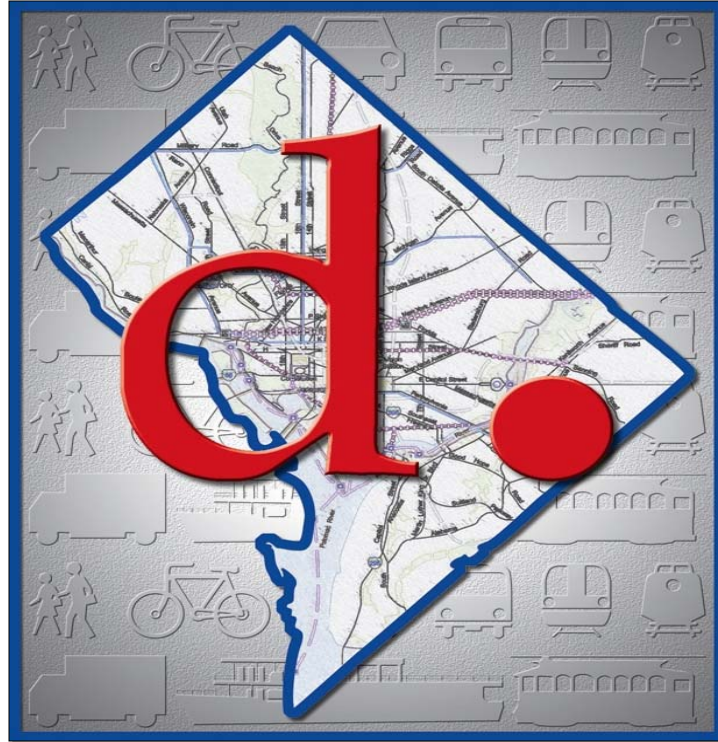


DISTRICT OF COLUMBIA



HIGHWAY SAFETY PLAN FOR FISCAL YEAR 2007

Anthony A. Williams, Mayor
Michelle Pourciau, Mayor's Representative for Highway Safety
Acting Director, District Department of Transportation
Carole A. Lewis, Highway Safety Office Coordinator



Purpose and Scope of a Highway Safety Plan (Application for Federal Highway Safety Funds)

As established in the Highway Safety Act of 1966, 23 USC Chapter 4, Section 402, each state and the District of Columbia shall have a highway safety program designed to reduce traffic crashes and deaths, injuries, and property damage. To receive funding to implement a highway safety program a state, or jurisdiction, must submit an application, commonly referred to as a highway safety plan (HSP), to the appropriate National Highway Traffic Safety Administration regional office. As required by 23 CFR Part 1200, the HSP, or application for highway safety funding must include the following components: a performance plan, a highway safety plan, certification statements and a program cost summary.

This HSP includes an overview section which contains: the District's Highway Safety Office (HSO) mission statement, information on how the HSO is organized and staffed, demographic information on the District of Columbia, and other information relevant to the City's highway safety program. Also, please note that this document incorporates the required Performance Plan elements into the HSP section of the plan.

The Performance Plan includes a list of objective and measurable highway safety goals, a brief description of the processes used by the State/jurisdiction to identify its highway safety problems, define its highway safety goals and performance measures, and develop projects and activities to address its problems and achieve its goals. In describing these processes, the State/jurisdiction shall identify the participants in the process, discuss the strategies for project selection, and list the information and date sources consulted.

The "Highway Safety Plan" of the application for funding describes the projects and activities the State/jurisdictions plans to implement to reach the goals identified in the Performance Plan. It describes at least one year of Section 402 program activities and may include activities funded from other sources, so long as the source of funding is clearly distinguished.

The Certifications Section of the application includes applicable laws and regulations, financial and programmatic requirements, and in accordance with 23 CFR Part1200.11, the special funding conditions of the Section 402 program. The Governor's/Mayor's Representative for Highway Safety must sign these certifications, providing assurances that the State/jurisdiction will comply with the laws and statements mentioned above.

The Program Cost Summary Section of the application is a completed highway safety form 217 (HS 217). The HS 217 reflects the State's proposed allocations of funds (including carry-forward funds) by program area, based on the goals

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

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OVERVIEW

MISSION STATEMENT

The mission of the District Department of Transportation's Transportation Safety Division is: to develop a comprehensive highway traffic safety plan; procure and administer federal funds; and, coordinate traffic safety activities to ensure a comprehensive and effective District-wide traffic safety program.

ORGANIZATION AND STAFFING

The District of Columbia's Highway Safety Office (DC HSO) is a Division within the Transportation Policy and Planning Administration, District of Columbia's Department of Transportation. Currently there are two full-time staff positions with the DC HSO. Carole A. Lewis is Chief of the Transportation Safety Policy Division and serves as the coordinator of the District's highway safety program. Ms. Lewis supervises Karen Gay, Child Passenger Safety Specialist. Ms. Gay's primary duty is to administer the District's child passenger safety program. One of the vacant positions will be fulfilled by the contracting of a Traffic Safety Resource Prosecutor, who will be a Project Manager, as opposed to a full time employee of DDOT. The Deputy Chief position will take the lead on the development of the District's Highway Safety Plan (HSP), oversight of the traffic system, grants development and administration, and serve as acting TSP Chief.

ENABLING LEGISLATION/DELEGATION OF AUTHORITY

On May 21, 2002 the District Division of Transportation became the new District Department of Transportation, a cabinet-level agency that is charged by the Mayor, the City Council and the citizens of the District of Columbia with guarding and improving the city's transportation system. The Transportation Safety Policy Division (TSPD) is within the Transportation Policy and Planning Administration and serves as the District's Highway Safety Office. The Chief of that Division oversees the District's highway safety program, which is supported by federal highway safety funds. In addition, the District is awarded incentive and innovative program funds for safety belt use, occupant protection, child passenger protection, as well as reducing both intoxicated and impaired drives.

DDOT's previous director, Dan Tangherlini left the agency. Currently Michelle Pourciau is the Acting Director of DDOT. Ms. Pourciau had her confirmation hearing before the City Council but to date has not been confirmed as the Director of DDOT. She is also serving as the Mayor's Representative for Highway Safety. A letter to that effect was forwarded to the NHTSA Regional Office.

The Chief of the Transportation Safety Policy Division serves as the District's Highway Safety Coordinator and the Acting Director of the District Department of Transportation serves as the Mayor's Representative for Highway Safety.

ORGANIZATION CHART

Michelle Pourciau
Acting Director
District Department of Transportation

Kenneth Laden
Associate Director
Transportation Policy & Planning Administration

Carole A. Lewis
Chief
Transportation Safety Division

Vacant
Deputy Chief or Program Assistant
Transportation Safety Division

Karen Gay
Child Passenger Safety Coordinator
Transportation Safety Division

Kara Preissel, Project Manager
Traffic Safety Resource Prosecutor
Office of the Attorney General

NHTSA Training Completed

The TSP Chief has completed the NHTSA Highway Safety Program Management Course, the Financial Management Course, and Managing Your Federal Finances and Tracking Your Grants. The Child Passenger Safety Specialist has completed the Standardized Child Passenger Safety Technician Training as well as NHTSA's Instructor Development Course. All law enforcement officers who work under the highway safety impaired driving program are trained in NHTSA's DWI Detection and Standardized Field Sobriety Testing. The DRE Program in DC is starting afresh. Two Officers from the US Capitol Police completed the program and are certified.

STATISTICAL OVERVIEW OF TRAFFIC SAFETY IN THE DISTRICT OF COLUMBIA

d.



TRAFFIC FATALITIES IN THE DISTRICT OF COLUMBIA

	1998	1999	2000	2001	2002	2003	2004	2005	+/-
# Fatal Crashes	55	45	50	66	46	66	47	49	+2
Fatalities	59	47	52	72	50	69	45	49	+4
Operators	19	14	19	33	30	39	16	17	+1
Passengers	16	15	6	20	9	11	5	7	+2
Pedestrians	18	19	19	14	8	18	10	16	+6
Bicyclists	0	2	1	2	1	0	4	3	-1
Motorcycle Operators	5	3	6	3	6	5	10	6	-6
Motorcycle Passengers	0	1	1	1	0	0	0	0	Even
Moped	0	0	0	0	0	0	0	0	Even
Alcohol Involved	13	14	*	14	*(17)	11	13*		+2
Drug Involved	1	2	*	*	*	*	*		*

- ETOH results are pending in categories designated with a *. These tests are conducted by the office of the Chief Toxicologist

Data Overview of the District of Columbia

Population

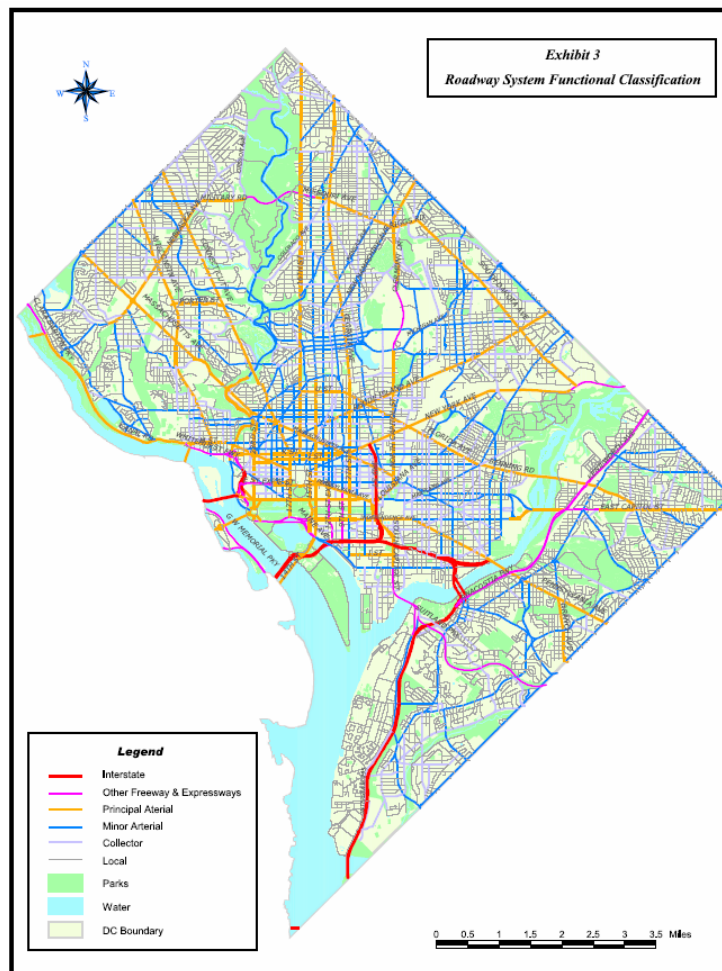
In 2005, there were 550 thousands persons living in the District of Columbia.

Licensed Drivers

In 2004 there were 355 thousand licensed drivers. Of which 15 thousand (4.2%) were ages 16-20 and 39 thousand (10.9%) were ages 65+.

Road Miles

There are 1,153 road miles in the District of Columbia.
54 miles or 5% are classified as Freeways and Expressways.
92 miles or 8% are classified as Principal Arterials.
173 miles or 15% are classified as Minor Arterials.
152 miles or 13 % are classified as Collectors.
682 miles or 60 % are classified as Local Roads.



Vehicle Miles of Travel

In 1994, the annual vehicle-miles of travel (VMT) in the District of Columbia were 3.4 billion miles. In 2004, the annual vehicle-miles of travel had increased to 3.7 billion miles; a nine percent (9%) increase over ten years. VMT does affect the

number of fatalities and injuries. In the absence of any safety improvement, as VMT increases, the number of fatalities and injuries also tend to increase due to increased exposure.

Figures

The table below shows the number of fatalities and injuries involving motor vehicles between 2000 and 2005.

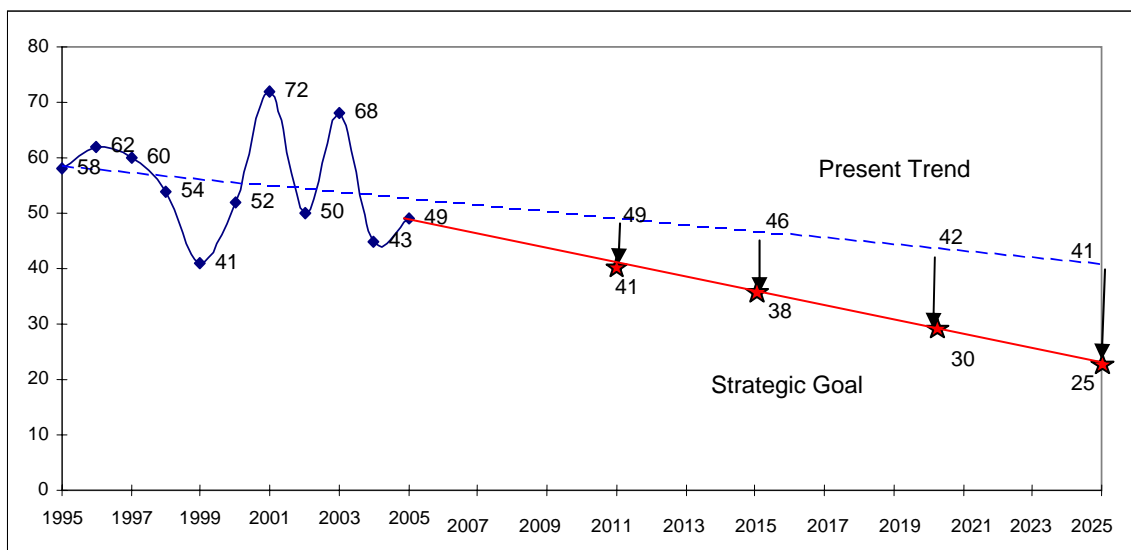
	2000	2001	2002	2003	2004	2005
Fatalities	52	72	50	68	43	49
Injuries	10,107	10,758	8,775	8,233	8,054	7,555

Estimated Cost of Crashes

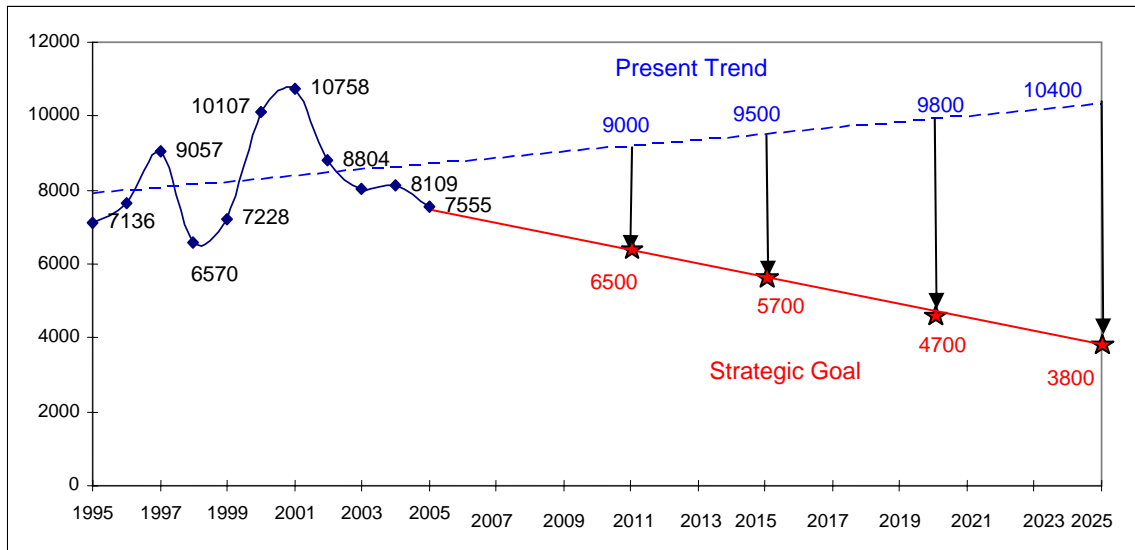
In the District of Columbia, traffic crashes in 2005 incurred:

- \$ 5.8 million in EMS costs
 - \$ 15.8 million in workplace costs
 - \$ 50.6 million in legal costs
 - \$ 326.2 million in household productivity
 - \$ 12.5 million in traffic delays
 - \$ 79.7 million in medical costs
 - \$ 244.9 million in property damage
 - \$ 15.8 million in work productivity
 - \$ 44.8 million in income tax
- For a total costs of \$ 830 MILLION!

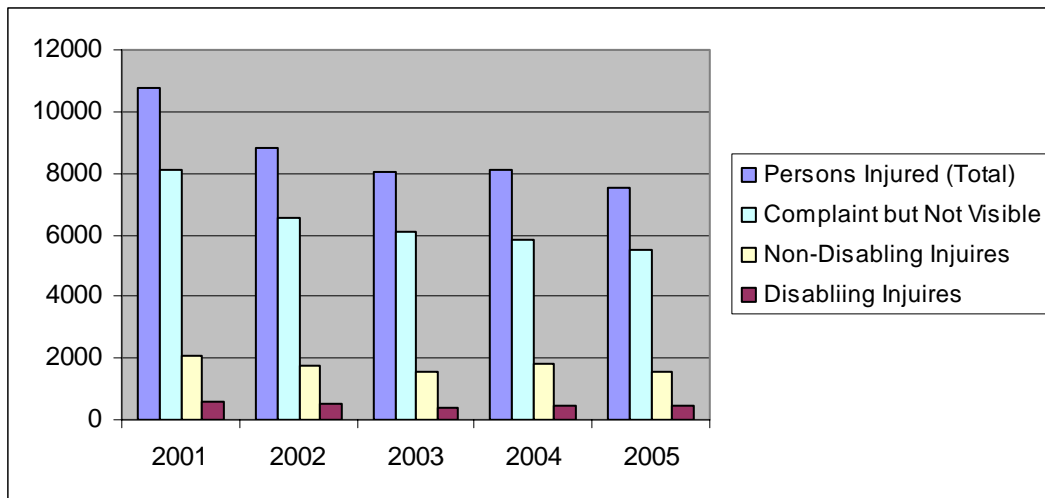
OVERALL FATALITY TREND AND GOALS



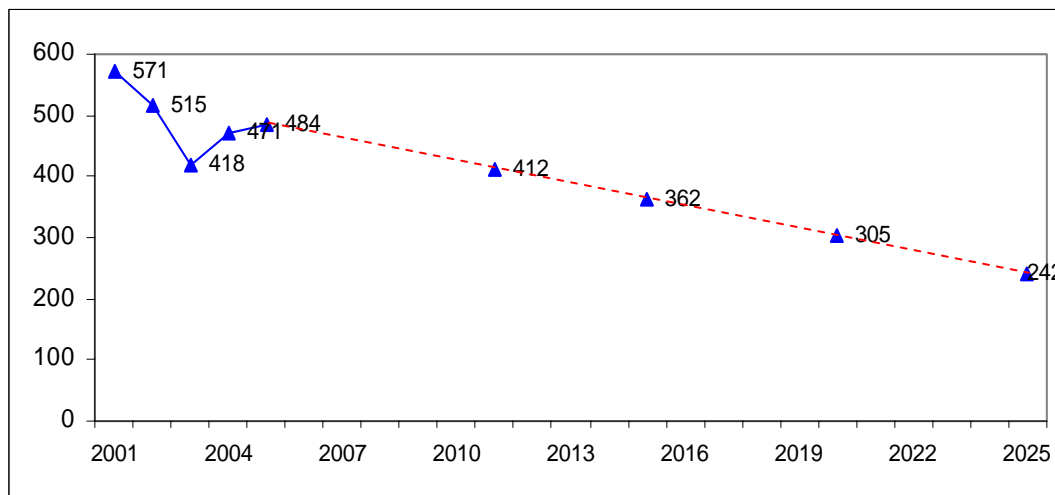
Overall Injury Trends and Goals

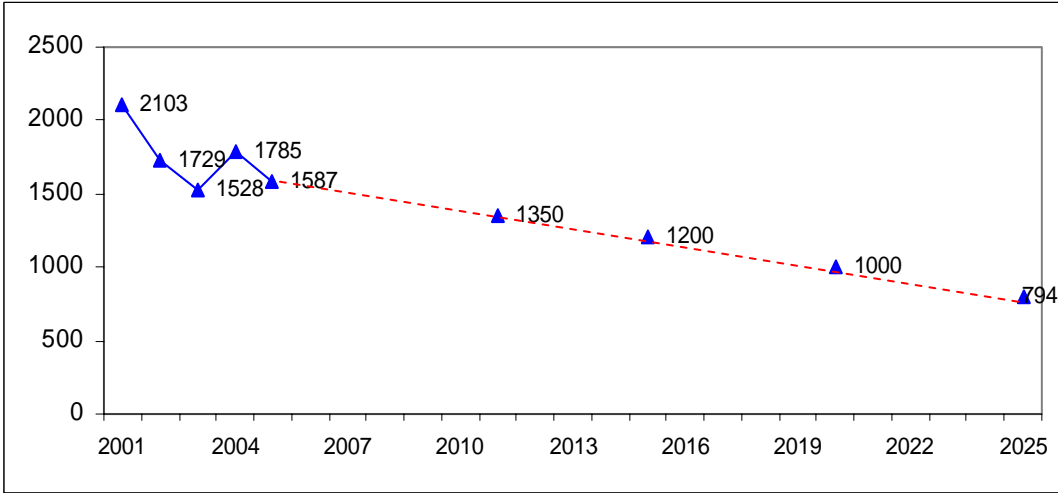


Persons Injured by severity

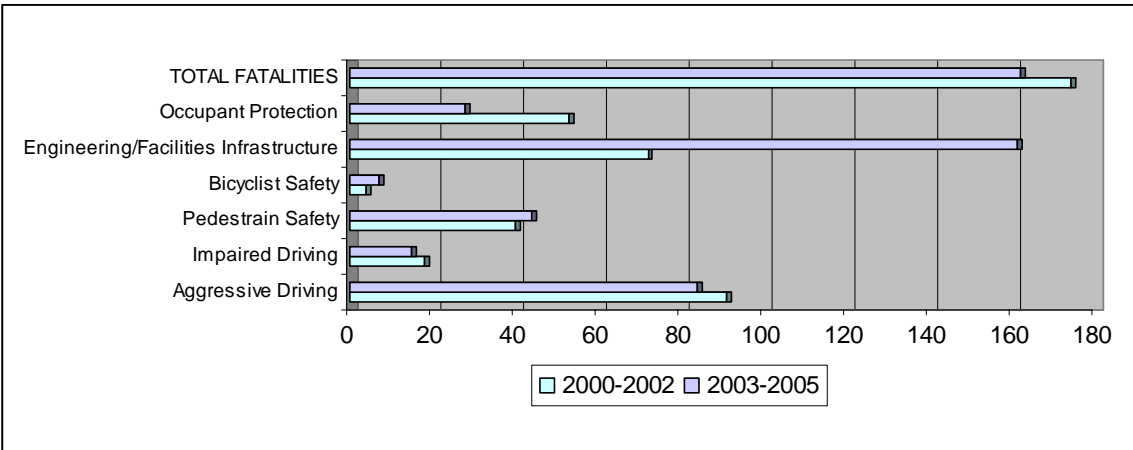


Disabling Injuries with projected goals

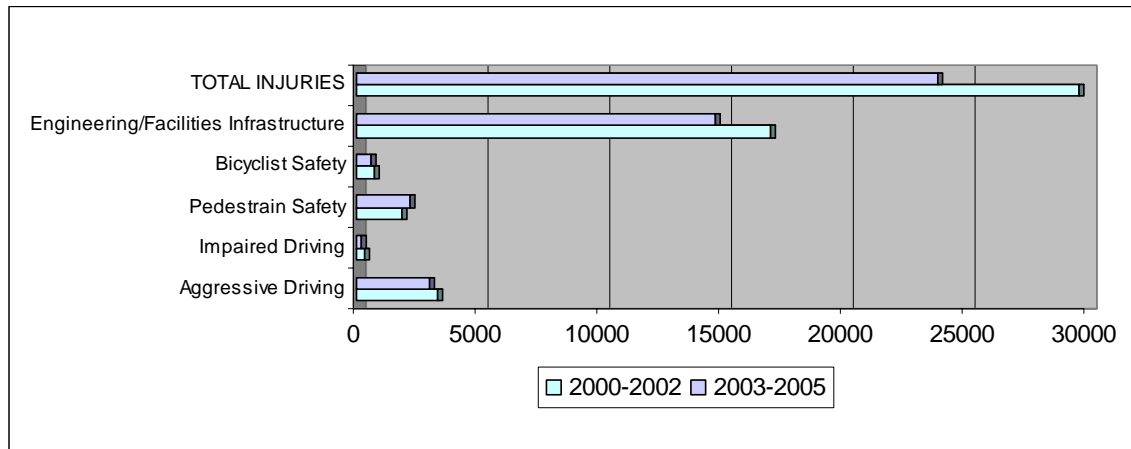




Total Fatalities by Emphasis Areas



Total Injuries by Emphasis Areas



Elected Officials

- Anthony A. Williams, Mayor of the District of Columbia
- Council of the District of Columbia
- US Congressional Representative, Delegate
- Board of Education
- Advisory Neighborhood Commissions

Council of the District of Columbia

The DC Council has 13 elected members, one from each of the eight wards and five elected at-large.

Linda W. Cropp, Chairman-At-Large	Vincent C. Gray
Carol Schwartz	David Catania
Phil Mendelson	Jim Graham
Jack Evans	Kathleen Patterson
Adrian Fenty	Vincent Orange
Sharon Ambrose	Kevin Chavous
Kwame R. Brown	Marion Barry

US Congressional Delegation

Eleanor Holmes Norton

District of Columbia Courts

Superior Court of the District of Columbia is the trial court of general jurisdiction. It hears civil, criminal, administrative, family, landlord and tenant, and other cases involving DC law.

DC's Court of Appeals is the appellate court. It hears appeals from the Superior Court and administrative agencies for the District government. The Court of Appeals also regulates the District of Columbia Bar.

Police Districts & Police Service Areas (PSA's)

On May 2, 2004 the Metropolitan Police Department implemented a major restructuring of its Police Service Areas (PSAs). The goal of the restructuring was to ensure better police services for DC neighborhoods by providing greater flexibility in neighborhood patrols and by aligning PSAs more closely with natural boundaries. The restructuring plan reduced the number of PSAs from 83 to 44, thus creating new boundaries for the PSAs as well as for some of the 7 police districts.

Grant Selection Process

The Coordinator of the HSO, through the problem identification process, identifies the top priority areas and sends out a memo requesting grant proposals to address these issues. Because the District's program is city-based this allows for a less structured and open grants solicitation process. The Coordinator's experience and knowledge, as well as the ongoing partnerships, further allow for direct solicitation of grant proposals. For example, all enforcement-based grants go directly to the MPD, since it is the only law enforcement agency in the City eligible to receive federal grant funds. Although the Coordinator initiates the majority of grant proposals, any interested group and/or organization may obtain a request for a proposal. Currently there are no grant application seminars, workshops, or grant review committees. With the support of the Mayor's Representative (Director, District Department of Transportation), the TSD Chief/HSO Coordinator selects and approves all sub-grants.

The District's highway safety program is city-based, which allows for a less structured and open grants solicitation process. The Coordinator's experience, as well as the ongoing partnerships, further allow for direct solicitation of grant proposals. For example, all enforcement-based grants go directly to the Metropolitan Police Department, since it is the only law enforcement agency in the City eligible to receive federal grant funds. With the identification of DC's

emphasis areas, projects will be selected for funding that address these areas. Assisting in the project selection will be a small group comprised of other DC agencies.

Currently there are no grant application seminars or workshops.

Who Can Apply

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

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

When to Apply:

All agencies requesting funds must submit a completed application/proposal to the Transportation Safety Policy Division (TSPD), Transportation Policy & Planning Administration, District Department of Transportation, *no later than mid June*. This will enable the TSPD to review all applications/proposals and select projects for inclusion in the HSP/Application for federal highway safety funds.

The Transportation Safety Policy Division then develops a comprehensive Highway Safety Benchmark Report, which contains proposed projects/programs most relevant to the overall goals and priorities of the Department and the District of Columbia.

Pre-Award Notice:

Upon final approval from the TSPD, each project director is notified of the approved amount of funding and advised of individual fiscal and administrative reporting/evaluation requirements.

Problem Identification Process and Data Sources

The DC HSO is the lead agency for identifying highway safety problems and setting the goals outlined in DC HSP. The highway safety problem areas are identified and prioritized by reviewing basic crash data that are obtained from FARS and the “Traffic Accident Reporting and Analysis System (TARAS). TARAS is the primary tool for recording traffic crash data, analyzing traffic crash patterns, and identifying crash-prone locations. The Traffic Services Administration, Traffic Safety Division is responsible for maintaining these data. Other supplemental data, including traffic citations and convictions, trends regarding impaired driving, speed and observational seat belt use survey results are also collected and evaluated. In addition previous years’ HSPs are reviewed and past performance is evaluated.

Even though the District has passed all critical highway safety legislation recommended, it is also important to recognize that political agendas may influence the problem identification process. On occasion the NHTSA Regional Office, as well as NHTSA headquarters, may request the HSO’s participation in projects and initiatives not previously identified during the problem identification process.

To determine traffic fatality and injury trends, as well as the District of Columbia’s overall highway safety status, crash data for the preceding years are collected and analyzed. Traffic Services Administration, DDOT, as well as other DC agencies such as the Metropolitan Police Department, Fire & Emergency Medical Services, Attorney General’s Office and the Department of Motor Vehicles; assist the DC HSO in identifying the District’s highway safety problems. The DC HSO also works closely with private sector groups such as DC Safe Kids, ASPIRA, the Washington Regional Alcohol Program (WRAP), media firms, George Washington University, MADD, and Associates for Renewal in Education, Inc. to help define the highway safety problems and issues.

In fiscal year 2007 the Transportation Safety Coordinating Committee that was established in 2006 will become more active and involved as the development progresses with the District’s Strategic Traffic Records Plan. Representatives from a number of DC agencies are participants. This group will also be a major contributor in defining highway safety issues that need to be addressed in the District.

One of the District's primary strengths is the overwhelming political support in passing critical highway safety legislation. An additional strength of the District's problem identification process is having an experienced and knowledgeable HSO Coordinator. The Regional Office also provides assistance to the DC HSO in the problem identification process by assisting with FARS data analysis.

Unfortunately, there are many challenges faced by the HSO in regards to their problem identification process. The staff shortages in the HSO greatly impact its ability to collect and interpret data. The staffing limitations have also affected the District's ability to conduct NHTSA program assessments such as, Occupant Protection, EMS, and Impaired Driving, although in fiscal year 2007 this area will be addressed with the establishment of a new program that will be housed in the District's Attorney General's Office that will provide critical support to enhance the capability of the District's prosecutors to effectively prosecute traffic safety violations. These assessments can be instrumental in the problem identification process and in providing recommendations to address these identified issues.

Also the District's traffic records system has many deficiencies that affect the reliability and timeliness of the data. In the area of Traffic Records, the Highway Safety Office will be entering into a contract with KLS Engineering to begin the process of developing a Strategic Traffic Records Plan for the District. This Plan will outline the ongoing, planned and recommended activities to produce the improvements in the Traffic Records components for timeliness, accuracy, completeness, uniformity/consistency, integration, and accessibility. It will build on the just-completed Traffic Records Assessment for the District of Columbia. The HSO also hopes to improve on this problem by the already created Traffic Records committee who will be charged with working with the MPD to first update the PD 10, Traffic Accident Report, which is now in the final approval stages.

Staffing shortages in the DC Medical Examiner's office has greatly affected the ability to collect timely and complete BAC testing data. This in turn makes it difficult to fully understand and evaluate the District's impaired driving problem.

OVERALL GOAL

Reduce DC's fatality rate from the 2004 Fatality Rate per 100 M VMT of 1.15 to 1.0 by 2008

IDENTIFIED EMPHASIS AREAS

1. Aggressive Driving
2. Occupant Protection
3. Impaired Driving
4. Pedestrians/Bicycles
5. Traffic Records
6. Motorcycle Safety
7. Roadway Safety

PRIORITY AREA GOALS

	2003	2004	2005	Average (2002- 2005)	2007	2008	% Reduction to 2008 using 2005 as baseline	% Reduction to 2008 using 2002- 5 average as base
All Fatalities	68	45	49	54	46	44	10	19
SPEED								
Fatalities	32	30	22	28	21	20	10.0	28
Alcohol								
Fatalities	4	3	8	5	8	7	13	-40
Pedestrians								
Fatalities	18	10	16	15	16	14	13	7
Motorcycle								
Fatalities	7	10	6	8	6	5	17	38

Notes:

Proposed targets are based on a 50 percent reduction in fatalities towards 2025 (as determined by the SHSP team). The proposed targets for individual priority areas can change (be accelerated) when the respective area team meet in October 2006 to finalize this.

- Increase the safety belt usage rate from the 2006 rate of 86 percent to 90 percent by September 30, 2007.
- To complete all 2006 year crash data by April 2007.

INDIVIDUAL PROGRAM AREA DETAILS

Program Planning and Administration

The HSO (Transportation Safety Division) is the focal point for highway safety issues in the District of Columbia. Along with the support of the Mayor's Representative (Director, District Department of Transportation) the TSD provides leadership by developing, promoting, and coordinating programs; influencing public and private policy; and increasing public awareness of highway safety. The Planning and Administration program area includes those activities and costs necessary for the overall management and operations of the District of Columbia's Office of Highway Safety. The Chief of the Transportation Safety Division is responsible for the entire DC Highway Safety Program, and participates in activities that impact the highway safety program and policies.

Goals

The Planning and Administration Program goal is to provide the management, supervision, and support services for the activities necessary to operate the Highway Safety Program in the District.

Performance measures:

- Develop a coordinated Highway Safety Plan (HSP) by September 1st of each year.
- Prepare the Annual Evaluation Report by January 1st of each year.
- Assist in the development of a Strategic Highway Safety Plan for DC.

Strategies Include:

- Conduct problem identification
- Prioritize highway safety problems
- Solicit grant proposals
- Select individual projects to be funded
- Monitor projects
- Prepare program and project reports
- Develop, coordinate, monitor, and administratively evaluate traffic safety projects identified in the HSP
- Revise Procedural Manual
- Hire additional staff
- Hire contractor to develop the District's Traffic Records Strategic Records Plan

Police Traffic Services (Aggressive Driving Enforcement)



District of Columbia residents have repeatedly identified “unsafe driving” as the number one public safety concern. Additionally, aggressive driving has been cited by AAA Mid-Atlantic as the number one threat to highway safety in the Washington area for the past six years (1995 – 2001). Defined as “the operation of a motor vehicle in a manner which endangers or is likely to endanger persons or property”, aggressive driving entails violations such as speeding, tailgating, unsafe lane changes, and running both red lights and stop signs. As the number of drivers on area roadways steadily increases, so does the number of vehicles on the road; and unfortunately, congestion breeds aggression. Consider the following challenges:

- The Washington Metropolitan region is currently ranked as having the eighth worst traffic congestion in the nation (*CNN Money.com, Texas Transportation Institute, October 2003*).
- Motorists in the region lose more hours to traffic delays – 84 hours on average per year – than any other city in the country (*Texas Transportation Institute, Texas A & M University System, The 2002 Mobility Report, David Schrank & Tim Lomax*)
- Parents in the Metropolitan area spend twice as much time behind the wheel as they do with their children.
- Projections for population growth in the D.C. region estimate that by the year 2020, demands on our roadways will grow by about 40%, while road capacity will increase only 9%.

From a national perspective, speed is a contributing factor in approximately 30% of fatal collisions. In the District of Columbia, that number is doubled. In calendar year 2004, speed was a causal factor in 38% of our fatalities and in 2002, 44%. Speed surveys conducted in the District of Columbia revealed that in 2001 approximately 30% of drivers operating on D.C. roadways were traveling in excess of the posted speed limit even with the current “tolerance” level that is given.

Goals:

Reduce the amount of speed related crashes and fatalities in the District of Columbia by 10%, by September 30, 2007.

Performance Measures:

1. Increase the amount of speed enforcement conducted by MPD officers by 5%, by September 30, 2007.

2. Conduct LASER speed operations “Speed Blitz” in all seven-patrol districts, by September 31, 2007.
3. Sustain photo-speed enforcement operations at a minimum of twenty sites per month throughout the District of Columbia. Locations will be identified based on the following factors:
 - Speed related fatalities from 1998 through 2007
 - Tickets issued by officers over the past three years
 - Site surveys completed during the past year
 - District command recommendations (which include citizen input)
 - DDOT recommendations
 - Suitability of the site for photo-enforcement activity

Strategies:

- Facilitate passing legislation to target aggressive driving and conduct speed surveys on certain DC roadways (DDOT deploying speed detectors, OAG)
- Traffic Calming
- Traditional, focused enforcement, a good example is the Smooth Operator Program (MPD, DDOT)
- Education, including better use of variable message signs (DDOT Highway Safety Office) and an extensive paid media campaign.
- Automated enforcement, specifically cameras, failure to yield to pedestrians, and red-light-running (DMV, OAG)
- Speed management initiatives including better signal timing, increasing pavement markings, and using variable message signs (DDOT)

Occupant Protection



Proper and consistent use of seatbelts and child safety seats is known to be the single most effective protection against death, and a mitigating factor in the severity of traffic crashes. In 2005 of the District’s 49 fatal crashes, 43% of the drivers or passengers killed were not properly restrained. In the realm of child passenger safety, 90% of child safety seats are installed incorrectly. While the District is currently among the national leaders in seatbelt usage with an 85% compliance rate, we aspire to further increase that number and consequently reduce the number of injuries and fatalities occurring due to non-compliance.

Goals:

Increase the seat belt use rate from 86% to 90% by September 30, 2007

Performance Measures:

1. Sustain a “Click it or Ticket” campaign in the District of Columbia during fiscal year 2007, using paid media, education and enforcement to increase awareness and usage
2. Participate in a minimum of three ABC (America Buckle’s up Children) mobilizations, to promote child safety seat use
3. Certify 20 MPD officers as child safety seat technicians. In addition to encouraging enforcement, another objective is to make officers available to inspect and install car seats.
4. Ensure that the seat belt survey contract is in effect on or before the last day of the 2007 CIOT Mobilization
5. Ensure that the media contract to purchase the CIOT paid ads is in effect 2 months prior to the CIOT Mobilization

Strategies:

- Enhance Click It or Ticket Campaign; evaluate strategic locations and tailor and enhance traffic enforcement and police presence (DDOT, MPD)
- Conduct 30% percent of all safety belt enforcement initiatives at night (10:00pm – 2:00 am)
- Enhance collaboration with Maryland and Virginia, especially seatbelt use in backseat occupants; Virginia has secondary law (MPD, OAG, Maryland, Virginia, and Safe Kids Program)
- Focus on low seatbelt use by subgroups such as pick-up and Hispanic drivers (MPD, DDOT)
- Increase education and outreach efforts to increase use of child protection systems (CPS). (DDOT, Safe Kids Program)

Impaired Driving

A few years ago, NHTSA made a decision to prioritize prosecutors. Since that time many states have recognized the need for a specialize prosecutor who focuses on providing training and technical assistance for various issues including impaired driving, vehicular homicide, occupant protection, community awareness and highway safety.

The specialized prosecutor’s responsibilities vary from state to state, but the basics are the same. The specialized prosecutors provide education, training and technical assistance to prosecutors and law enforcement and serve as “resident experts” in impaired driving in their respective states. These specialized

prosecutors can provide training in a variety of ways, from general DWI regional courses for law enforcement and prosecutors, to specific DWI-related topics at meetings and individual assistance.

In fiscal year 2007 the Highway Safety Office will enter into a project agreement (Memorandum of Agreement) with the Office of the Attorney General for a Traffic Safety Resource Prosecutor who will provide critical support to enhance the capability of the District's prosecutors to effectively prosecute traffic safety violations.

The Highway Safety Office will also enter into a project agreement with the Office of the Attorney General to hire a DUI Prosecutor. The District of Columbia has the responsibility to keep the criminal violation of traffic laws and resulting death, property damage and physical injury to a minimum through criminal prosecution, legislative changes, law enforcement training and public education efforts. D.C. Official Code § 23-101 and/or Chapter 22 of Title 50 of the D.C. Code authorizes the Attorney General to prosecute most criminal traffic offenses, including but not limited to alcohol related traffic crimes and crimes involving aggressive driving. Pursuant to its statutory functions under § 50-2201.03, the District of Columbia Department of Transportation will fund the Office of the Attorney General in order to create a Serious DWI/DUI Offender Prosecutor position (DUI PROSECUTOR) position. The DUI PROSECUTOR position is being created to enhance the effectiveness of the OAG's impaired driving prosecutions, to ensure that all appropriate impaired driving arrests are prosecuted vigorously, and to focus on those cases that involve the highest alcohol scores and/or repeat offenders.

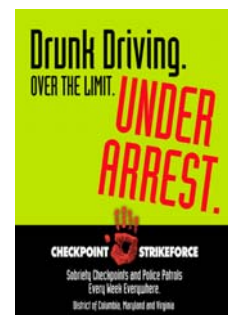
While impaired driving was specifically identified as a factor in roughly 17% of the District's traffic fatalities in 2005, the lack of toxicology results may underestimate the full extent of the problem. With disproportionately high alcohol consumption rates in the District of Columbia, keeping impaired drivers off the road continues to be a major challenge.

The proliferation of false identification has been one of the most challenging dilemmas in enforcing underage drinking laws. In District surveys, 33% of D.C. teenagers have admitted to using false identifications. 90% of teenagers nationwide say that alcohol is easy to access; and according to a Harvard study, 46% of college students are binge drinkers. Almost half of the fatalities involving teen drivers involve alcohol use at a cost of approximately 18 billion dollars each year to American society.

Goals:

Reduce alcohol related fatalities to 8 in 2007 and 7 in 2008 (using 2005 as baseline) See Page 17 chart.

Reduce underage drinking and driving related fatalities from ? to ? by September 30, 2007.



Performance Measures:

1. Conduct a minimum of 35 sobriety checkpoints during fiscal year 2007; with a minimum of 1 checkpoint per month and additional checkpoints around holiday weekends. Weekly sobriety checkpoints will be conducted from June 30, 2006 through January 6, 2007.
2. Conduct a minimum of one training class per quarter in Standardized Field Sobriety Testing and Intoxilyzer operation; certifying a minimum of 100 officers in these areas prior to September 30, 2007.
3. Sustain both a passive alcohol sensor program and in-car video surveillance program during FY 2007.
4. Conduct a minimum of 20 educational initiatives designed to address the risk of impaired driving in District of Columbia high schools, universities and colleges, during fiscal year 2007. Programs will be conducted in collaboration with MADD, WRAP and NCCPUD.
5. Sustain Cops in Shops program in all seven districts through fiscal year 2007, in order to deter underage possession of alcohol, use of fake id, and arrest persons who procure for minors.
6. Sustain Stopping Underage Drinkers (SUD's) program using fake id technology to arrest persons attempting to use fake id to enter class C or D establishments.
7. Conduct educational initiatives at a minimum of 20 District of Columbia high schools in order to raise awareness of underage drinking consequences (prior to September 30, 2007.)
8. Conduct a minimum of 200 compliance checks in cooperation with the Alcohol Beverage Regulation Administration during fiscal year 2007, in order to target establishments that serve to minors, or fail to restrict youth access to alcohol.

Strategies:

- Enhanced enforcement, including increasing checkpoints, upgrading technology, and improve cooperative training and educations for enforcement personnel and health care providers (MPD, OAG) – special focus on underage drinking and driving prevention/enforcement.
- Education to improve safety, enforcement, and driver testing (DDOT Highway Safety Office, MPD, DMV) including an extensive paid media campaign on focusing on impaired driving.
- Technology, including interlock devices to test driver alcohol level—this is optional because it requires investment from convicted drivers.

Pedestrians/Bicycle Safety

Pedestrians accounted for 33% of all traffic fatalities in the District of Columbia in calendar year 2005, and 22% in 2004. While increased speed enforcement and additional intersection enforcement should reverse this trend, pedestrian error

must also be better addressed. Bicycle fatalities climbed to 3 in 2005, whereby signifying that the current increase numbers of bicycles on D.C. roadways pose future challenges.

Goal:

Reduce pedestrian fatalities from 16 in 2005 (4 year average of 15) to 7 by 2008. See Page 17 chart.

Performance Measures:

1. Conduct educational campaigns in a minimum of 20 D.C. elementary schools during fiscal year 2007, in order to discuss pedestrian and bicycle safety.
2. Conduct a minimum of 3 high visibility waves specifically targeting pedestrian related violations, prior to September 30, 2007.



Strategies:

- Implement and sustain a bicycle helmet distribution program throughout fiscal year 2007, wherein 2,000 bicycle helmets will be given to children in the District of Columbia at no cost.
- Participate in stepped up enforcement during the “Street Smart Campaign” to increase awareness of the consequences of pedestrian and bicycle crashes
- Participate in a task force with the District Department of Transportation, and DC Public Schools to implement both engineering and enforcement strategies, which will enhance the safety of D.C. school children.

Traffic Records

The District DOT has long recognized the need for comprehensive data on injuries and fatalities resulting from motor vehicle crashes to accurately identify its highway safety problems and to effectively manage its highway safety programs. It has also recognized that it did not have in place a traffic records and crash data system to meet that need. A traffic records system is key to the implementation of all highway safety countermeasures and is the key ingredient to their effective and efficient management. DDOT has been engaged in continuous efforts towards correcting that deficiency.

In fiscal year 2007 the highway safety office will be entering into a contract with KLS Engineering to develop a Strategic Traffic Records Plan that will outline the ongoing, planned and recommended activities to produce the improvements in the traffic records components for timeliness, accuracy, completeness, uniformity/consistency, integration, and accessibility.

Goal:

To complete all 2006 year crash data by April 2007.

Performance Measures:

1. Submit an application for Section 408 funding during FY 2007.
2. Create an active Traffic Records Coordinating Committee and conduct four meetings during FY 2007.

Strategies:

- Improve assessment of current systems
- Institute quality assurance for data, such as revising the PD-10 forms, identifying more user-friendly software and hardware
- Identify and share best practices in data management and sharing; examples cited are TRACS and CODES
- Improve integration, analysis, and training in use of systems and data. Also, incorporate other Federal agency data, as possible—which will need to address the issue of jurisdiction (DC Office of Chief Technology Officer [OCTO], identify and work to improve Federal Agency cooperation)

Motorcycle Safety

Motorcycle fatalities were down in 2005 from 10 in 2004 to 6. While crash prevention is the primary focus, not all motorcycle crashes will be prevented. Injury prevention becomes an ever-increasing important component to reverse the upward trend in the number of motorcyclist fatalities each year. Today, 20 States, the District of Columbia and Puerto Rico require helmet use by all motorcycle operators and passengers.

Goal

Reduce motorcycle fatalities in the District of Columbia by approximately 25%, from 6 to 4 in 2007.

Performance Measures:

1. Submit an application for Section 2010 funding.

Strategies:

- Work with the Department of Motor Vehicles to develop educational materials that focus on crash prevention, injury prevention, and rider education.

Roadway Safety



The District's population expands to approximately three million during a typical workday comprised of commuters from the states of Maryland and Virginia, a large federal workforce and many thousand of tourists, which visit the Nation's Capital. In 2004, the annual vehicle-miles of travel had increased to 3.7 billion miles; a nine percent (9%) increase over ten years.

Roadways are the one element of the traffic environment where local agencies have the most control. Driver behavior is often difficult to change, even with extensive education and enforcement campaigns. Vehicle improvements generally occur on a national or global scale as technology and federal regulations change. However, improving the safety of a particular roadway is the sole responsibility of the local agency with jurisdiction over the roadway. Although roadways represent only one-third of the safety equation, local transportation agencies must focus much more than one-third of their resources on this element. Low-cost safety improvements are cost-beneficial in reducing highway crashes as well as training. How do we get these problems fixed? How do we decide which intersection, bridge, roadside hazard, or operating condition poses the greatest safety risk.

Experts have named nine roadway conditions that are considered potentially dangerous:

1. Roadway Departure;
2. Road Surface Conditions;
3. Narrow Roadways and Bridges;
4. Railroad Crossings;
5. Work Zones (A work zone demonstration project is planned in FY 2007);
6. Intersections;
7. Roadway Design Limitation;
8. Roadway Access Problems;
9. Pedestrian and Bicycle Traffic. (A DC School Assessment project is planned in FY 2007);



STATE CERTIFICATIONS AND ASSURANCES

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

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

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

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

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

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons,

including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of draw down privileges);

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

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

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

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):

The State will provide a drug-free workplace by:

- a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;**
- b) Establishing a drug-free awareness program to inform employees about:**
 - 1) The dangers of drug abuse in the workplace.**
 - 2) The grantee's policy of maintaining a drug-free workplace.**
 - 3) Any available drug counseling, rehabilitation, and employee assistance programs.**
 - 4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.**
- c) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).**
- d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --**
 - 1) Abide by the terms of the statement.**
 - 2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.**
- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.**

- f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
 - 1) Taking appropriate personnel action against such an employee, up to and including termination.
 - 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (23 USC 101 Note), which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the

awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

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

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

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

- 1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.**
- 2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.**
- 3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.**
- 4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.**
- 5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.**
- 6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.**
- 7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered**

transaction, without modification , in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

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

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

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

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's fiscal year 2007 highway safety planning document and hereby declares that no

significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

Mayor's Representative for Highway Safety

Date

**U.S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary**

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Posted: 09/29/2006

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2007-00-00-00	PLANNING & ADMINISTRATION	\$.00	\$215,000.00	\$.00	\$139,972.11	\$139,972.11	\$.00
Planning and Administration Total			\$.00	\$215,000.00	\$.00	\$139,972.11	\$139,972.11	\$.00
Alcohol								
	AL-2007-03-00-00	ALCOHOL	\$.00	\$.00	\$.00	\$490,121.86	\$490,121.86	\$.00
Alcohol Total			\$.00	\$.00	\$.00	\$490,121.86	\$490,121.86	\$.00
Motorcycle Safety								
	MC-2007-10-00-00	Motorcycle Safety	\$.00	\$.00	\$.00	\$64,545.00	\$64,545.00	\$.00
Motorcycle Safety Total			\$.00	\$.00	\$.00	\$64,545.00	\$64,545.00	\$.00
Occupant Protection								
	OP-2007-05-00-00	OCCUPANT PROTECTION	\$.00	\$.00	\$.00	\$285,116.22	\$285,116.22	\$.00
Occupant Protection Total			\$.00	\$.00	\$.00	\$285,116.22	\$285,116.22	\$.00
Pedestrian/Bicycle Safety								
	PS-2007-08-00-00	PEDESTRIAN/BICYCLE SAFETY	\$.00	\$.00	\$.00	\$327,914.38	\$327,914.38	\$.00
Pedestrian/Bicycle Safety Total			\$.00	\$.00	\$.00	\$327,914.38	\$327,914.38	\$.00
Police Traffic Services								
	PT-2007-04-00-00	POLICE TRAFFIC SERVICES-MPD	\$.00	\$3,200,000.00	\$.00	\$343,179.78	\$343,179.78	\$.00
Police Traffic Services Total			\$.00	\$3,200,000.00	\$.00	\$343,179.78	\$343,179.78	\$.00
Traffic Records								
	TR-2007-07-00-00	TRAFFIC RECORDS	\$.00	\$3,500,000.00	\$.00	\$223,000.00	\$223,000.00	\$.00
Traffic Records Total			\$.00	\$3,500,000.00	\$.00	\$223,000.00	\$223,000.00	\$.00
Roadway Safety								
	RS-2007-13-00-00	ROADWAY SAFETY-DDOT/TSA	\$.00	\$.00	\$.00	\$180,494.42	\$180,494.42	\$.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/ (Decr)	Current Balance	Share to Local
Roadway Safety Total								
			\$.00	\$.00	\$.00	\$ 180,494.42	\$ 180,494.42	\$.00
Safe Communities								
	SA-2007-05-00-00	SAFE COMMUNITIES	\$.00	\$.00	\$.00	\$ 194,650.47	\$ 194,650.47	\$.00
Safe Communities Total			\$.00	\$.00	\$.00	\$ 194,650.47	\$ 194,650.47	\$.00
Paid Advertising								
	PM-2007-05-00-00	PAID ADVERTISING	\$.00	\$.00	\$.00	\$ 45,151.00	\$ 45,151.00	\$.00
Paid Advertising Total			\$.00	\$.00	\$.00	\$ 45,151.00	\$ 45,151.00	\$.00
NHTSA 402 Total			\$.00	\$ 6,915,000.00	\$.00	\$ 2,294,145.24	\$ 2,294,145.24	\$.00
405 Occupant Protection								
	J2-2007-05-00-00	405 OCCUPANT PROTECTION	\$.00	\$.00	\$.00	\$ 249,392.51	\$ 249,392.51	\$.00
405 Occupant Protection Total			\$.00	\$.00	\$.00	\$ 249,392.51	\$ 249,392.51	\$.00
405 OP SAFETEA-LU								
	K2-2007-05-00-00	405 OP SAFETEA-LU	\$.00	\$.00	\$.00	\$ 161,728.00	\$ 161,728.00	\$.00
405 Occupant Protection Total			\$.00	\$.00	\$.00	\$ 161,728.00	\$ 161,728.00	\$.00
405 OP SAFETEA-LU Total			\$.00	\$.00	\$.00	\$ 161,728.00	\$ 161,728.00	\$.00
NHTSA 406								
	K4OP-2007-05-00-00	SB Perf Grant - Enforcement MPD	\$.00	\$.00	\$.00	\$ 75,000.00	\$ 75,000.00	\$.00
406 Occupant Protection Total			\$.00	\$.00	\$.00	\$ 75,000.00	\$ 75,000.00	\$.00
406 Pedestrian/Bicycle Safety								
	K4PS-2007-08-00-00	School Assessment Project - DDOT	\$.00	\$.00	\$.00	\$ 283,014.00	\$ 283,014.00	\$.00
406 Pedestrian/Bicycle Safety Total			\$.00	\$.00	\$.00	\$ 283,014.00	\$ 283,014.00	\$.00
NHTSA 406 Total			\$.00	\$.00	\$.00	\$ 358,014.00	\$ 358,014.00	\$.00
410 Alcohol SAFETEA-LU								
	K8-2007-03-00-00	Alcohol Incentive 410 in 2006	\$.00	\$.00	\$.00	\$ 530,578.00	\$ 530,578.00	\$.00

Highway Safety Plan Cost Summary

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/ (Decr)	Current Balance	Share to Local
410 Alcohol SAFETEA-LU Total								
411 Data Program								
	39-2007-03-00-00	411 DATA PROGRAM	\$0.00	\$0.00	\$0.00	\$530,578.00	\$530,578.00	\$0.00
411 Data Program Total			\$0.00	\$0.00	\$0.00	\$24,100.00	\$24,100.00	\$0.00
2003B Child Pass. Protect								
	33-2007-05-00-00	2003b CHILD PASSENGER PROTECTION	\$0.00	\$0.00	\$0.00	\$4.30	\$4.30	\$0.00
2003B Child Pass. Protect Total			\$0.00	\$0.00	\$0.00	\$4.30	\$4.30	\$0.00
2011 Child Seats								
	K3-2007-05-00-00	2011 CHILD SEATS/DDOT & MPD	\$0.00	\$0.00	\$0.00	\$196,063.00	\$196,063.00	\$0.00
2011 Child Seat Incentive Total			\$0.00	\$0.00	\$0.00	\$196,063.00	\$196,063.00	\$0.00
2011 Child Seats Total			\$0.00	\$0.00	\$0.00	\$196,063.00	\$196,063.00	\$0.00
157 Incentive Funds								
	157AL-2007-03-00-00	157 ALCOHOL INCENTIVE FUNDS	\$0.00	\$0.00	\$0.00	\$67,486.00	\$67,486.00	\$0.00
157 Alcohol Total			\$0.00	\$0.00	\$0.00	\$67,486.00	\$67,486.00	\$0.00
157 Emergency Medical Services								
	157EM-2007-06-00-00	157 EMS INCENTIVE FUNDS	\$0.00	\$0.00	\$0.00	\$6.00	\$6.00	\$0.00
157 Emergency Medical Services Total			\$0.00	\$0.00	\$0.00	\$6.00	\$6.00	\$0.00
157 Motorcycle Safety								
	157MC-2007-10-00-00	157 MOTORCYCLE SFTY INCENTIVE FUNDS	\$0.00	\$0.00	\$0.00	\$51,296.00	\$51,296.00	\$0.00
157 Motorcycle Safety Total			\$0.00	\$0.00	\$0.00	\$51,296.00	\$51,296.00	\$0.00
157 Occupant Protection								
	157OP-2007-05-00-00	157 OCCUPANT PROTECTION INCENTIVE FUNDS	\$0.00	\$0.00	\$0.00	\$61,915.00	\$61,915.00	\$0.00
157 Occupant Protection Total			\$0.00	\$0.00	\$0.00	\$61,915.00	\$61,915.00	\$0.00
157 Traffic Records								
	157TR-2007-07-00-00	157 TRAFFIC RECORDS INCENTIVE FUNDS	\$0.00	\$0.00	\$0.00	\$19,185.29	\$19,185.29	\$0.00

Highway Safety Plan Cost Summary

U.S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary

State: District Of Columbia

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Report Date: 10/04/2006

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
157 Traffic Records Total			\$.00	\$.00	\$.00	\$ 19,185.29	\$ 19,185.29	\$.00
157 Incentive Funds Total			\$.00	\$.00	\$.00	\$ 199,888.29	\$ 199,888.29	\$.00
157 Innovative Funds 2005								
	INS-2007-05-00-00	157 INNOVATIVE FUNDS-MPD	\$.00	\$.00	\$.00	\$ 557.90	\$ 557.90	\$.00
157 Innovative FY 2005 Total			\$.00	\$.00	\$.00	\$ 557.90	\$ 557.90	\$.00
157 Innovative Funds 2005 Total			\$.00	\$.00	\$.00	\$ 557.90	\$ 557.90	\$.00
NHTSA Total			\$.00	\$ 6,915,000.00	\$.00	\$ 4,014,471.24	\$ 4,014,471.24	\$.00
Total			\$.00	\$ 6,915,000.00	\$.00	\$ 4,014,471.24	\$ 4,014,471.24	\$.00