Gear, Hill Family Biking, and Prime Ability Cycling. During the event, partners had the chance to share remarks about traffic safety, youth engagement, and information about their organization. The ride followed a carefully planned route with protected bike lanes, multi-use trails, and low-speed roads to accommodate the comfort level of all participants. Partner organizations also provided ride marshals who supported safe crossings at intersections and along the route. We stopped along the route at the Fields at RFK Campus and on the Anacostia River Trail to hear about safe biking and infrastructure along the route. A representative from Girls in Gear and a representative from DDOT/Hill Family Biking gave remarks. A WABA employee shared information about the Capital Trails Coalition and what to do if you are in a bike crash. At the end of the event, WABA handed out a reflection survey. Two participants (40%) felt equally as comfortable riding a bike in traffic before and after this event (note: one was at a 5 rating pre-event, so can't go higher). Two participants (40%) felt more comfortable by 1 rating before and after this event. One participant (20%) felt more comfortable by 2 ratings before and after this event (note: the rating for comfort was 1 before the event, and now rated as a 3). Every participant feels "somewhat prepared" to keep everybody safe on the road. WABA also distributed a reflection exercise to encourage participants to think about safe transportation in DC. Participants were creative, and when asked how to design a road, multiple participants drew multi-lane bike paths. WABA distributed surveys from the DC Office of Planning asking for youth feedback on transportation planning. Twenty-one young people (19 years old or younger) participated in

the ride. Thirty-seven people were in attendance, including partner organizations, ride marshals, and WABA employees.

Created one (1) short traffic safety educational video to share with driver schools, youth groups, and senior groups. The traffic safety video is posted on WABA's YouTube channel and was sent out in two of WABA's regular newsletters. The video was also posted on our social media, including Instagram and Facebook.

NONMOTORIZED SAFETY ENFORCEMENT EFFORTS CAN BE VIEWED IN THE ENFORCEMENT SECTION BEGINNING ON PAGE 50.

TRAFFIC RECORDS

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
M3DA 2023-07-02-00	DDOT – MIRE Data Integration	\$61,607.56 FAST ACT 405c	\$61,607.56 FAST ACT 405c
TR 2023-01-00-00		\$27,908.00 FAST ACT 402	\$0.00 FAST ACT 402
M3DA 2023-08-00-00 District Department of Transportation		\$13,000.00 BIL 405c	\$5,395.40 BIL 405c

BACKGROUND

One of the biggest barriers to efficient safety data analysis is data integration. The most recent Model Inventory of Roadway Elements (MIRE) 2.0 report states “Data integration results in a new resource capable of supporting analyses that are not possible when the individual data sources stand a one”. Although crash data, roadway data and traffic data form the three primary components in safety data analysis, the integration of these components is often a major challenge. Achieving this integration is deemed “vital” according to the MIRE report.

With DDOT’s cross-section data fully implemented in the LRS (Linear Referencing System), an application based on a NoSQL (non-relational) database continues to progress in development. The purpose of this application is to provide non-GIS staff the ability to query this data with little guidance. The NoSQL database provides the features of flexibility, faster query execution, and scalability.

PROJECT GOALS

- 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)
- To ensure that the analyses are producing more accurate predictions of where safety improvements should be made. Better data, which is timelier and more accurate, will allow DDOT to better integrate their analysis with the new safety database. Also, it will allow them to easily report corrections in a data-centric way.

PROJECT RESULTS

- Added cross-section “Push Changes” functionality to Streetmix Cross-section Viewer.

- Uses DDOT’s ESRI Roads and Highways LRS REST services
- Checks for existing/pending updates at location
- Creates a new database version
- Translates cross-section elements and location into LRS event edits
- Posts LRS event edits into DDOT’s LRS via REST services
- Versions will be location and user-specific
- Users can ‘back-out’ proposed changes
- Streamlined and improved database and Web services in support of new features above
- Streamlined existing ETL workflows
- Revised Cross-section Viewer app to allow for CSV export functionality

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
M3DA 2023-07-01-00 Department of Motor Vehicles	DMV Out-of-state Convictions	\$83,389.30 BIL 405c	\$0.00

BACKGROUND

The District of Columbia, Department of Motor Vehicles (DMV) has regulatory authority for driver licensing, vehicle titling, registration and inspection, and adjudication services for the District of Columbia. DMV is responsible for the issuance, monitoring and other activities associated with obtaining and maintaining a driving privilege in the District of Columbia. DMV is responsible for maintaining the driver history records of all licensed drivers in the District of Columbia.

DMV is responsible for receiving and entering convictions and withdrawals to applicable driver records and executing appropriate suspension and revocation actions. DMV is responsible for maintaining driver’s history and identifying habitual and frequent violators of traffic regulations. DMV has regulatory authorization to suspend or revoke the driver’s license or driving privilege of adverse drivers. DMV receives traffic violation and convictions from both local and national courts and enforcement agencies. Delays in posting convictions to driver records impacts appropriate revocations and suspension actions against adverse drivers and thus the safety of the public.

PROJECT GOALS

- To increase the accuracy of driver records, by the timely and accurate data entry of paper traffic convictions received from other jurisdictions into the DMV DESTINY system.
- To remove the driving privilege of habitual and frequent violators of traffic regulations and ultimately reduce traffic fatalities, injuries, and crashes.

PROJECT RESULTS

During FY2022, DMV Legal Instrument Examiners enter the out-of-state backlogged convictions outside of normal working hours, that resulted in 9,109 convictions by expending approximately 580.5 staff hours.

- The timely entry of out-of-state convictions contributed to the total number of traffic convictions posted to DC driver records. The entry of convictions and their associated “points” accumulation resulted in revocation and suspension actions, thereby removing the driver privilege of adverse drivers, and improving public safety.
- Funding provided by the HSO grant has allowed DMV to enter convictions in a timely manner and maintain accurate, timely and complete driver history records.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
M3DA 2023-06-00-00 American University	American Univ Unreported Injury Crashes	\$75,000.00 BIL 405c	\$0.00

BACKGROUND

When a crash occurs that results in an injury, many entities are involved to attend to the injured person. FEMS arrives on the scene and treats the injured person, and, in a more serious injury, the person is transported to the hospital. The hospital records the injured person’s information and treats them. In some cases, it is possible that FEMS transports the injured person to the hospital before MPD arrives, and so a crash report is not taken. Other times, persons involved in a crash may refuse immediate medical care, but visit emergency services in the days following the incident. This instance would also not be recorded by MPD as a crash. These cases are deemed “unreported” crashes.

PROJECT GOALS

- To educate safety practitioners on the true scope of under-reporting of crashes resulting in injury and death in Washington DC by utilizing private and public datasets.

PROJECT RESULTS

After a slow start, American University made great progress towards finalizing a robust data ingestion process. The team collected data throughout the year and were able to transcribe historical audio recordings as well. Unfortunately, the change in backend architecture took more effort than expected, so the project was not finished in time to hold

workshops with safety practitioners and to publicize our analysis to the broader public within the FY2023 grant year.

American University is prepared to continue efforts in FY2024 and make additional progress towards the previously established goals.

LAW ENFORCEMENT

The HSO partners with the MPD, as it is the primary law enforcement agency for the District of Columbia. The department serves an area of 68 square miles and a population of over 700,000 people.

The MPD has a unique role in that it serves as a local police department, with county, State and Federal responsibilities; it is under a municipal government but operates under Federal authority. MPD approves all applications for motorcades, protests, demonstrations, and other public events, and maintain the District's firearm and sex offender registry.

MPD shares its jurisdiction with the Transit Police, responsible for policing the MetroRail system and buses; the USPP, which provides law enforcement for the National Mall and all other National Park Service properties; the United States Marshals Service, which acts as the city's sheriff; and many other Federal agencies. However, the MPD ultimately remains the primary law enforcement agency in the District and has the authority to investigate all crimes in the city, regardless of the location where it took place.

Under the District of Columbia Home Rule Act, whenever the President of the United States determines that special conditions of an emergency nature exist, which require the use of the MPD for Federal purposes, the President may direct the Mayor to provide, and the Mayor will provide, such services of the Metropolitan Police force for up to 48 hours.

In addition to partnering with MPD, the HSO worked with DFHV to support pedestrian and bicyclist safety enforcement efforts, as DFHV and HSO have made driver, pedestrian, and bicycle safety a top priority given the traffic-safety-related incidences occurring around the District.

During FY2022, MPD grant-funded enforcement resulted in 2,931 warnings, 11,785 citations, 184 traffic-safety related arrests, and 92 administered tests. DFHV grant-funded enforcement resulted in 3,571 warnings and 678 citations.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
OP 2023-05-00-00 Metropolitan Police Department	MPD Occupant Protection Enforcement	\$275,750 BIL 402	\$120,943.36 BIL 402

BACKGROUND

The District of Columbia has a primary seat belt law meaning that law enforcement officers can ticket a driver or passenger for not wearing a seat belt, without any other traffic offense taking place. Enacted in 1997, the law requires:

- All motor vehicle passengers in the front seats and back seats to buckle up. Drivers are responsible for seat belt compliance for all passengers. Failing to wear seat belts at all times—or drivers and all passengers, front and back seats—can result in a \$50 fine and 2 points.
- All children under 8 are properly seated in an installed infant, toddler, or booster child safety seat and booster seats must be used with both a lap and shoulder belt. Eight- to 16-year-olds must be secured with a safety belt. Drivers who fail to properly secure their child face a \$75 fine and 2 points for a first offense, and up to \$150 fine for subsequent offenses.

The highest unrestraint-related injuries occurred in Wards 7 and 8, accounting for about 36 percent of all unrestraint-related injuries between 2017 and 2021. Ward 5 accounted for 14.6 percent each of all unrestraint-related injuries.

The District participates in the National Click It or Ticket campaigns runs in May and June, with a mini campaign in March and National Child Passenger Safety week that is conducted in September.

PROJECT GOALS

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

PROJECT RESULTS

Occupant Protection Enforcement		
NOI	Warnings	
132	29	Seatbelt/Child Restraint Violations
43	15	Distracted Drivers
42	3	Failure to Provide Proof of Insurance
34	2	Owner Permitting/Operating without Proper Insurance
46	41	Stop Sign Passing
24	3	Disobeying official Sign or Signal
18	7	Red Light Violations (Passing, No turn on Red)
21	8	Failure to Exhibit/Expired Registration
14	7	One Light Running (one head light out)

2	7	Improper Lane Change
10	4	Improper Turn (no turn, no left turn, no right turn)
155	14	Speeding (ALL)
159	55	Traffic Violations (all others)
0		Parking Violations in bike lane
7		Stopping, standing or parking vehicle in bike lane
1		Fail to Clear Intersection/Obstruct Crosswalk
0		Failure to Use hand or Mechanical Signal
708	195	Total Number of Violations/Warnings
TRAFFIC ARREST		
1		DUI/DWI/OWI
7		No Permit
1		All Other Arrests
2		POCA (Possession of Alcohol in Vehicle)
11		Total Arrest

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
AL 2023-03-01-00 Metropolitan Police Department	MPD Impaired Driving Enforcement	\$534,990.00 BIL 402	\$339,869.57 BIL 402

BACKGROUND

Impaired driving can refer to operating a motor vehicle while under the influence of alcohol, drugs, or both. While alcohol-impaired driving is well researched and understood, little is known about drug-impaired driving, even though there are over 400 drugs, both legal and illegal, that are tracked by NHTSA that can cause impairment. Another critical factor is that the impact of each drug varies from user to user. Even though all states have laws to address impaired driving, the alcohol-impaired driving laws are better understood and easier to enforce than those for drug-impaired driving.

PROJECT GOALS

Reduce the number of impaired drivers on District roads using high visibility enforcement.

PROJECT RESULTS

Impaired Driving Enforcement		
NOI	Warning	
504	105	Seatbelt/Child Restraint Violations
102	68	Distracted Drivers
13	17	Failure to Yield to Pedestrian in Crosswalk
247	49	Failure to Provide Proof of Insurance
6	17	Failure to Yield Right of Way to Ped
15	2	Passing Red Light (Bike)
168	36	Owner Permitting/Operating without Proper Insurance
323	181	Stop Sign Passing
3	1	Disobeying official Sign or Signal
281	70	Red Light Violations (Passing, No turn on Red)
77	30	Failure to Exhibit/Expired Registration
2	0	Passing Red Light Vehicles
70	60	One Light Running (one head light out)
75	16	Improper Lane Change
1290	118	Improper Turn (no turn, no left turn, no right turn)
571	124	Speeding (ALL)
0	0	Speeding School Zone
2188	466	Traffic Violations (all others)
50	6	Stopping, standing or parking vehicle in bike lane
13	10	Fail to Clear Intersection/Obstruct Crosswalk
36	16	Failure to Use hand or Mechanical Signal
6034	1362	Total Number of Violations/Warnings
TRAFFIC ARREST		
52		DUI/DWI/OWI
1		OAS/OAR
23		No Permit
37		All Other Arrests
1		Reckless Driving
114		Total Arrest
TEST ADMINISTERED		
41		SFST Administered
32		PD29 Administered
9		Breath Test Administered
3		POCA (Possession of Alcohol in Vehicle)
6		Specimen Collection (Blood/Urine)
91		Total

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
PT 2023-04-00-00	MPD Police Traffic Service	\$604,321.42 BIL 402	\$48,700.75 BIL 402
PT 2023-03-00-00 Metropolitan Police Department		\$457,829.82 FAST ACT 402	\$457,829.82 FAST ACT 402

BACKGROUND

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 vehicles laws of the District of Columbia.

PROJECT GOALS

- To deter aggressive driving behavior, such as speeding, tailgating, unsafe lane changes by providing educational materials and increased enforcement on the District roadways.
- To manage MPD grants per NHTSA requirements and provide support to the HSO/VZ by attending meetings related to the District's Strategic Highway Safety Plan, Impaired Driving Taskforce, TRCC and Major Crash meetings.

PROJECT RESULTS

Police Traffic Service		
NOI	Warnings	
378	91	Seatbelt/Child Restraint Violations
110	34	Distracted Drivers
6	4	Failure to Yield to Pedestrian in Crosswalk
159	33	Failure to Provide Proof of Insurance
4	1	Failure to Yield Right of Way to Ped
72	19	Owner Permitting/Operating without Proper Insurance
150	99	Stop Sign Passing
10		Disobeying official Sign or Signal
127	21	Red Light Violations (Passing, No turn on Red)
34	13	Failure to Exhibit/Expired Registration
11	13	One Light Running (one head light out)
5	1	Improper Lane Change

109	19	Improper Turn (no turn, no left turn, no right turn)
460	54	Speeding (ALL)
915	232	Traffic Violations (all others)
6		All Other Bike Violations
35		Stopping, standing or parking vehicle in bike lane
	1	Fail to Clear Intersection/Obstruct Crosswalk
4	1	Failure to Use hand or Mechanical Signal
2595	636	Total Number of Violations/Warnings
TRAFFIC ARREST		
4		DUI/DWI/OWI
23		No Permit
9		All Other Arrests
1		Reckless Driving
37		Total Arrest
TEST ADMINISTERED		
1		POCA (Possession of Alcohol in Vehicle)
1		Total

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
PS 2023-08-00-00 Metropolitan Police Department	MPD Pedestrian and Bicycle Enforcement	\$290,950.00 BIL 402	\$173,817.01 BIL 402

BACKGROUND

Pedestrian/Bicycle Safety is a high priority problem area for Metropolitan Police Department (MPD), as well as with local and regional stakeholders. It is also part of the Mayor Brower’s response to the US Department of Transportation’s Mayor’s Challenge for Safer People and Safer Streets, which aims to improve pedestrian and bicycle transportation safety. They are also among the most vulnerable street users and when involved in a crash with a motor vehicle they suffer serious injuries than the vehicle occupants. MPD, DDOT, the Metropolitan Washington Council of Government (MWCOC) in conjunction with local and regional partner associations are working to reduce pedestrian and bicycle injuries and fatalities. In a pedestrian and bicycle friendly metropolitan area such as the District, walking and bike are an important mode of choice, it is crucial to understand the causes and severity of crashes involving pedestrians and bicyclist in the District.

PROJECT GOALS

To protect and educate the District's most vulnerable road users (pedestrian and bicyclist) at high risk intersections on traffic safety and making the District a more pedestrian/bicycle friendly area

PROJECT RESULTS

Pedestrian and Bicycle Enforcement		
NOI	Warnings	
303	77	Seatbelt/Child Restraint Violations
79	16	Distracted Drivers
252	65	Failure to Yield to Pedestrian in Crosswalk
62	10	Failure to Provide Proof of Insurance
143	48	Failure to Yield Right of Way to Ped
0	3	Passing Red Light (Bike)
32	2	Owner Permitting/Operating without Proper Insurance
105	69	Stop Sign Passing
13	1	Disobeying official Sign or Signal
83	29	Red Light Violations (Passing, No turn on Red)
39	22	Failure to Exhibit/Expired Registration
0	0	Passing Red Light Vehicles
11	9	One Light Running (one head light out)
5	1	Improper Lane Change
60	26	Improper Turn (no turn, no left turn, no right turn)
413	63	Speeding (ALL)
752	251	Traffic Violations (all others)
0	4	Bike failure to yield right of way on side/crosswalk
87	2	Stopping, standing or parking vehicle in bike lane
1	8	Bicyclist Disobeying Official Sign or Signal
7	1	Fail to Clear Intersection/Obstruct Crosswalk
1	1	Failure to Use hand or Mechanical Signal
2448	708	Total Number of Violations/Warnings
TRAFFIC ARREST		
1		30 Over Posted Speed Limit
12		No Permit
9		All Other Arrests
22		Total

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
FHPE 2023-02-00-00	DFHV Pedestrian and Bicyclist Enforcement	\$119,325.91 BIL 405h	\$77,703,68 BIL 405h
FHPE 2023-01-00-00 Department of For Hire Vehicles		\$9,882.09 FAST 405h	\$9,882.09 FAST 405h

BACKGROUND

The Department of For-Hire Vehicles (DFHV) has made driver, pedestrian, and bicycle safety one of its top priorities given the traffic-safety-related incidences occurring around the District. Out of the drivers, pedestrians, and bicyclists, the last two (i.e., pedestrians and bicyclists) are the least protected against motor vehicle traffic fatalities, injuries, and crashes. DFHV is working with our sister agencies, such as MPD, DMV, and DDOT, to reduce pedestrian and bicycle injuries and fatalities. According to Walk Score® (a Redfin company that rates walkability of cities, neighborhoods, and addresses), Washington, D.C. is the 7th most walkable city in the U.S. This means that most errands can be completed on foot for much the District. As a result, traffic safety around areas of high pedestrian activity is a critical factor in keeping the public safe. It is crucial to understand the frequency, severity, and causes of crashes involving motor vehicles, and especially pedestrians and bicyclists in the District.

PROJECT GOALS

- To protect the District’s most vulnerable road users (pedestrian and bicyclist) at high risk intersections on traffic safety and making the District a more pedestrian/bicycle friendly area.
- To educate the District’s vehicle-for-hire industry participants and the broader District driving public on traffic safety and best practices.
- To begin tracking TNC activity through increased observation of TNC drivers operating in high-risk intersections throughout the District.

PROJECT RESULTS

Pedestrian and Bicycle Enforcement		
NOI	Warnings	
339	1785	Seat Belt Regulation Violation
2	2	Cell Phone use while operating vehicle

0	0	Colliding with Pedestrian
0	52	Fail to yield right of way to pedestrian
1	9	Overtaking vehicle stopped at crosswalk for pedestrian
15	332	Obstructing crosswalk or intersection
0	1	Collide with person operating a bike
0	45	Failure to yield right of way to a bicyclist
87	821	Obstructing traffic
5	3	Bus lane, unauthorized driving in
5	52	Disobey official sign
5	3	Improper turn at an intersection
25	26	Turning left where left turns are prohibited
5	11	Right turn on red, violation no turn on red sign
4	6	Operate unsafe vehicle
12	8	Violation of no turn sign
2	2	Fail to have license
11	13	Fail to exhibit driver's license or permit
34	265	Obstructed tags
82	29	Improper display of trade dress
44	111	Making a U-turn where U-turns are prohibited
678	3571	Total Number of Violations/Warnings

PAID MEDIA

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
PM 2023-14-00-00 McAndrew Company	Paid Media Campaigns	\$704,462.49 BIL 402	\$677,682.55 BIL 402

BACKGROUND

Paid media ensures widespread awareness of special traffic enforcement efforts. The HSO follows the traffic enforcement mobilization model established by the NHTSA. This model calls for paid advertising starting a week prior to support PD's High Visibility Enforcement (HVE) waves and continuing through the first week of enforcement. The timing allows motorists a warning period before enforcement begins and it guarantees that the messages will be seen on stations, programs, and websites that appeal to the target group.

PROJECT GOALS

The media campaigns focused on impaired drivers, aggressive drivers, distracted drivers, seat belt safety, and pedestrian safety in the District, incorporating the District's crash data and trends and the District's Vision Zero initiative.

PROJECT RESULTS

During FY 2023 the following media campaigns and projects were conducted:

- October 5 – 8, 2022 – Operation Crash Reduction. NHTSA Region 3 Initiative, focusing on risky behaviors. A press release was distributed through the Metropolitan Police Department and social media content was posted on DDOT and MPD's social pages.
- October 31, 2022 – Halloween Impaired Driving. Social media content was posted on DDOT's social media pages.
- November 20, 2022, to January 1, 2023 – Holiday Season Impaired Driving (see full details below).
- February 9 – 12, 2023 – Super Bowl LVII Impaired Driving. Social media content were posted on DDOT's pages.
- March 15 to 18, 2023 – St. Patrick's Day Impaired Driving. Social media content were posted on DDOT's pages.
- April 2 – 15, 2023 – Distracted Driving (see full details below).
- April 17 to 20, 2023 – 4/20 Cannabis Impaired Driving campaign. Social media content were posted on DDOT's pages.

- May 5 to 8, 2023 – Move Over campaign. DDOT reposted social media content from NHTSA’s social media pages.
- May 15 to June 4, 2023 – Click it or Ticket campaign (see full details below).
- August 23 to September 3, 2023 – Labor Day Impaired Driving Campaign (see full details below).
- September 17 to 24, 2023 – Child Passenger Safety Week. Social media was posted on DDOT’s pages.
- January Through September 2023 – D.C. Highway Safety Office (HSO) Driving Safety Campaign Study.

IMPAIRED DRIVING

Following the NHTSA campaign, the District launched two impaired driving campaigns: December – Holiday Season, and August through September - Labor Day. The goal of these campaigns was to increase awareness that drunk and drugged driving is deadly and to encourage people to always plan for a sober ride.

Young men, approximately 21 to 35, remain the focus of messaging efforts in the greater DC area.

Holiday Campaign | December 1, 2022 – January 1, 2023

The Holiday Season campaign was a high visibility enforcement message educating the public about the consequences of drunk driving.



Media Strategies

A combination of paid media, social media and business/community outreach were used to reach the target audience.

- Radio: Produced :30 and :15 spots ran on local stations through a combination of broadcast and streaming radio. Spots aired on radios, smart speakers (Alexa, Google Home), desktops, tablets and mobile. Stations included will be WIAD (94.7FM), WASHFM (97.1FM), WIHT (99.5FM), WKYS (93.9FM), WPGC (95.5FM), WWDC (101.1FM), WTEM (980AM), WJFK (106.7FM), WLZL (107.9FM), Pandora and Spotify. Sponsorship of WJFK’s Junkies Holiday Show on December 23, 2022.
- Out-Of-Home: Five (5) Super Ultra bus ads ran on WMATA buses throughout the DC.
- Capital One Arena: Digital ads ran on the four (4) large displays on the outside of the building, on the general concourse displays and screens in the bathrooms.
- Digital: Full screen mobile ads were placed on the news, sports, weather and entertainment websites.
- Video on Demand: A 15-second video ran on video on demand apps like ESPN, Fox Sports, CNN, BET, SyFy, FX, ABC, CBS, FOX, NBC, NFL, TV1.
- Social Media: Paid ads ran on Facebook, Instagram and Twitter through DDOT’s social media accounts.
- Digital Toolkit: Toolkit included social media graphics and posts. The toolkit was shared with agency partners including DDOT, MPD, Vision Zero, DPW and DMV.
- Restaurant / Bar Takeover: Coasters, posters and mirror clings were distributed and installed in 35 restaurants and bars in DC.

Media Impressions

Over 32,400,000 media impressions were delivered during this campaign, which included 16,461,165 free value-added impressions.

Labor Day Campaign | August 16 – September 3, 2023

The Labor Day Impaired Driving campaign was a high visibility enforcement message educating the public about the consequences of impaired driving.



Media Strategies

A combination of paid media and social media were used to reach the target audience.

- Radio: A produced :30 spot ran on streaming radio. Spots aired on Pandora, Spotify, podcasts through smart speakers (Alexa, Google Home), desktops, tablets and mobile. Ads ran in English and Spanish.
- Digital: High-impact mobile ads were geo-targeted to the District, with a focus on nightlife areas. Ads were placed on news, sports, weather and entertainment websites and apps. Ads ran in English and Spanish.
- Out-of-Home: Digital billboards near Nationals Park (1201 Half Street) and Gallery Place (500 7th Street) ran for the length of the campaign.

Media Impressions

Over 2,838,700 media impressions were delivered during this campaign, including 192,000 free value-added impressions delivered.



Both impaired driving campaigns delivered a total of 35,238,700 media impressions.

DISTRACTED DRIVING

The media campaign was launched between April 2 – 15, 2023, to increase the awareness of the consequences of distracted driving and increase the awareness of the District’s hands-free laws.

Young men between the ages of 21 and 35 were the focus of the messages.

Media Strategies

A combination of paid media and social media were used to reach the target audience.

- Radio: Produced 30- and 15-second spots ran on local stations in the Washington, DC Designated Market Area (DMA) through a combination of broadcast and streaming radio. Spots aired on radio stations, smart speakers (Alexa, Google

Home), desktops, tablets and mobile. The radio spots ran on Spotify and Pandora through streaming. Stations included will be WIAD (94.7FM), WIHT (99.5FM), WKYS (93.9FM), WPGC (95.5FM), WWDC (101.1FM), Pandora and Spotify.

- Out-Of-Home: Five (5) Super Ultra bus ads ran on WMATA buses throughout the District with specific routes in high incident wards. Additionally, 13 transit shelters were placed on high traffic and high crash incident corridors.
- Digital: A cross platform of ads running on mobile, tablet and desktop devices were placed on news, sports, weather and entertainment websites. Ads ran on the WAZE app. The digital and WAZE ads were geo-targeted to DC.
- Social Media: Paid ads and content were posted on DDOT, MPD and Vision Zero’s social media pages. The paid ads were geo-targeted to DC and high incident areas.
- Digital Toolkit: Digital toolkit was developed. Toolkit included social media graphics and posts. The toolkit was shared with agency partners including DDOT, MPD, Vision Zero, DPW and DMV.

Media Impressions

There were 15,737,578 media impressions delivered during this campaign, including 4,496,451 free value-added impressions delivered.

OCCUPANT PROTECTION

The media campaign was launched between May 15 to June 4, 2023, to increase the awareness of the consequences of not wearing a seat belt and increase the seat belt usage in the District.

Young men between the ages of 21 and 35 were the focus of the messages.



Media Strategies

- A combination of paid media and social media were used to reach the target audience.

- Radio: Produced 30- and 15-second spots ran on local stations in the Washington, DC Designated Market Area (DMA) through a combination of broadcast and streaming radio. Spots aired on radio stations, smart speakers (Alexa, Google Home), desktops, tablets and mobile. The radio spots ran on Spotify and Pandora through streaming. The streaming ads were geo-targeted through zip codes to DC with an emphasis on Wards 7 & 8. Stations included WIAD (94.7FM), WIHT (99.5FM), WKYS (93.9FM), WPGC (95.5FM), WWDC (101.1FM), Pandora and Spotify.
- Out-Of-Home: Six (6) Super Ultra bus sides ran on WMATA buses throughout the District with specific routes in high incident wards, including Wards 7 & 8.
- Digital: Cross platform of ads running on mobile, tablet and desktop devices were placed on news, sports, weather and entertainment websites. High-impact mobile ads were geo-targeted to high incidence routes with an emphasis in Wards 7 & 8. Ads ran on the WAZE app. The digital and WAZE ads were geo-targeted to DC with an emphasis in Wards 7 & 8.
- Social Media: Content was posted on DDOT, MPD and Vision Zero’s social media pages. The paid ads were geo-targeted to DC with an emphasis in Wards 7 & 8.
- Digital Toolkit: A digital toolkit was developed. Toolkit included social media graphics and posts. The toolkit was shared with agency partners including DDOT, MPD, Vision Zero, DPW and DMV.

Media Impressions

There were 5,104,435 media impressions delivered during this campaign, including 1,914,163 free value-added impressions delivered.

PAID & VALUE-ADDED MEDIA FOR ALL CAMPAIGNS DELIVERED 76,113,893 IMPRESSIONS

Campaign	Media Impressions	Free Value-added Impressions
Impaired Driving	32,400,101	16,461,165
Occupant Protection	5,104,435	1,914,163
Distracted Driving	15,737,578	4,496,451
TOTAL	53,242,114	22,871,779

2023 D.C. HIGHWAY SAFETY OFFICE (HSO) DRIVING SAFETY CAMPAIGN STUDY

The three-part study was conducted by EurekaFacts and consisted of a Literature Review, Ethnographic Interviews, and a DC Residents Survey. These measured the opinions of DC residents and the target audience of 18- to 34-year-old males. Following are five key takeaways from the study:

- 1) *Social Norming has a longer effect on behavior than other approaches.*
 - Shifting social norms and upholding social norms seem to induce long term changes.

- While effective short term, fear-based campaigns struggle to spark long term behavioral changes, especially among the young, male populations.
- 2) *DC drivers care about safe driving but still admit to risky driving.*
- 69% of DC drivers admit to speeding in last year and 76% admit to risky driving but 9 in 10 DC drivers care about safe driving choices.
- 3) *Consequences matter as a motivator for good driving choices.*
- Consequences of risky driving behaviors can be categorized in three ways:
 - *Low* (stopped by the police and ticketed, friends will think they are irresponsible, get in trouble with family)
 - *Medium* (end up in an accident, damaging the vehicle or property, increased car insurance costs)
 - *High* (stopped by the police and arrested, get in a crash and injure either themselves, others in their vehicle, other vehicles, or pedestrians, jeopardize job or ability to get around)
 - ⇒ 87% of DC drivers recognize the high severity of consequences associated with risky driving behavior
 - ⇒ Upholding social norms (being a good driver or feeling proud of doing what is right) was the most important factor driving this result such that 57% endorsed one or both of these reasons as an extreme motivation for making good driving choices
- 4) *Misconceptions about speeding and cannabis use while driving*
- D.C. area drivers are more likely to believe there are consequences to driving under the influence of alcohol or non-prescription drugs rather than speeding or using cannabis.
 - Nationally, 1/3 of teen drivers and 27% of parents believe driving while using cannabis is legal.
- 5) *Media choices*
- D.C. area drivers use local media TV/radio stations for news and entertainment along with social media (Facebook and Instagram) — however drivers tend to focus on sources they deem trustworthy.
 - In interviews, when asked where to place traffic safety advertising, social media and outdoor advertising were identified.

PROJECTS NOT IMPLEMENTED IN FY2023

The following section details projects not implemented in FY2023.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
SA 2023-05-00-00 District Department of Transportation	Highway Safety Office Support Contract	\$0.00	--

Proposed Goal: To support DDOT programs crucial to the DDOT mission, including (a) improving highway safety focusing on road user behavioral practices, and (b) working with other District agencies to identify and incorporate best practices.

This project was not implemented due to the change in structure of the HSO. Current HSO staff assumed the duties that were previously covered by support staff.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
SA 2023-02-00-00 Seasoned Settlers	Traffic Safety Education in Communities	\$0.00	--

Proposed Goal: 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.

This project was not implemented due to an inability to reconcile insurance issues with recipient and the Office of Risk Management prior to awarding a grant.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
PS 2023-08-02-00 Department of For Hire Vehicles	DFHV Pedestrian and Bicyclist Outreach	\$75,000.00 SUP BIL 402	\$0.00 SUP BIL 402

Proposed Goal: To address pressures that for-hire drivers face when passengers ask them to drive unsafely, through acts like stopping in bike lanes or conducting illegal U-turns. Increase passenger knowledge about why drivers drop them off in certain areas or make

other decisions based on the road conditions at a destination. Empower for-hire drivers to remind passengers about safety and help them enforce the rules.

This project was not implemented because the agency was unable to procure a vendor to complete the project during the period of performance.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
M3DA 2023-00-00-00 Metropolitan Police Department	MPD eCitation Program	\$250,556.16 FAST ACT 405c	\$0.00 FAST ACT 405c

Proposed Goal: Continue with training additional officers on upgrades to eCitation server that houses central database and ensures timely submission of citations to the court.

This project was not implemented due to the inability to reconcile procurement issues.

PLANNING AND ADMINISTRATION

Planning and Administration (otherwise known as Program Management) is responsible for developing and implementing grants and projects, providing technical support to grantees, monitoring of project activities, reviewing financial expenditures, and ensuring that all grantee program activities support the HSO and current transportation bill regulatory requirements. The HSO Program areas include impaired driving, occupant protection / CPS, aggressive driving, pedestrians and bicycles, traffic records, police traffic services, and communications.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
PA 2023-01-00-00 District Department of Transportation	DDOT Highway Safety Office - Staff	\$295,932.27 BIL 402	\$143,982.70 BIL 402

BACKGROUND

This project provided funding for the Highway Safety Office Director and Deputy Director (filled in May) positions in managing the day-to-day operations of the highway safety office. On May 20, 2023, the HSO welcomed Rick Birt as the new Director of the Office and Matthew Gaskin as the Deputy Director. Together, these individuals bring extensive experience in effective countermeasures, evaluation, community engagement, law enforcement, management of federal funds, and much more.

PROJECT GOALS

- To support the goals and activities identified in the HSP.
- To reduce traffic fatalities and injuries in various areas identified in the HSP.

The HSO continued its administrative support of the FY2023 HSP, grants, and management. Funds supported salary, office supplies, and professional dues, such as membership in GHSA.

PROJECT RESULTS

- **FY2023 Annual Report.** Prepared and submitted to NHTSA on January 31st summarizing FY2023 activities, achievements and challenges.

- **Executed FY2023 Grants.** Prepared Memorandum of Understanding (MOU), Grant Agreements, and Purchase Orders for grantees. There were some delays in getting the non-profits grants started due to insurance requirements by the Office of Risk Management (ORM), resulting in a late start for some grantees. This delay was corrected in FY24.
- **Monitored grantees.** Throughout the year there were constant monitoring with each of the grantees via the review of monthly and quarterly reports, attending meeting and events. In addition, weekly status meetings were held with MPD, CPS, and media vendors. Monthly status meetings/updates were held with OAG, WABA, and SafeKids.
- **Worked with other partners.** Assist in the coordination between MPD and the Maryland Highway Safety Office (MHSO) for border-to-border enforcement events with Prince Georges County, MD along Southern Avenue
- **Attended various District specific meetings** such as DDOT Safety Stat and fatality meetings, District's Pedestrian Advisory Councils, and Bicycle Advisory Council, MWCOG, Virginia and North Carolina Impaired Driving Taskforce meetings and WRAP meetings.
- **Prepared Vouchers.** In partnership with the Office of the Chief Financial Officer (OCFO), reviewed, submitted, and ensured payment of grantees' claim submissions. OCFO prepared for NHTSA vouchers and Grants Tracking Entry to allow for District reimbursement of funds.
- **Overhead Messages.** Throughout the year coordinated with DDOT communications to alert drivers entering the District on traffic safety messages using the District's overhead message boards.
- **Developed Training.** Worked on a DRAFT online Pedestrian and Bicycle law enforcement training and shared with DDOT Pedestrian group for comments/revisions. Presentation contains five modules and online quizzes to be a self-guided certification course.
- **FY23 Highway Safety Plan.** Prepared and submitted the FY2023 HSP on July 1st, 2022. The following was conducted to complete the plan:
 - Hosted FY2023 Grant Workshop on March 18, 2023, via Teams. 30 participants attended (up 57.9 percent from FY2022 Grantee Workshop held in 2021).
 - Reviewed with NHTSA and grant applications were received
 - Conducted risk assessments for each grantee. – Prepared FY2023 quarterly report templates for each grantee.

- Prepared the Memorandum of Understanding (MOU) and Grant Agreement for the interagency and non-profits and sent to each agency to review prior to DDOT Legal review for comments/revisions.
- Entered each the agreements into the system for review by the DDOT Legal Counsel, Resource Allocation, and Budget Office, prior to the Director's signature.

OVERVIEW OF EXPENDITURES

Program Area	Fund	Task Description	Project Numbers	Awarded	Expenditure	Balance
Planning and Administration (P&A)	FAST ACT 402	DDOT Highway Safety Office - Staff	PA 2023-01-00-00	\$295,932.27	\$143,982.70	\$151,949.57
	BIL 402	DDOT Highway Safety Office - Staff	PA 2023-02-00-00	\$54,871.00	\$0.00	\$54,871.00
Occupant Protection	FAST ACT 402	DDOT Project Safe-Child	OP 2023-05-01-00	\$63,125.27	\$0.00	\$63,125.27
	FAST ACT 405b (HIGH)	DDOT Project Safe-Child	M1CPS 2023-05-01-00	\$37,084.99	\$35,001.50	\$2083.49
	BIL 405b	DDOT Project Safe-Child	M1CPS-2023-08-00-00	\$75,000.00	\$74,738.13	\$261.87
	FAST ACT 405b (HIGH)	CNMC Children with Special Needs	M1X 2023-05-02-00	\$74,981.00	\$38,936.33	\$36,044.67
	FAST ACT 405b (HIGH)	Howard Univ. Seatbelt Compliance	M1X 2023-05-01-00	\$175,000.00	\$132,135.00	\$42,865.00
	BIL 402	MPD Occupant Protection Enforcement	OP 2023-05-00-00	\$275,750.00	\$120,943.36	\$154,806.64
Impaired Driving	FAST ACT 405d (LOW)	OAG Traffic Safety Resource Prosecutor	M6X 2023-00-00-00	\$212,400.00	\$212,400.00	\$0.00
	BIL 405d (MID)	OAG Traffic Safety Resource Prosecutor	M5X-2023-08-00-00	\$105,000.00	\$104,087.64	\$912.36
	FAST ACT 405d (LOW)	OAG DUI Prosecutor	M6OT 2023-01-00-00	\$336,293.33	\$53,605.08	\$282,688.25
	BIL 405d (MID)	OAG DUI Prosecutor	M5X 2023-01-00-00	\$374,646.67	\$0.00	\$374,646.67
	BIL 402	OCME Chemical Testing	AL 2023-03-00-00	\$124,688.72	\$124,688.72	\$0.00
	BIL 405d (MID)	OCME Chemical Testing	M5X 2023-03-00-00	\$341,625.01	\$92,783.24	\$248,841.77
	FAST ACT 405d (LOW)	WRAP Education and Outreach Impaired Driving Prevention	M6X 2023-01-00-00	\$146,850.00	\$146,850.00	\$0.00
	BIL 405d (MID)	WRAP Education and Outreach Impaired Driving Prevention	M5X 2023-09-00-00	\$435,000.00	\$434,813.62	\$186.38
	BIL 402	MPD Impaired Driving Enforcement	AL 2023-03-01-00	\$534,990.00	\$339,869.57	\$195,120.43
Aggressive Driving	BIL 402	MPD Police Traffic Service	PT 2023-04-00-00	\$604,321.42	\$48,700.75	\$555,620.67
	FAST ACT 402	MPD Police Traffic Service	PT-2023-03-00-00	\$457,829.82	\$457,829.82	\$0.00
	BIL 402	GW Social Media Campaign	SA 2023-03-00-00	\$34,214.63	\$33,248.37	\$966.26

	SUP BIL 402	GW Social Media Campaign	SA-2023-03-00-00	\$75,000.00	\$40,919.06	\$34,080.94
Nonmotorized Safety	BIL 402	MWCOG Street Smart	PS 2023-08-01-00	\$289,325.91	\$31,260.34	\$258,065.57
	BIL 405h	MWCOG Street Smart	FHPE 2023-01-01-00	\$370,000.00	\$0.00	\$370,000.00
	BIL 402	MPD Pedestrian and Bicycle Enforcement	PS 2023-08-00-00	\$290,950.00	\$173,817.01	\$117,132.99
	BIL 402	WABA Traffic Safety Summit and Education in Communities	PS 2023-08-03-00	\$159,522.00	\$41,328.94	\$118,193.06
	FAST 405h	DFHV Pedestrian and Bicyclist Enforcement	FHX- 2023-01-00-00	\$9,882.09	\$9,882.09	\$0.00
	BIL 405h	DFHV Pedestrian and Bicyclist Enforcement	FHX- 2023-02-00-00	\$119,325.91	\$77,703.68	\$41,622.23
	SUP BIL 402	DFHV Pedestrian and Bicyclist Outreach	PS 2023-08-02-00	\$75,000.00	\$0.00	\$75,000.00
Traffic Records	FAST ACT 405c	MPD eCitation Program	M3DA 2023-00-00-00	\$250,556.16	\$0.00	\$250,556.16
	FAST ACT 405c	DDOT - MIRE Data Integration	M3DA 2023-07-02-00	\$61,607.56	\$61,507.56	\$0.00
	FAST ACT 402	DDOT - MIRE Data Integration	TR 2023 01-00-00	\$27,908.00	\$0.00	\$27,908.00
	BIL 405c	DDOT - MIRE Data Integration	M3DA 2023-08-00-00	\$13,000.00	\$5,395.40	\$7,604.60
	BIL 405c	DMV Out-of-state Convictions	M3DA 2023-07-01-00	\$83,389.30	\$0.00	\$83,389.20
	BIL 405c	American Univ Unreported Injury Crashes	M3DA-2023-06-00-00	\$75,000.00	\$0.00	\$75,000.00
Paid Media	BIL 402	Paid Media Campaigns – McAndrews	PM 2023 14-00-00	\$704,462.49	\$677,682.55	\$26,779.94
	TOTAL FAST ACT 402			\$844,795.36	\$601,812.52	\$242,982.84
	FAST ACT 405b (HIGH)			\$287,065.99	\$206,072.83	\$80,993.16
	FAST ACT 405c			\$312,163.72	\$61,607.56	\$250,556.16
	FAST ACT 405d (LOW)			\$695,543.33	\$412,855.08	\$282,688.25
	FAST ACT 405h			\$9,882.09	\$9,882.09	\$0.00
	TOTAL FAST ACT 405			\$1,304,655.13	\$690,417.56	\$614,237.57
	BIL 402			\$3,073,096.17	\$1,591,539.61	\$1,481,556.56
	SUP BIL 402			\$150,000.00	\$40,919.06	\$109,080.94
	TOTAL BIL 402			\$3,223,096.17	\$1,632,458.67	\$1,590,637.50
	BIL 405b			\$75,000.00	\$74,738.13	\$261.87

BIL 405c		\$171,389.20	\$5,395.40	\$165,993.80
BIL 405d (MID)		\$1,256,271.68	\$631,684.50	\$624,587.18
BIL 405h		\$489,325.91	\$77,703.68	\$411,622.23
TOTAL BIL 405		\$ 1,991,986.79	\$789,521.71	\$1,202,465.08
TOTAL		\$7,364,533.45	\$3,714,210.46	\$3,650,322.99