

# “TOWARDS ZERO FATALITIES AND INJURIES”



**DISTRICT OF COLUMBIA  
HIGHWAY SAFETY  
PERFORMANCE PLAN  
FY2010**

## **EXECUTIVE SUMMARY**

On behalf of the Mayor of the District of Columbia, and the Director of the District Department of Transportation (DDOT), the D.C. Highway Safety Office (HSO) is pleased to present the Fiscal Year 2010 Highway Safety Plan.

The Highway Safety Plan (HSP) is developed yearly by the HSO, as required and subject to review by National Highway Traffic Safety Administration (NHTSA). It represents the yearly obligated funds that the DDOT will use to increase overall highway safety. The HSP provides an outline for improving the safety of all motorists on the District's roadways and details the priority areas, performance goals, and measures the initiatives to decrease the loss of life and injuries resulting from motor vehicle crashes.

For FY 2010, the following highway safety priority areas have been identified based on data-driven problem identification techniques. These priority areas determine how funds should be allocated within DDOT to improve the city's overall crash, fatality, and injury picture.

### **Impaired Driving**

While alcohol-related fatalities in the District have decreased, injuries related to alcohol continue to be a problem. Combating this issue will be accomplished through efforts from District agencies across a variety of disciplines.

### **Occupant Protection**

The District is on track to achieve 95% restraint use by 2011. As such, the HSO has created more challenging performance goals and will continue its educative and enforcement efforts to make this improvement sustainable.

### **Aggressive Driving**

Aggressive driving, specifically speeding, has been identified as a growing problem in the District. The District's continued efforts which aim to provide education, information, and solutions towards aggressive driving have proven successful.

### **Pedestrian /Bicyclist Safety**

As some of the most vulnerable roadway users, improving safety for pedestrian and bicycle safety remain a continuing priority for the District. While both pedestrian and bicyclist fatalities have decreased since 2005, injuries remain a significant issue.

### **Motorcycle Safety**

Both motorcycle injuries and fatalities are a growing trend in the District. As such, the HSO has implemented strategies, such as enforcement and paid media to reduce this trend in coming years.

### **Traffic Records**

The HSO recognizes the need for timely and accurate crash data in order to inform safety planners, develop meaningful and targeted programs, and create intervention strategies. The

District's Traffic Records Coordinating Committee (TRCC) continues to work on creating an integrated data collection network.

The FY2010 HSP also includes information about the DDOT Organizational structure and information concerning the District's demographics. Additionally, the HSP summarizes the sub-grantee process and presents a Highway Safety Cost Summary.

## SUMMARY OF KEY PERFORMANCE MEASURE

### Crashes, Injuries, and Fatalities

#### Performance Goal

To decrease traffic fatalities by 11 percent from a three-year (2006-2008) weighted average of 45 to 40 by December 31, 2012.

Item	Existing			Baseline	Projected Goal			
	2006	2007	2008		2009	2010	2011	2012
Fatalities (actual)	41	54	39	45	44	42	41	40
Fatality rate per 100M VMT	1.05	1.27	0.92*	1.08	1.05	1.03	1.00	0.98
Number of Drivers age 20 or younger Killed in a fatal crash	1	0	0	1	0	0	0	0

\*2007 VMT used, to be updated when 2008 figures becomes available

To decrease traffic-related serious injuries by 12 percent from a three-year (2005-2007) weighted average of 1,864 to 1,643 by December 31, 2012.

Item	Existing			Baseline	Projected Goal				
	2005	2006	2007		2008	2009	2010	2011	2012
Number of Serious Injuries (disabling and Non-disabling)	2,066	1,749	1,778	1,864	1,818	1,772	1,728	1,685	1,643

## Impaired Driving

### Performance Goal

To decrease alcohol-impaired driving fatalities by 15 percent from a three-year (2006-2008) weight average of 13 to 11 by December 31, 2012.

Item	Existing			Baseline	Projected Goal			
	2006	2007	2008		2009	2010	2011	2012
Number of Fatalities involving driver or motorcycle operator with 0.08 BAC or above	15	18	7	13	13	12	12	11

## Occupant Protection

### Performance Goal

To decrease unrestrained passenger vehicle occupant fatalities in all seating positions by 23 percent from a three-year weight average (2005-2007) of 13 to 10 by December 31, 2012.

Item	Existing			Baseline	Projected Goal				
	2005	2006	2007		2008	2009	2010	2011	2012
Number of unrestrained passenger vehicle occupant fatalities	19	10	9	13	12	12	11	11	10

Performance Measures	2006	2007	2008	2009	2010	2011	2012
Percent observed belt use for passenger vehicles	85.36%	87.13%	90%	93%	95%	95%	95%

## Aggressive Driving

### Performance Goal

To decrease speeding-related fatalities of 13 percent from a three-year weight average (2006-2008) of 15 to 13 by December 31, 2012.

Item	Existing			Baseline	Projected Goal			
	2006	2007	2008		2009	2010	2011	2012
Number of Speeding-Related Fatalities	22	10	14	15	15	14	14	13

## Motorcyclist Safety

### Performance Goal

To decrease motorcyclist fatalities of 33 percent from a three-year weight average (2006-2008) of 3 to 2 by December 31, 2012.

Item	Existing			Baseline	Projected Goal			
	2006	2007	2008		2009	2010	2011	2012
Number of Motorcyclist Fatalities	1	2	7	3	3	3	3	2
Number of unhelmeted Motorcyclist Fatalities	0	1	1	1	1	1	1	1

## Pedestrian Safety

### Performance Goal

To decrease pedestrian-related fatalities of 32 percent from a three-year weight average (2006-2008) of 19 to 13 by December 31, 2012.

Item	Existing			Baseline	Projected Goal			
	2006	2007	2008		2009	2010	2011	2012
Number of Pedestrian-related Fatalities	17	25	14	19	17	16	15	13

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## INTRODUCTION

This Highway Safety Performance Plan (HSPP) contains the goals, strategies, performance measures and objectives that the District of Columbia has set for fiscal year 2010 (October 1, 2009 – September 31, 2010). The HSPP is required by the U.S. Department of Transportation (U.S. DOT), National Highway Traffic Safety Administration (NHTSA) regulations. It is designed to reduce crashes, fatalities, injuries, and property damage by addressing road user behavioral issues, police traffic services, emergency medical services, motorcycle safety, as well as traffic records improvements. Consistent with the requirements for the application for these funds, the FY2010 HSPP consists of four major sections: Performance Plan, Highway Safety Plan (HSP), Certifications and Assurances and HS Form 217 Cost Summary.

The **Performance Plan** includes a list of objectives and measurable highway safety goals and a brief description of the processes used by the District/jurisdiction to identify its highway safety problems, define its highway safety goals and performance measures, and develop projects and activities to address its problems and achieve its goals. The Plan also includes performance measures for each goal to help DDOT track progress from a baseline toward meeting the goal by the specified target date.

The **Highway Safety Plan** describes the projects and activities the District plans to implement to reach the goals identified in the Performance Plan. The HSP and Performance Plan are the District's planning management, and grant delivery vehicles. This plan is submitted on a yearly basis, September 1<sup>st</sup>, and must be submitted to NHTSA, along with the other two documents described here for review to ensure that the HSO complies with the requirements of the Section 402 program.

The **Certification Statement** of the application includes applicable laws and regulations, financial and programmatic requirements, and in accordance with 23 CFR Part 1200.11, the special funding conditions of the Section 402 programs. The Mayor's Representative for Highway Safety must sign these certifications prior to September 1<sup>st</sup>, providing assurances that the District will comply with the laws and statements mentioned above.

The **Program Cost Summary** of the application is the completed highway safety form 217 (HS 217). The HS 217 reflects the District's proposed allocations of funds (including carry-forward funds) by program area, based on the goals identified in the Performance Plan and the projects identified in the HSP. The funding level used shall be an estimate of available funding for the upcoming fiscal year.

The HSPP is a multi-year plan developed and updated annually by the HSO to describe how Federal highway safety funds will be apportioned. The HSPP is intergovernmental in nature and functions either directly or indirectly, through grant agreements, contracts, requisitions, purchase orders, and work orders. Projects can be activated only after the District HSPP has received Federal funding approval. The ultimate goal is to have all of the agreements negotiated and ready for activation on October 1<sup>st</sup>, the beginning of the Federal fiscal year.

## **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, as 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 Highway Safety Office (HSO) Coordinator, who is also the Chief of the Transportation Safety Office (TSO) approves all sub-grants.

With the identification of the District's emphasis areas, projects were selected for funding that addresses these areas. A small group, comprised of other DC agencies, assisted in the project selection process.

### **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" of each non-profit organization must submit its application/proposal. The Project Director is designated to represent the sub grantee agency and is responsible for ensuring that project/program objectives are met, expenditures are within the approved budget, and reimbursements and required reports are submitted in a timely manner.

### **When to Apply**

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

The HSO 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

For each agency that receiving Federal funding, the Project Director will be required to attend a pre-award session held during September. At this session, the project objectives, performance measures, and problem solution plan are reviewed for clarification. Upon final approval from the HSO Coordinator, each project director is notified of the approved amount of funding and advised of individual fiscal and administrative reporting/evaluation requirements.

Additionally, reporting requirements are established based on the individual project proposal. Project directors are required to review and sign off on the quarterly reporting requirement stipulations at the pre-award meeting.

All projects are monitored by the Highway Safety Office on a regular basis, which includes on-site monitoring. Project directors are required to submit a quarterly administrative report indicating project progress. **If project goals are not being achieved, then the Highway Safety Office reserves the right to terminate the project or require changes to the project action plan.**

The Project Director shall, by the 15<sup>th</sup> of the month following the end of each quarter, submit an Administrative Report, which outlines activities from the previous quarter as detailed in the reporting requirements obtained at the pre-award meeting. See reporting schedule below:

**Table 1: Reporting Schedule**

Reporting Month	Fiscal Quarter	Report Due
October	First Quarter	January 15
November		
December		
January	Second Quarter	April 15
February		
March		
April	Third Quarter	July 15
May		
June		
July	Fourth Quarter	October 15
August		
September		

All grants are reimbursable in nature, meaning that the agency must first spend the funds and then request reimbursement from the HSO by submitting a reimbursement voucher. This reimbursement voucher indicates the amount of Federal funding spent. Backup documentation must be attached to the submitted reimbursement voucher. This documentation would include receipts, timesheets, etc. In addition, in order to be reimbursed quarterly, the reimbursement voucher must accompany the quarterly administrative report. A final administrative report must be submitted at the end of the project period. This report must provide an in-depth cumulative summary of the tasks performed and goals achieved during the project period. This report is due no later than November 30<sup>th</sup> of each year that the grant is in place.

## MISSION STATEMENT

### Our Mission

*To provide a safe and efficient transportation system, improving the mobility of people and goods, increasing transit and walking, enhancing economic prosperity, preserving the quality of the environment, and ensuring that communities are fully realized.*

### Our Vision

*The District of Columbia will achieve a safe and efficient transportation system that has zero traffic-related deaths and disabling injuries.*

### Our Goal

*The District of Columbia seeks to reduce the serious and fatal injuries in the District by 50 percent in 2025.*

## DELEGATION OF AUTHORITY

The Mayor's Representative is responsible for the administering of the District of Columbia's Highway Safety Program. The Mayor's Representative is the Director of the District Department of Transportation, Gabe Klein.

## ORGANIZATION AND STAFFING

On May 21, 2002, the District Division of Transportation became the new District Department of Transportation (DDOT), 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 Highway Safety Office is within the Transportation Policy and Planning Administration (TPPA). The Transportation Safety Office (TSO) Chief is also the District's HSO Coordinator, who oversees the District's highway safety program. In addition, the District's highway safety program is supported by Federal highway safety funds. The District is awarded incentive and innovative program funds for occupant protection, child passenger protection, as well as reducing both intoxicated and impaired drivers.

Recently the DDOT underwent a realignment, which also included the Transportation Policy & Planning Administration, and the placement of the Highway Safety Office. It is no longer a separate division, as in previous years. The new Organization Chart depicts three (3) Divisions:

### 1. Policy Development Division

- Public Space Policy Branch.
- Transportation Systems Policy Branch.
- Research & Development Branch.

## 2. Strategic Transportation Planning Division

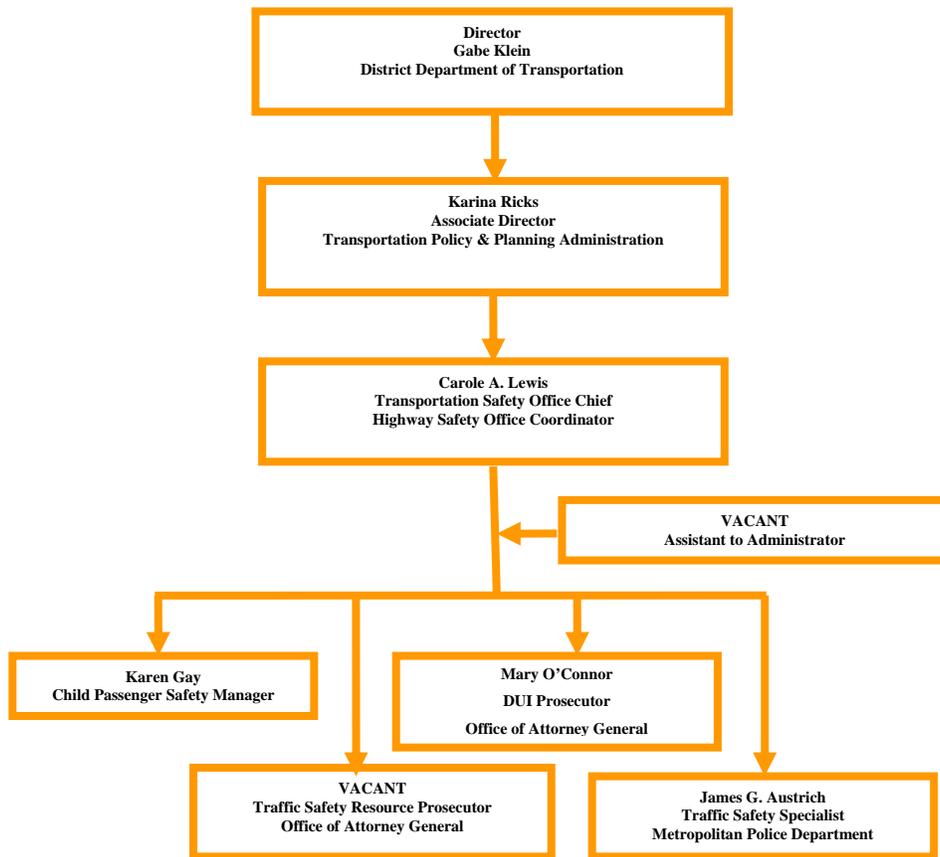
- Transportation Systems Planning Branch.

## 3. Plan Review & Compliance Division

- Plan Review Branch.
- Public Space Management Branch.

The District of Columbia's HSO reports directly to the Associate Director of the Transportation Policy and Planning Administration, DDOT. Ms. Carole A. Lewis is the TSO Chief and serves as the coordinator of the District's highway safety program. The organization structure and all positions are outlined below:

**Figure 1: DDOT Organizational Chart**



**Carole Lewis, Traffic Safety Office Chief/Highway Safety Office Coordinator** – Administers the safety programs for the District. This includes planning, organizing, and directing the operations and programs in accordance with Federal and District rules, regulations, and guidelines.

**Karen Gay, Child Passenger Safety** – Directs and monitors the day-to-day operations of the District's Child Passenger Safety Program.

**Mary O'Connor, DUI Prosecutor** – Prosecutes of serious offender DUI/DWI cases.

**Vacant, Traffic Safety Resource Prosecutor** – Criminal Section's expert on traffic safety issues, also coordinates with law enforcement officials concerning traffic safety enforcement to help foster improved law enforcement/prosecutor cooperation.

**James G. Austrich, Traffic Safety Specialist Metropolitan Police Department (MPD)** – Coordinates all NHTSA traffic safety programs housed within the MPD. Focus areas include incident management, intelligent transportation systems, traffic operations, and work zone safety.

## Relevant Training

As indicated below, the staff regularly participates in NHTSA training opportunities as well as management training offered within the District.

**Carole Lewis, Traffic Safety Office Chief/Highway Safety Office Coordinator** – Attended the Highway Safety Program Management Court and the NHTSA Impaired Driving Course in 2009.

**Karen Gay, Child Passenger Safety** – No training was taken during FY2009.

**Mary O'Connor, DUI Prosecutor** – No training was taken during FY2009.

**James G. Austrich, Traffic Safety Specialist Metropolitan Police Department** – Completed NHTSA's Highway Safety Program Management Course, NHTSA Impaired Driving Course and Traffic Occupant Protection Strategies.

## DEMOGRAPHICS

The demographics of the District of Columbia reflect an ethnically diverse, cosmopolitan, mid-size capitol city. The District of Columbia is unique among major U.S. cities in that its foundation was established as a result of a political compromise.

According to the U.S. Census Bureau data, the District had a population of 591,833 people in 2007. During the workweek, however, the number of commuters from the suburbs into the city swells the District's population by an estimated 71.8 percent, to a daytime population of over 1 million people. Approximately 55.6 percent of the population is African-American, 36.3 percent Caucasian, 8.3 percent Hispanic, 3.1 percent Asian, 5 percent Native Americans/Pacific Islanders/Alaskans/Hawaiians, and 1.6 percent mixed raced. There is a predicted surge in growth to 712,000 people by 2030, based on the city's best planning projections.

The demographic of the District show females outnumber males, 52.7 to 47 percent. People aged 65 and older comprise 11.8 percent of the total population in 2007.

The District of Columbia has a land area of 67 square miles with a population density of 74 people per square mile, and is comprised of eight wards. The District's transportation system is critical to the District's residents and businesses, the Federal Government, and millions of tourists who visit the nation's capitol annually. There are 1,153 road miles: 60 percent are local

roads, 15 percent are minor arterial, 13 percent are collectors, 8 percent are principal arterials, and 5 percent are classified as freeways and expressways.

In 2007, the annual vehicle-miles of travel had increased to 4.2 billion miles. The number of licensed drivers was 339,137, which represents 57.6 percent of the total population. There are also over 268,000 registered vehicles.

**Table 2: Motor Vehicle Data**

	<b>Licensed Drivers (in thousands)</b>	<b>Registered Vehicles (in thousands)</b>	<b>VMT (Billions)</b>
<b>1998</b>	350	230	3
<b>1999</b>	349	237	3
<b>2000</b>	348	244	3
<b>2001</b>	328	250	4
<b>2002</b>	328	250	4
<b>2003</b>	313	230	4
<b>2004</b>	349	240	4
<b>2005</b>	330	238	4
<b>2006</b>	358	220	4
<b>2007</b>	339	268	4

## **Law Enforcement**

The Law Enforcement Agency (LEA) of the District is one of the tenth largest local police agencies in the United States. The Metropolitan Police Department (MPD) comprises more than 4,400 members – 3,800 sworn police officers and over 600 full-time equivalent civilian employees. The District is made up of seven Police Service Areas (PSAs), which is the building block of community policing. Each PSA has a minimum of 21 officers; the exception is PSA 707, which is primarily Bolling Air Force Base, and therefore needs fewer MPD officers. The mission of the MPD is to safeguard the District of Columbia and protect its residents and visitors by providing the highest quality of police service with integrity, compassion, and a commitment to innovation that integrates people, technology and progressive business systems.

## **Medical Community**

There are 14 hospitals and 4 accredited trauma centers in the District. The Mission of the Department of Health is to promote and protect the health, safety, and quality of life of residents, visitors and those doing business in the District of Columbia.

The Department’s responsibilities include identifying health risks; educating the public; preventing and controlling diseases, injuries and exposure to environmental hazards; promoting effective community collaborations; and optimizing equitable access to community resources.

## Workforce

In 2007, the District of Columbia had a workforce of 707.9 thousand people; 231.2 thousand of these employed are with the Federal and District governments. The Federal Government has employed 192.3 thousand and the District government 38.9 thousand. The total number employed in the private sector is 476.7 thousand. Some of the largest employers are medical institutions such as The George Washington University, Georgetown University, Washington Hospital Center and Howard University Hospital, which employ approximately 37.7 thousand employees. Over 106.4 thousand people are employed by some type of professional, scientific or technical services.

## Elected Officials

The Mayor of the District of Columbia, **Adrian M. Fenty**, was inaugurated January 2, 2007. Mayor Fenty serves as the fifth-elected Mayor of the District of Columbia. On September 12, 2006, Adrian M. Fenty became the first person in history to win all 142 precincts in a District of Columbia mayoral election. The DC Council has 13 elected members, one from each of the eight wards and five elected at-large. The elected delegate to the U.S. House of Representatives is **Eleanor Holmes Norton**; she is now in her ninth term as the Representative for the District of Columbia. The District of Columbia Congressional Delegation is composed of two Senators and a Representative, **Paul Strauss**, **Michael D. Brown** and **Michael Panetta** respectively.

## LEGISLATIVE AND MAJOR DISTRICT ISSUES

The Safe Routes to School Program was created during Mayor Fenty's tenure. Through a partnership between DDOT and District of Columbia Public Schools (DCPS), the program seeks to create safer and convenient routes for students to get to school on foot or by bike. The Metropolitan Police, working in partnership with the HSO, also stepped up its enforcement efforts for traffic violations in general.

## PERFORMANCE PLAN

In 2007, the HSO, in conjunction with other District transportation officials, systematically analyzed the District highway safety problems and corrective strategies as part of the District of Columbia Strategic Highway Safety Plan, 2007 (SHSP). This plan identified five Critical Emphasis Areas (CEAs) to improve traffic safety and decrease injuries and fatalities in the District. These five CEAs are as follows:

CEA 1 – High-Risk Drivers

- Aggressive Drivers.
- Impaired Drivers.
- Driver Competency and Licensing.

CEA 2 – Pedestrian and Bicyclist Safety

CEA 3 – Engineering/Facilities Infrastructure

CEA 4 – Special Vehicles

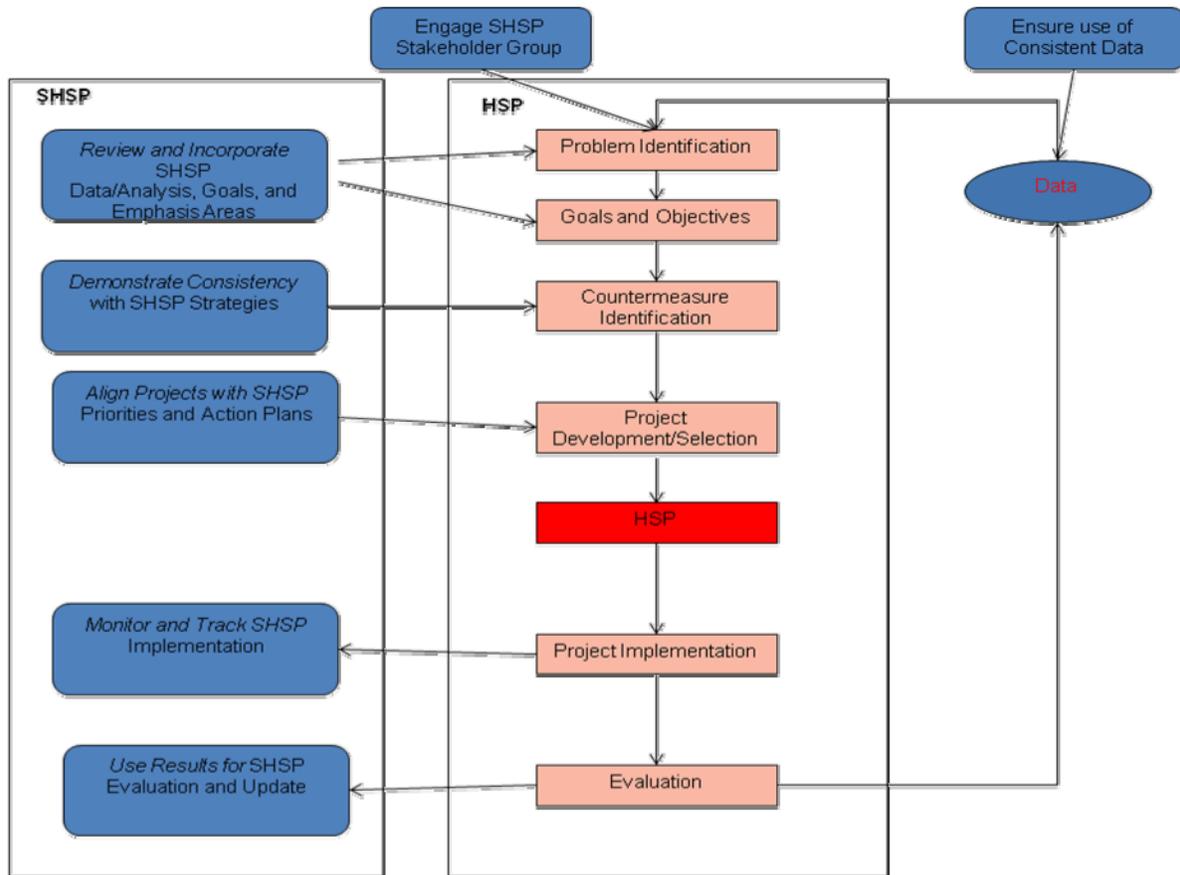
CEA 5 – Special Target Areas

- Emergency Medical Services.
- Occupant Protection.

(Improvement of Traffic Records was listed as a CEA but all work in this area was deferred to the Traffic Records Coordinating Committee, TRCC).

The Highway Safety Performance Plan (HSPP) is one part of the overall SHSP, as set forward by the Executive Committee for Highway Safety. As Figure 2 illustrates below, the SHSP influences problem identification, goals and objectives, countermeasures identification, and project development within the HSPP. After the development and approval of the HSPP, project implementation and evaluation activities provide feedback to both SHSP and the HSPP planning process. While the goals and objectives of the SHSP and HSPP may not all be identical, they are based on consistent data. As such, the two documents are meant to complement each other and jointly support the District's safety priorities.

Figure 2: SHSP Relationship with HSP



Based on the results of this analysis, it was determined that the District can make a positive impact on improving highways safety by placing a major emphasis and/or continuing on the following program areas under the HSPP:

1. Impaired Driving.
2. Occupant Protection.
3. Aggressive Driving.
4. Pedestrian/Bicycle Safety (including School Safety).
5. Motorcycle Safety.
6. Traffic Records.

## FUNDING PRIORITIES

The U.S. Congress authorizes traffic safety funds to be appropriated to the U.S DOT, NHTSA. NHTSA apportions and distributes these funds to the States. The States obligate these funds through the HSPP, which is subject to NHTSA review. Any earmarked or special purpose funds shall be used only in that particular program area and cannot be transferred to any other program area. When developing the HSPP, new revenue estimates for each funding source are obtained annually from the NHTSA Regional office by the HSO typically in the first quarter of the calendar year for the following fiscal year. This information along with estimated prior year unexpended funds is used to develop the estimated total highway safety funding available for the upcoming fiscal year.

The HSO Coordinator is responsible for annually allocating the estimated amount of revenue by program area for the HSP budget based on the information gathered in the problem identification, program goal and strategy processes to ensure the greatest potential impact on the District's overall goal of reducing traffic safety related crashes, deaths and injuries. The process for making the budget allocation decision is documented in the Performance Plan of the HSPP.

The District receives new Section 402 funds annually. The District also applies annually for other Federal program and incentive funding sources. Planned funds are subjected to revision depending on the actual amount of funding received by the District. A Program Cost Summary (HS Form 217) is completed and submitted with the annual HSPP to reflect the District's proposed allocations of funds (including carry-forward funds) by program area based on the goals identified in the Performance Plan section and the projects and activities identified in the Highway Safety Plan section. The funding level used is an estimate of available funding from all Federal sources for the upcoming fiscal year.

The funds distributed are available for expenditure by the District to satisfy the Federal share of expenses under the approved traffic safety program, and shall constitute a contractual obligation of the Federal Government, subject to any conditions or limitations identified in the distrusting documentation. Reimbursement of the District expenses shall be contingent upon the submission of an updated HS Form 217 within 30 days after either the beginning of the fiscal year or the date of the written approval required under 23 CFR 1200.13, whichever is later. The updated HS Form 217 shall reflect the District allocation of Section 402 funds made available for expenditure during the fiscal year including known carry forward funds under 23 CFR 1200.14.

In the event that authorizations exist but no applicable apportion Act has been enacted by Congress by October 1 of a fiscal year the NHTSA and FHWA Administrators shall, in writing, distribute a part of this funds authorized under Section 402 contract authority to ensure program continuity and shall specify any conditions or limitations imposed by law on the use of the funds. Upon appropriation of Section 402 funds, the NHTSA Administrator shall, in writing, promptly adjust the obligation limitation and specify any conditions or limitations imposed by law on the use of the funds.

Section 402 funds are used by the HSO to support projects and activities within any National Program Area or any other highway safety program area that is identified in the HSPP as encompassing a major highway safety problem in the District and for which effective

countermeasures have been identified. In addition to the Section 402 funds, the District may be eligible to receive additional funds from other Federal incentive and transfer program sources.

The specific available programs typically change with each Federal reauthorization of the highway safety program (usually every six years). The most recent reauthorization is commonly referred to as SAFTEA-LU (Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users) which was enacted August 10, 2005. The prior reauthorization, referred to as TEA-21 (Transportation Equity Act for the 21<sup>st</sup> Century), expired in 2004.

As prescribed by Federal regulation, the HSO must complete an annual application to determine its qualification for Federal incentive funds. The HSO has qualified for several sources of incentives funds in the past including Section 157 Innovative Occupant Protection, Section 405-Occupant Protection and Section 411-Traffic Data.

## PROBLEM IDENTIFICATION PROCESS

Problem identification is the discovery of where, when, how, and why crashes occur. This is of major importance to the success of our highway safety program and ensures that the initiatives implemented address the crash, fatality, and injury problems, within the District; provides the appropriate criteria for the designation of Federal funding priorities; and provides a benchmark for administration and evaluation of the overall highway safety plan.

The highway safety problem areas are identified and prioritized by reviewing basic crash data 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 in the District. The Infrastructure Project Management Administration (IPMA), Safety, Standards and Quality Control Division, is responsible for maintaining this data. Supplemental data including traffic citations and convictions, trends regarding impaired driving, speed, and observational safety belt use survey results are also collected and evaluated. In addition, previous years' HSPs are reviewed and past performance evaluated.

Even though the District has passed all recommended highway safety legislation, it is important to recognize that political agendas may influence 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. In addition to DDOT, other DC agencies such as the Metropolitan Police Department and the Department of Motor Vehicles assist the HSO in identifying the District's highway safety problems. The 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, Advocates for Highway and Auto Safety, and Associates for Renewal in Education, Inc. to help define the highway safety problems and issues.

Unfortunately, there are many challenges faced by the HSO regarding its problem identification process. The staff shortages in the HSO greatly affect its ability to collect and interpret data. The staffing limitations have also affected the District's ability to conduct NHTSA program assessments such as EMS, Impaired Driving and Occupant Protection. These assessments can be instrumental in the problem identification process and in providing recommendations to address these identified issues. In addition, the District's traffic records system has many deficiencies that affect the reliability, accuracy, and timeliness of the data. As a minimum allocation State, the District faces funding shortages to address these costly problems. The recently submitted Traffic Records Strategic Plan is a start toward correcting this problem.

Traffic safety is generally improving in the District, though there remains room for improvement. From 2005-2007, there were 48,967 reported crashes, with over 21,000 injuries and 144 fatalities.

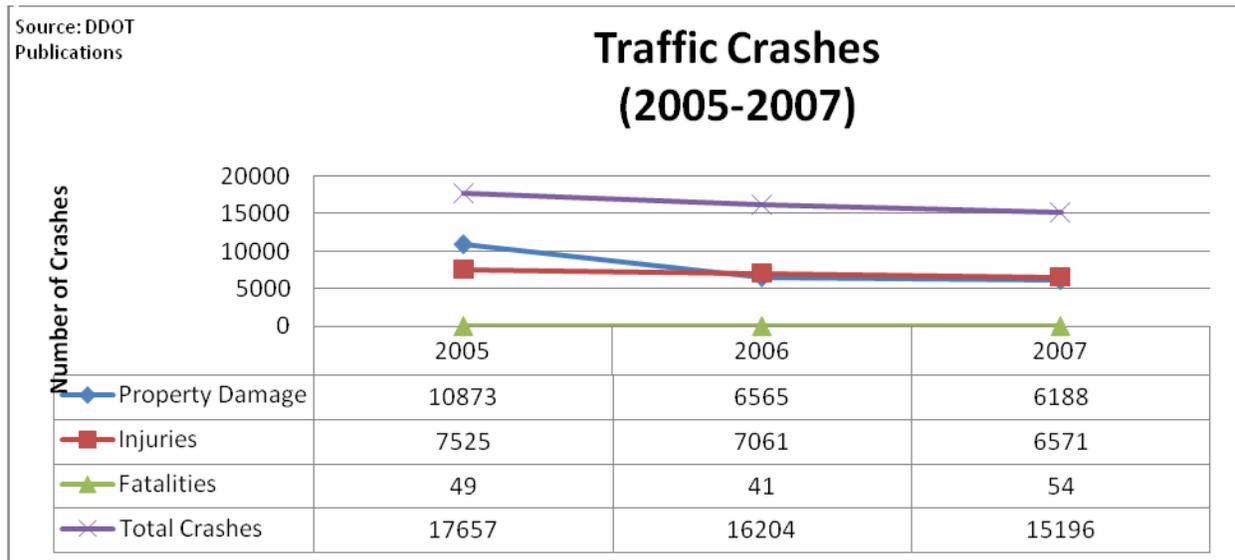
The following bulleted lists are the problems identified by the District of Columbia as areas needing special emphasis in order to decrease injuries and fatalities. Each is expanded into a more detailed section in the main body of the report in the pages that follow.

- Impaired Driving – There were 2 alcohol related fatalities and 129 injuries in 2007. The consumption of alcohol contributed to 1.7 percent of all reported traffic related crashes (15,106).
- Occupant Protection – Safety Belt usage reached 93 percent in 2009 (2009 Seatbelt Usage Survey) for front seat drivers and passengers.
- Speeding – In 2007, there were 1135 crashes, resulting in 650 injuries and 10 fatalities. Speeding contributed to approximately 17 percent of the total number of injury crashes (4,071) and 19 percent of the total number of fatal crashes (54).
- Pedestrian and Bicyclist – In 2007, there were 25 pedestrians and 3 bicyclist fatalities or 52 percent of all fatalities (54).
- Motorcycle – In 2007, there were 199 motorcycle-related crashes, resulting in 2 motorcyclist fatalities and 163 injuries.

## CRASHES, FATALITIES AND INJURIES

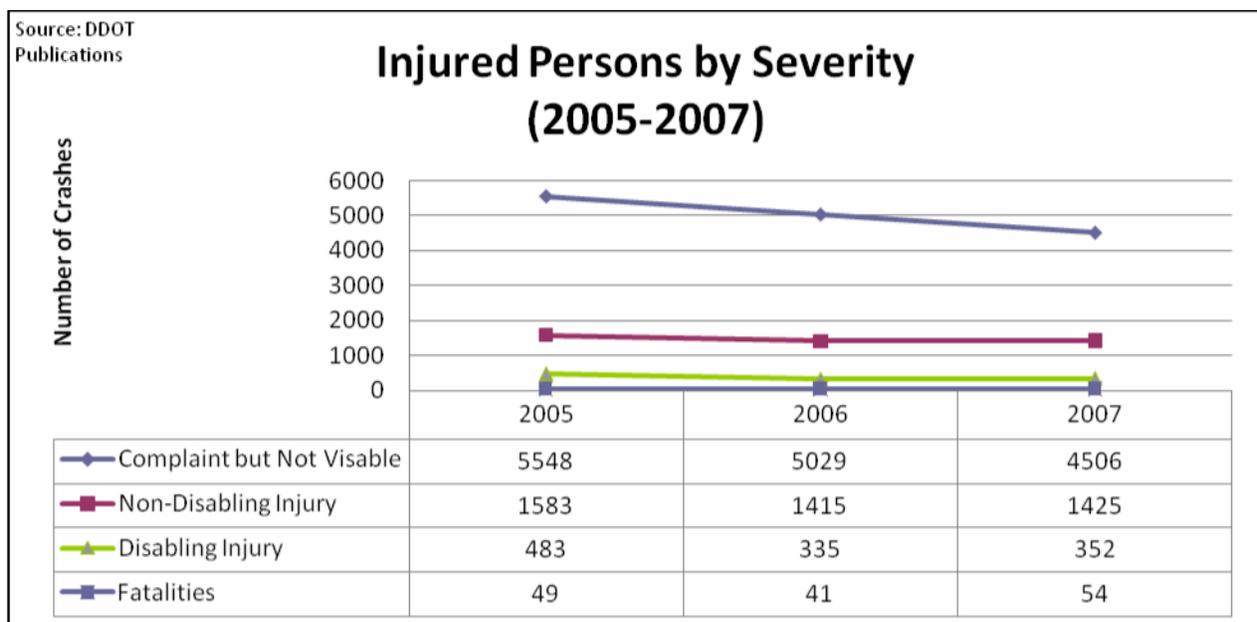
In 2007 there were 54 traffic-related fatalities. This is an increase when compared to 2006 in which there were 41 traffic-related fatalities. However, the number of injuries decreases from 7,061 in 2006 to 6,571 in 2007, as shown in Figure 3.

Figure 3: Traffic Crashes



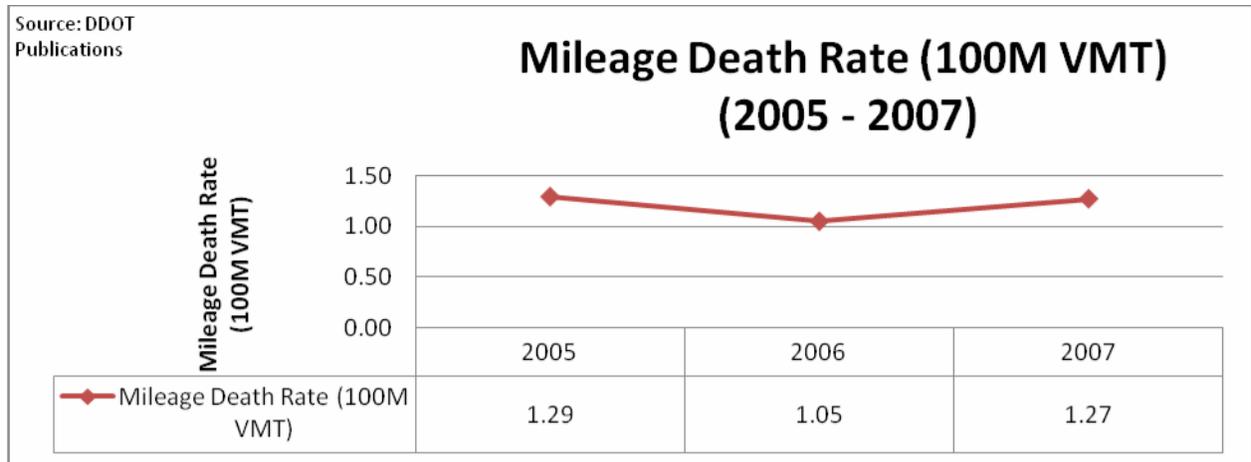
The data further reveal that there has not been a significant change in the number of disabling injuries per crash over the past three-years.

Figure 4: Injured Persons by Severity

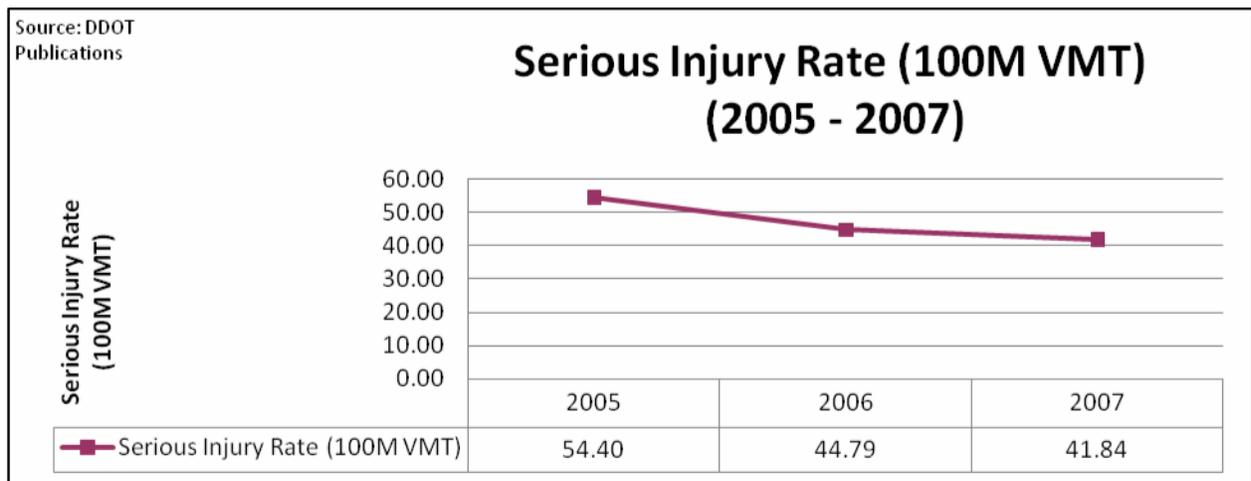


As Figures 5 and 6 illustrate, while the serious injury rate has decreased by 23 percent, the fatality rate has remained relatively constant.

**Figure 5: Mileage Death Rate**



**Figure 6: Serious Injury Rate**



In the District, Wards 1 and 3 appear to have the least number of crashes and serious injuries, these wards have also the highest population, ranking third and second, respectively, based on 2000 census data. Wards 1 and 3 have a population of 73,334 and 73,753 respectively, as shown in Figure 9.

Figure 7: Fatalities by Ward

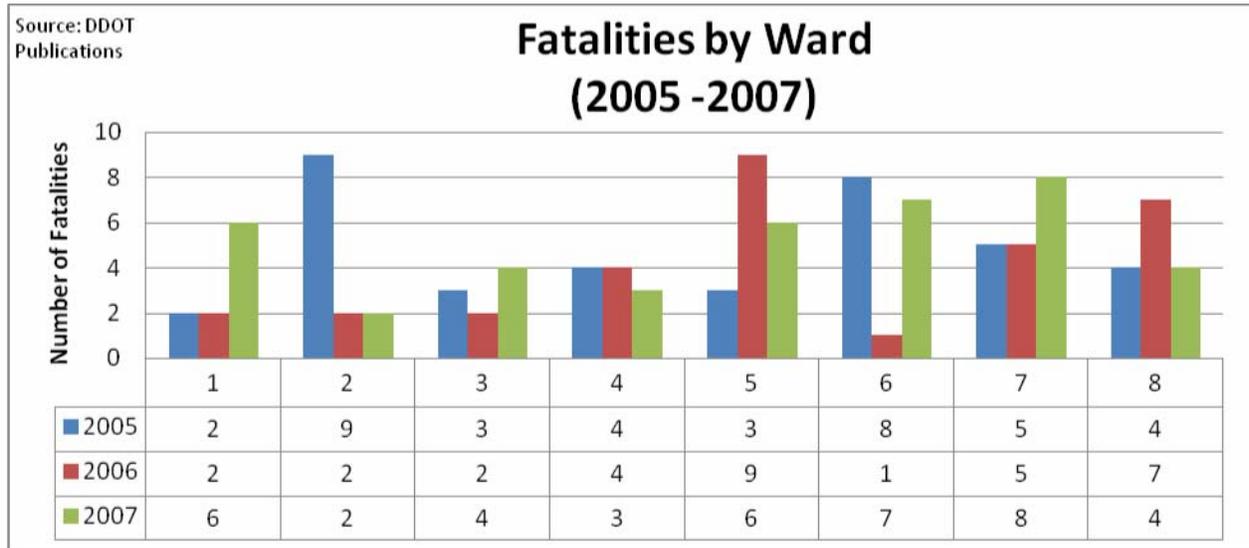


Figure 8: Injuries by Ward

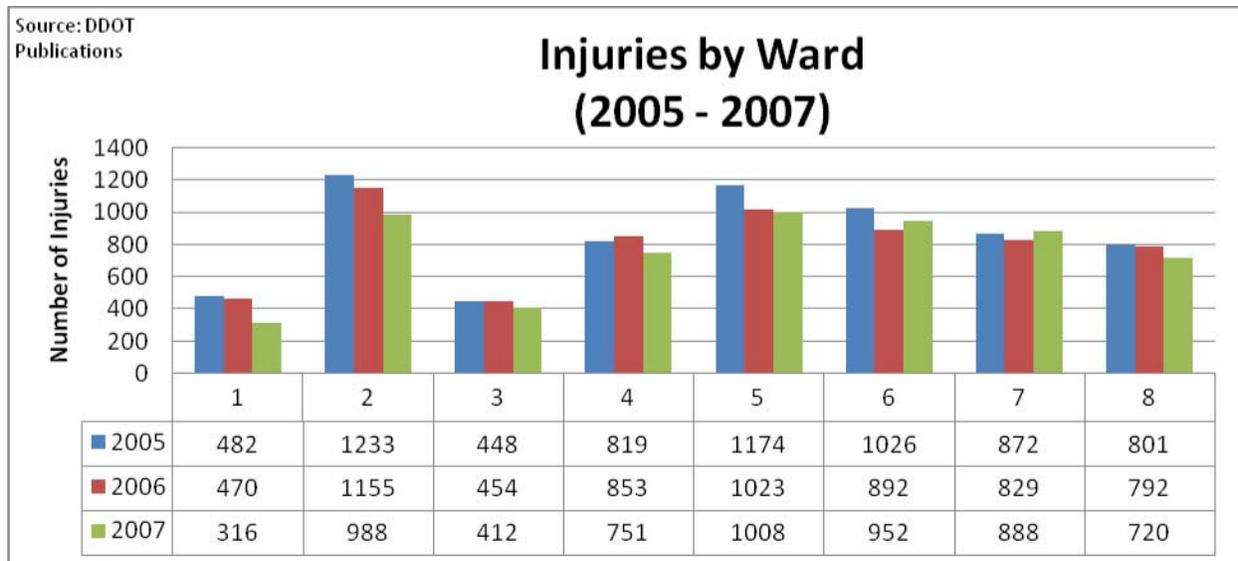
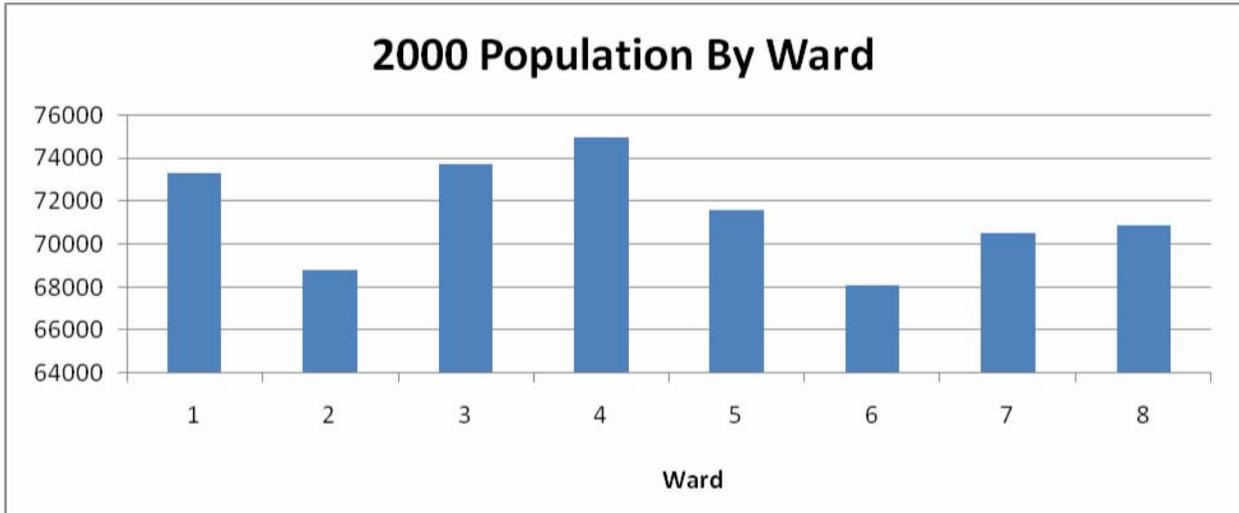


Figure 9: 2000 Population Data



### Performance Goals

The District of Columbia seeks to reduce the number of serious and fatal injuries in the District by 50 percent by 2025 using the 2001-2005 five-year average as the starting baseline<sup>1</sup>. To achieve the goal relating to a reducing in traffic fatalities, the District must consistently record 1.4 fewer fatalities each year for the next 20 years.

### Intermediate Goals

To decrease traffic fatalities by 11 percent from a three-year (2006-2008) weighted average of 45 to 40 by December 31, 2012.

To decrease traffic-related injuries by 12 percent from a three-year (2005-2007) weighted average of 7,052 to 6,214 by December 31, 2012.

### Performance Measures

Table 3: Fatalities Performance Measures

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012
# Traffic-Related Fatalities	49	41	54	39	44	42	41	40
<b># Fatalities (SHSP District Goal)</b>		<b>56</b>	<b>54</b>	<b>53</b>	<b>51</b>	<b>50</b>	<b>49</b>	<b>47</b>

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

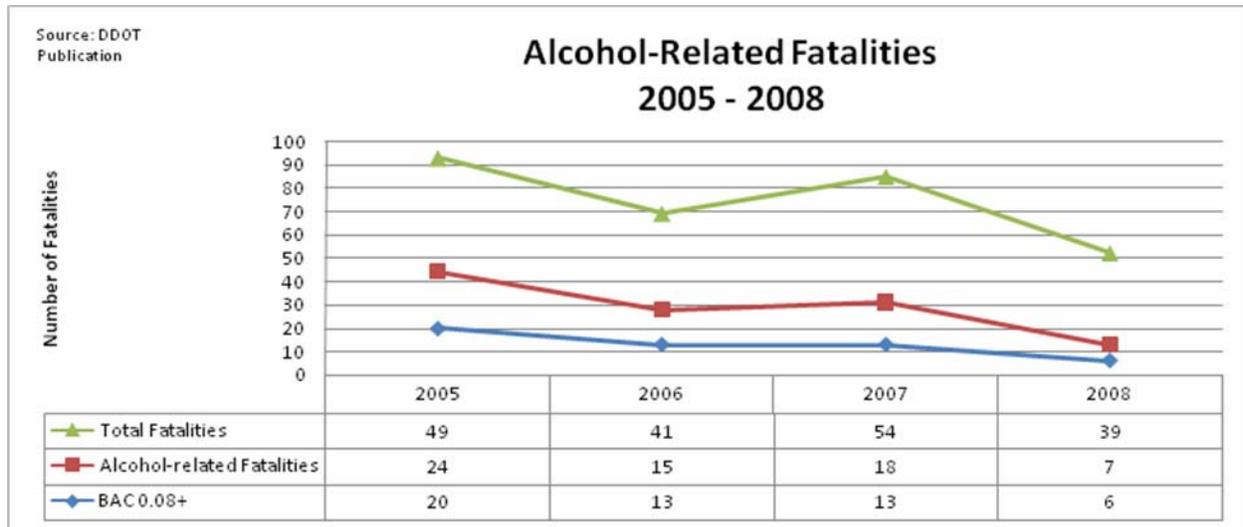
**Table 4: Injuries Performance Measures**

<b>Performance Measures</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>
<b># Traffic-Related Injuries</b>	7,525	7,061	6,571	6,876	6,704	6,537	6,373	6,214
<b># Injuries (SHSP District Goal)</b>		<b>8,457</b>	<b>8,246</b>	<b>8,040</b>	<b>7,839</b>	<b>7,643</b>	<b>7,452</b>	<b>7,265</b>

## IMPAIRED DRIVING

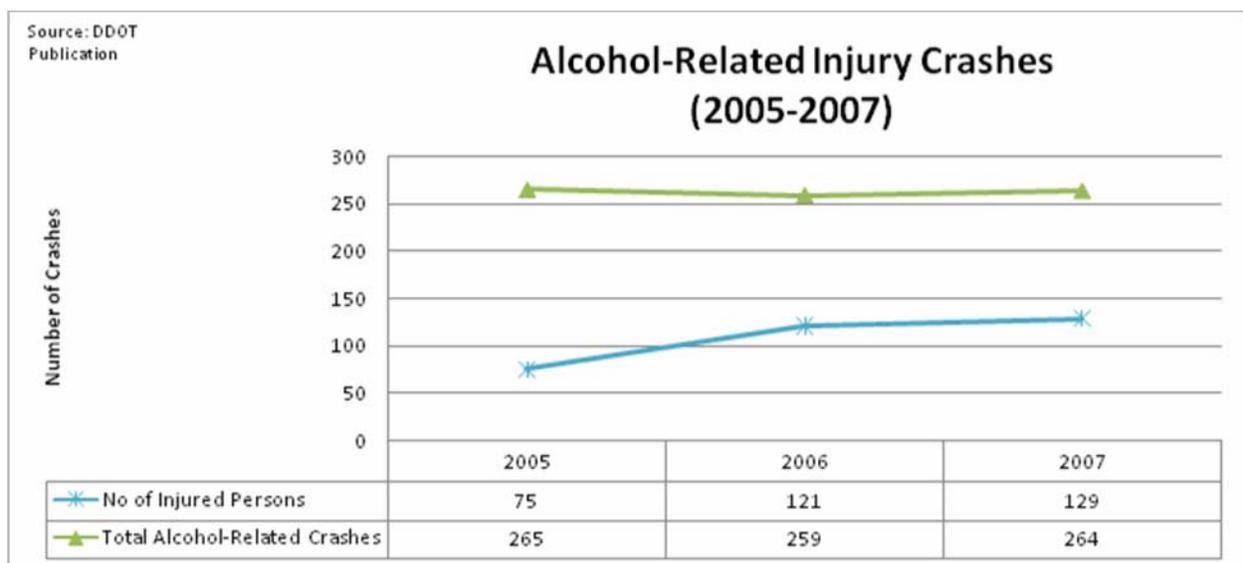
The consumption of alcohol and drugs continues to be a prominent factor in serious crashes in the District. Based on the District fatality data, alcohol-related fatalities have reduced from 24 in 2005 to 7 in 2008 (71 percent decrease), as shown in Figure 10.

Figure 10: Alcohol-Related Fatalities



As shown in Figure 11, the number of person injuries in alcohol-related crashes has increased from 75 in 2005 to 129 in 2007 (72 percent increase). The data further reveals that the total number of alcohol-related crashes has been steady at 260 per year. However, there is an increase in the number of injured persons per crash from 0.28 in 2005 to 0.49 in 2007 (75 percent increase).

Figure 11: Alcohol-Related Injuries



The most dangerous hours for alcohol-related crashes are between 9:00 p.m. and 4:00 a.m. Friday, Saturday and Sunday are the most dangerous days of the week, as illustrated in Figures 12 and 13. These statistics have remained relatively unchanged over the three year period.

**Figure 12: Alcohol-Related Crashes by Time of Day**

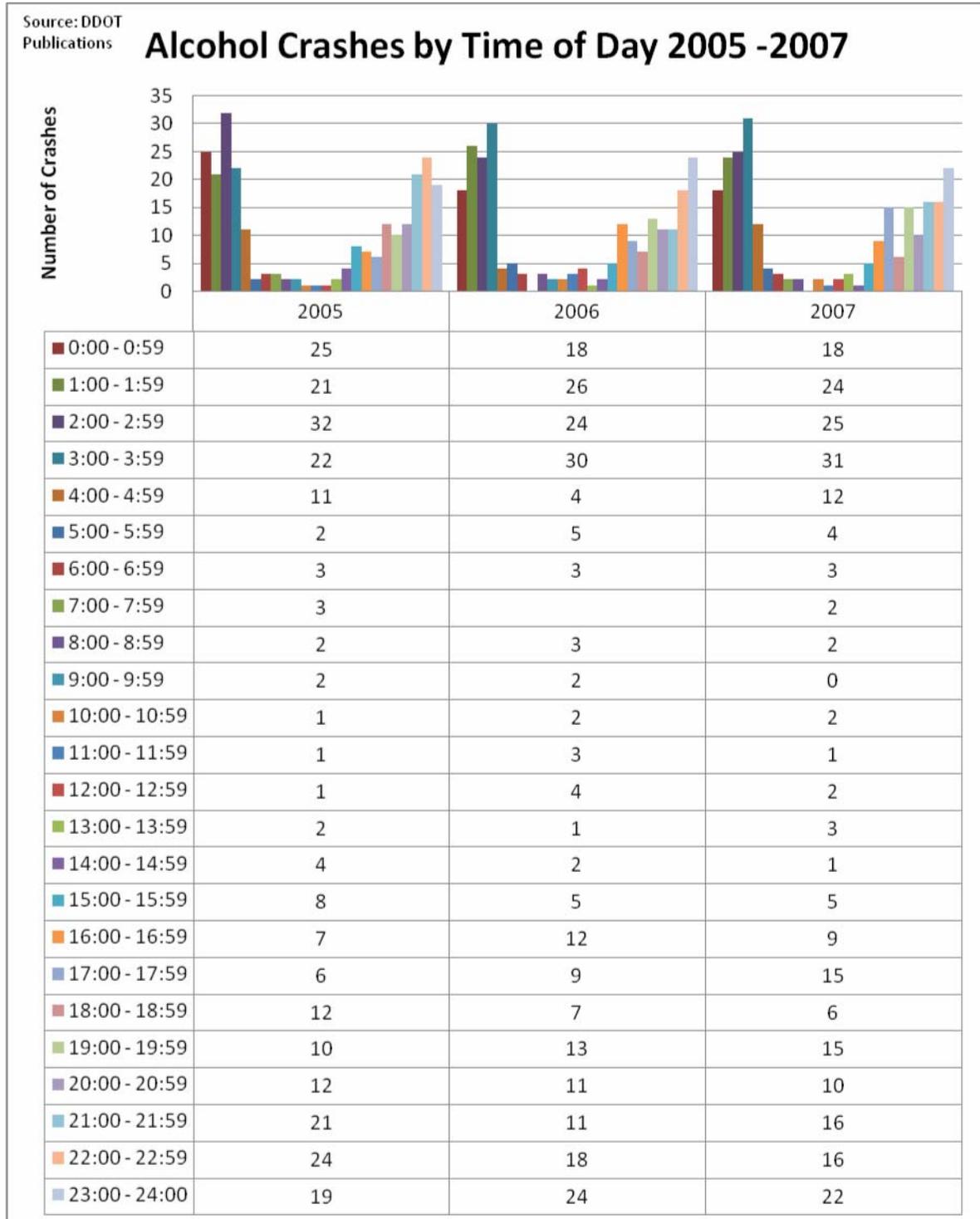
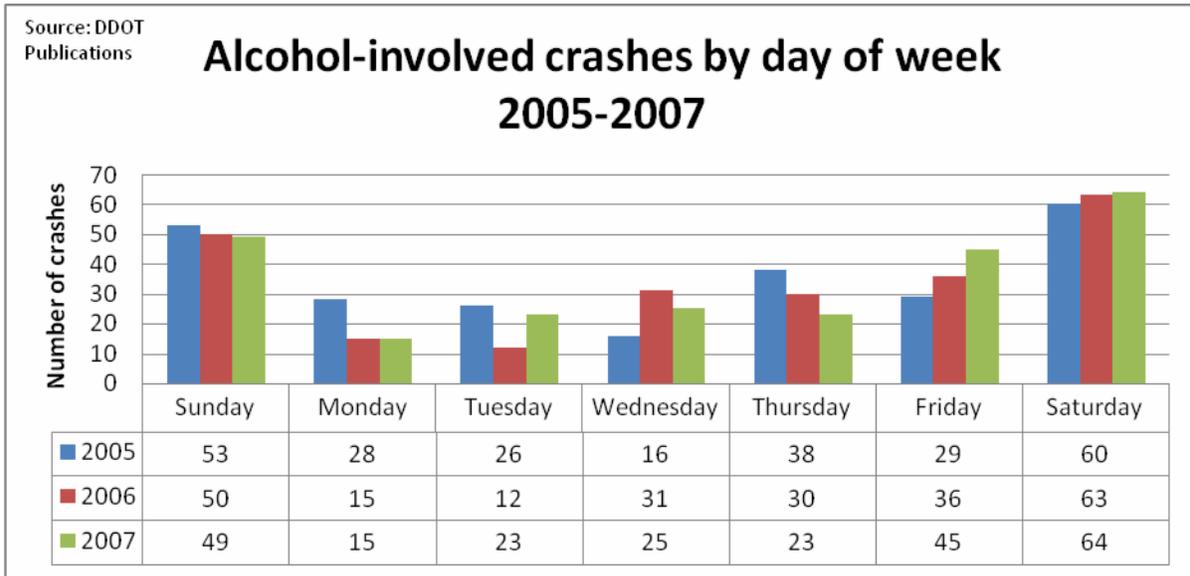


Figure 13: Alcohol-Involved Crashes by Day of Week



In previous years (2005 and 2006), statistics showed the male drivers between the ages of 21 and 35 years old were more likely to drink and drive. In 2007, however, it appears that the alcohol-related crashes are distributed between the drivers over a wider age group, from 21 to 45 years old.

Figure 14: Alcohol Crashes by Gender of Driver

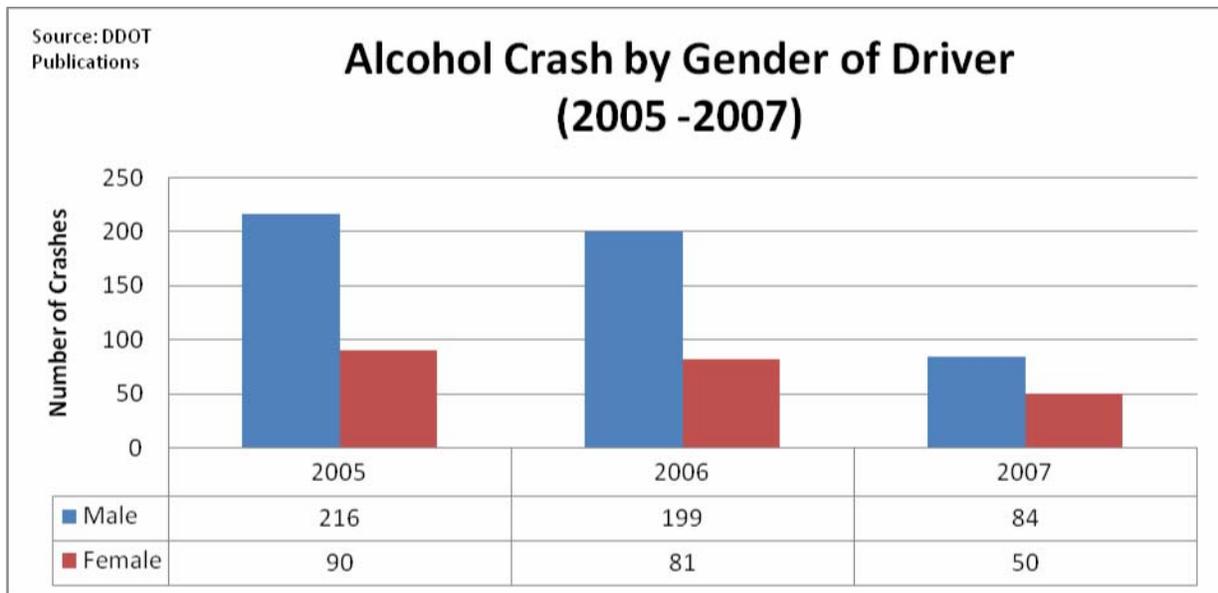
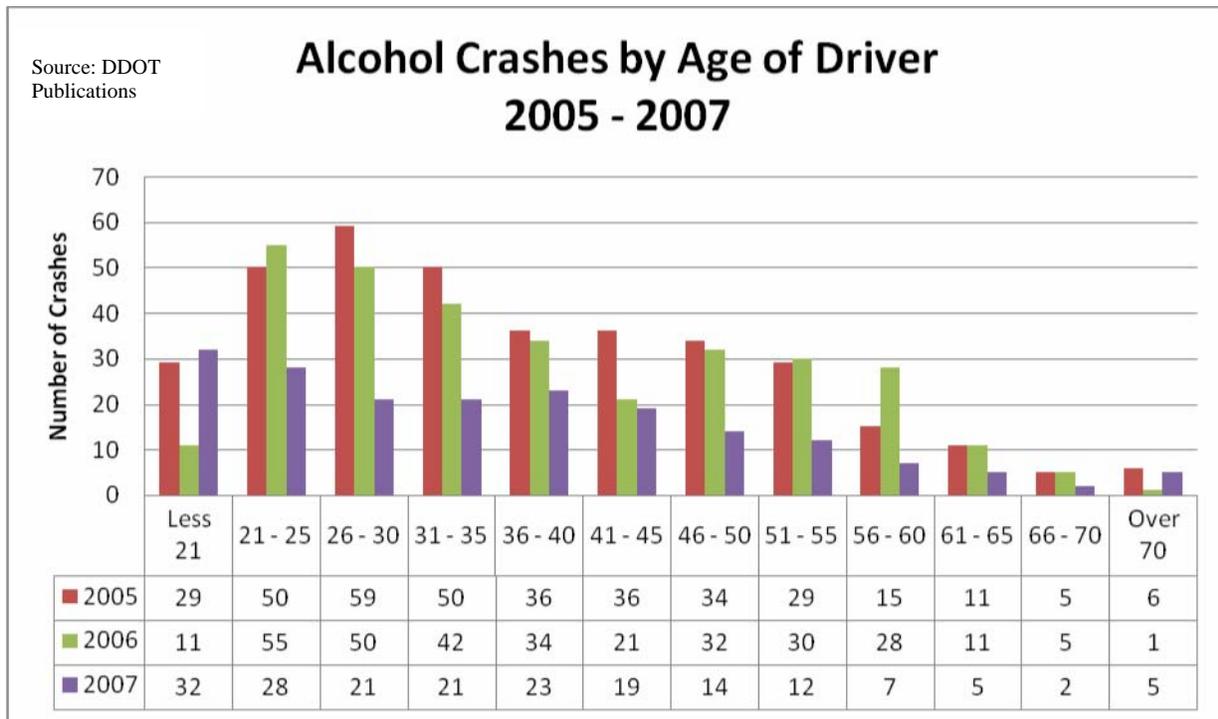


Figure 15: Ages of Drivers in Alcohol-Involved crashes



### Program Area

In 2008, 7 out of 39 fatalities (18 percent) were alcohol-related. This is a substantial decrease from 2007, when there were 18 fatalities involving alcohol or 33 percent of all fatalities (54). This trend indicates that the District efforts, through enforcement, public outreach and media appear to be succeeding. However, the alcohol-related injuries rate per crash has increased from 0.28 in 2005 to 0.49 in 2007. This trend suggests the need to emphasize strategies such as “Cops in Shops.” A Cops in Shops operation is defined as a special detail that places non-uniformed police officers in bars and bottle shops to act on and prevent the purchase of alcohol by minors and visibly intoxicated patrons. This type of enforcement is typically a joint effort between police departments and the owner or manager of the establishment.

It is significant to note that the 2008 goal for impaired-related fatalities, as stated in the SHSP, has been met and exceeded as shown in Table 6. Further, the District is also on track to significantly exceed the 2010 goal. In light of this achievement, a more challenging Performance Goal is outlined below.

Although there has been a significant increase in impaired injuries, from 75 in 2005 to 129 in 2007, the SHSP goals in reducing impaired injuries to 49 in 2012 will be kept. This implies that more rigorous strategies need to be implemented.

## Performance Goals

To decrease alcohol impaired driving fatalities by 15 percent from a three-year (2006-2008) weight average of 13 to 11 by December 31, 2012.

NOTE: Alcohol-impaired driving fatalities are all fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 or greater.

## Performance Measures

**Table 5: Alcohol-Related Fatalities Performance Measures**

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012
# Impaired Fatalities	24	15	18	7	13	12	12	11
<b># Impaired Fatalities (SHSP District Goal)</b>		<b>25</b>	<b>25</b>	<b>24</b>	<b>23</b>	<b>23</b>	<b>22</b>	<b>22</b>

**Table 6: Alcohol-Related Injuries Performance Measures**

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012
# Impaired Injuries Crashes	75	121	129	96	84	72	61	49
<b># Impaired Injuries Crashes (SHSP District Goals)</b>		<b>56</b>	<b>55</b>	<b>54</b>	<b>52</b>	<b>51</b>	<b>50</b>	<b>49</b>

## Activities/Performance Measures

Washington Regional Alcohol Program (WRAP):

- Conduct 1,000 WRAP's Safe and Vital Employees (SAVE) education initiative to local employees.
- Conduct educational program informing 1,000 students on the risky behaviors and consequences associated with underage drinking and impaired driving.

Alcohol Enforcement – MPD

- DUI Enforcement:
  - Conduct 3,000 man-hours for enforcement.
  - 35 sobriety check points and roving patrols.
  - Conduct Cops in Shops (CIS) activities on a monthly basis.

## Office of the Attorney General

- LEADRS:
  - 5 workshops for enforcement/prosecutor personnel.
  - Rollout of software to be done spring 2010.
- SFST: Standardized field sobriety test
  - 9 classes
  - 44 new certified officers

## Office Chief Medical Examiner

- Test, document and report to MPD and DDOT forensic analysis of all traffic-related impaired fatalities.
- Increase the number of drugs that are regularly screened to include all those proven to cause driving fatalities.
- Provide staff training to those who perform the testing, expert and material testimony and instruction.

## Checkpoint Strikeforce Regional Impaired Driving Campaign

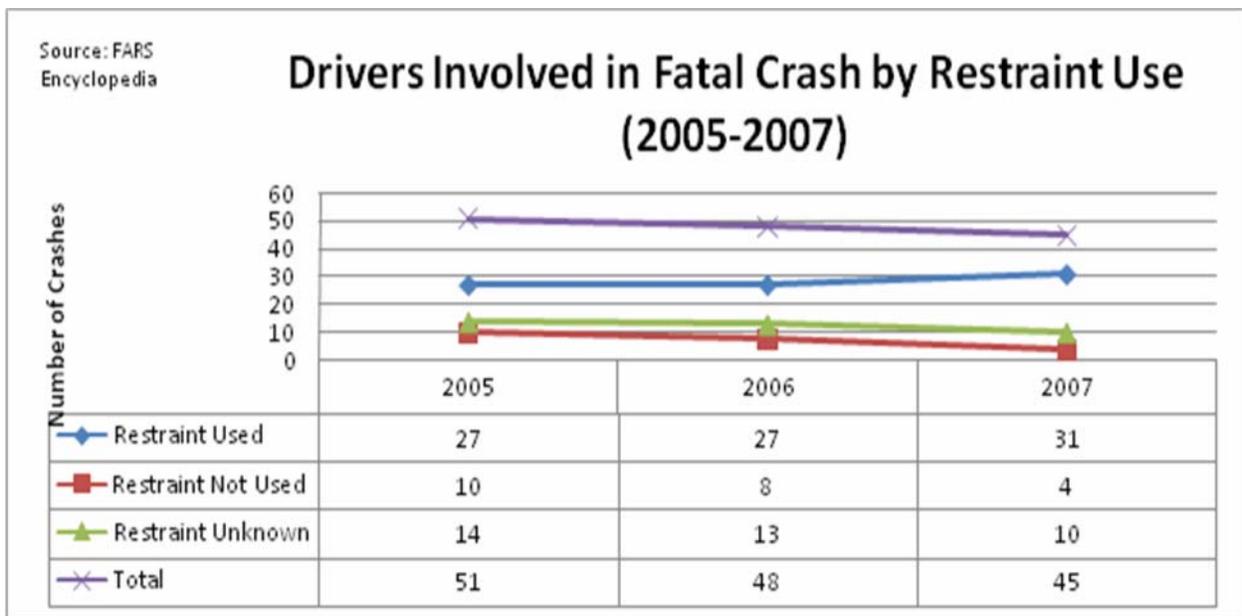
- Conduct at least one checkpoint each week throughout the months between August and December.
- 150 TRPs per week during enforcement weeks via radio.
- Radio streaming, podcasting and music video downloads will be considered to reach the young male audience while they are at their computers.

## OCCUPANT PROTECTION

Proper and consistent use of safety belts and child safety seats is acknowledged as the single most effective protection against death and also one of the most prominent mitigating factors in the severity of traffic crashes.

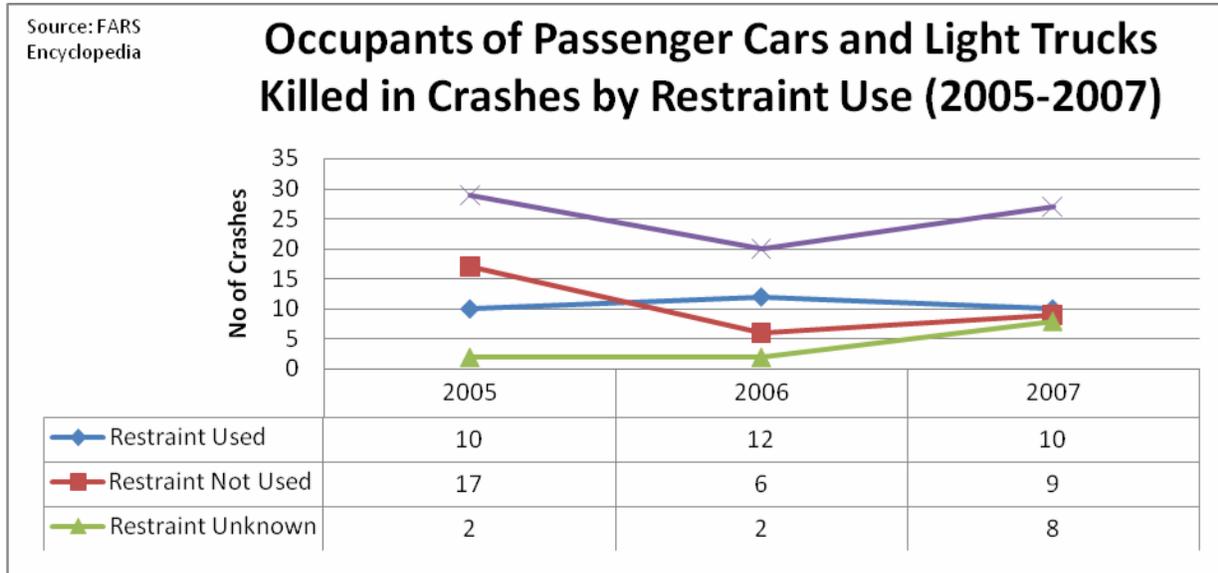
Based on the analysis of the FARS data, the number of drivers wearing their seat belts involved in a fatal crashes increased from 27 in 2005 to 31 in 2007 (15 percent), as shown in Figure 16. However, the number of restraints reported as “unknown” continues to be significant, with approximately 25 percent of all drivers involved in a fatal crashes not having restraint information recorded.

Figure 16: Drivers in Fatal Crash by Restraint Use



Further analysis of FARS data revealed that the number of occupants of passenger cars and light trucks killed while wearing their seatbelts has been consistent over the past three-years. However, the number of *unknown* has increased from 20 in 2006 to 27 in 2007 (35 percent).

**Figure 17: Occupant Fatalities by Restraint Use**



FARS data also revealed persons killed in traffic crashes who were not using their seatbelts were more likely to be drivers between ages 16 to 35 years old.

**Table 7: Fatal Occupants by Age Groups**

Age (Years)	2005				2006				2007			
	Restraint Use			Total	Restraint Use			Total	Restraint Use			Total
	Used	Not Used	Unknown		Used	Not Used	Unknown		Used	Not Used	Unknown	
< 5	0	0	0	0	0	0	0	0	1	0	0	1
5 – 9	0	0	0	0	0	0	0	0	0	0	0	0
10 – 15	0	1	0	1	0	0	0	0	0	0	0	0
16 – 20	0	2	0	2	2	2	1	5	0	1	0	1
21 – 24	1	5	0	6	0	2	0	2	0	1	1	2
25 – 34	2	1	0	3	3	2	1	6	3	1	4	8
35 – 44	1	1	0	2	1	0	0	1	1	0	1	2
45 – 54	0	2	1	3	1	0	0	1	1	1	0	2
55 – 64	0	0	0	0	2	0	0	2	1	1	0	2
65 – 74	3	0	0	3	0	0	0	0	1	1	0	2
> 74	1	1	0	2	1	0	0	1	0	1	0	1
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>8</b>	<b>13</b>	<b>1</b>	<b>22</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>18</b>	<b>8</b>	<b>7</b>	<b>6</b>	<b>21</b>

Source: FARS

## Program Area

The Primary Seatbelt Law also became effective on April 9, 1997, and in 2002 the District adopted the national enforcement and media campaign “Click It or Ticket.” Based on the Annual Citywide Observational Seat Belt Use Survey conducted in the District in June 2009, DC’s seat belt use rate is 93 percent, an increase from 87 percent in 2007. The District was rated as one of sixteen States that achieved 90 percent usage rate or higher in 2008. The District seat belt use has remained above the national average since 2000.

It is significant to note that the 2007 goal set for the number of fatalities involving no restraints, as stated in the SHSP, has been met and exceeded as shown in table below. Further, the District is also on track to significantly exceed the 2010 goal and achieve a close to 95 percent restraint use by 2011. In light of this achievement, a more challenging Performance Goal is outlined below.

## Performance Goal

To decrease unrestrained passenger vehicle occupant fatalities in all seating positions by 23 percent from a three-year (2005-2007) weight average of 13 to 10 by December 31, 2012.

To increase seatbelt usage to 95 percent by 2012.

## Performance Measures

**Table 8: Unrestrained Fatalities Performance Measures**

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012
# Unrestraint Fatalities	19	10	9	12	12	11	11	10
<b># Unrestraint Fatalities (SHSP District Goal)</b>		<b>14</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>12</b>	<b>12</b>	<b>12</b>

**Table 9: Seatbelt Usage Rate**

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

## Activities/Performance Measures

### ASPIRA

- Conduct two invitation meetings to educate and foster support for promoting safety in the Latino community.
- Conduct a series of focus groups in the Latino community with youth and adults to assist in developing a better understanding of how to effectively market traffic safety messages to the various Latino groups in DC.
- Work with graphic artist to design and develop a bilingual exhibit to promote traffic safety.
- Hold at least ten (10) community outreach workshops and events designed to illustrate the benefits and advantages of the use of seatbelts, child safety seats, and bicycle helmets.
- Will assist in coordinating safety events in the Latino community to include Safe Routes to Schools.
- Conduct twelve (12) events regarding the benefits and proper use of seat belts, child safety seats, and bicycle helmets in elementary schools and recreation centers.
- In collaboration with DDOT conduct child passenger safety classes and providing Spanish language translation for eight (8) child safety seat-fitting demonstrations.
- Distribute literature in English and Spanish at community medical clinics serving teenage mothers and other community-based organizations serving the Latino community.

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

- Increase the education programs to convince teen drivers to not drink and drive safely
  - Provide driver safety education and training to 500 youth in District’s middle and high schools, Collaborative, Youth Development Program, group homes, and the Summer Youth Employment Program.
  - Promote driver safety through radio announcement during the months of May and June.
  - Increase by 50 percent the number of teens and young adults taking the on-line Teen Safe Driver pledge.
  - Target 800 teen to take the Teen Safe Driver pledge during the National Emergency Medical Services and National Buckle-Up America.
  - 300 participants will receive driver safety information at Annual Community Safety and Fun Day.
- To increase teen self-control and decrease the use of cell phones, text-messaging, loud music and conversations while driving:
  - Educate 500 youth on the dangers of driving distraction by providing literature and handouts and video.

- Safety Program Facilitators will conduct Driver Safety “peer” discussions to address the issue.
- To increase the use of the appropriate child safety seat when transporting children in automobiles.
  - Host four (4) car safety seat give-a-ways during Child Passenger Safety week.
  - Conduct four (4) on-site safety seat inspections at infant centers and early childhood education centers.
  - Conduct four (4) educational workshops for 100 parents and their children (ages 2-12) on the current child restraint laws.
- To increase pedestrian awareness in the District of Columbia.
  - Distribute safety awareness literature to parents, teachers, community groups (ANC’s Civic Associations)
  - Develop a safe pedestrian campaign, distributing 3000 buttons promoting pedestrian safety to the District’s residents

#### Occupant Enforcement - MPD

- Click It or Ticket (CIOT) Enforcement:
  - Conduct 343 hours of checkpoints and saturation patrols.
  - Conduct 3 nighttime enforcement.
- Child Passenger Safety (CPS):
  - Conduct (2) 32- hours CPS certified training.
  - Conduct 45 CPS presentation.
  - Conduct 75 car seat installation events.
  - Provide 313 infant seats, 260 convertible seats and 185 booster seats to low-income families.

#### Paid Media

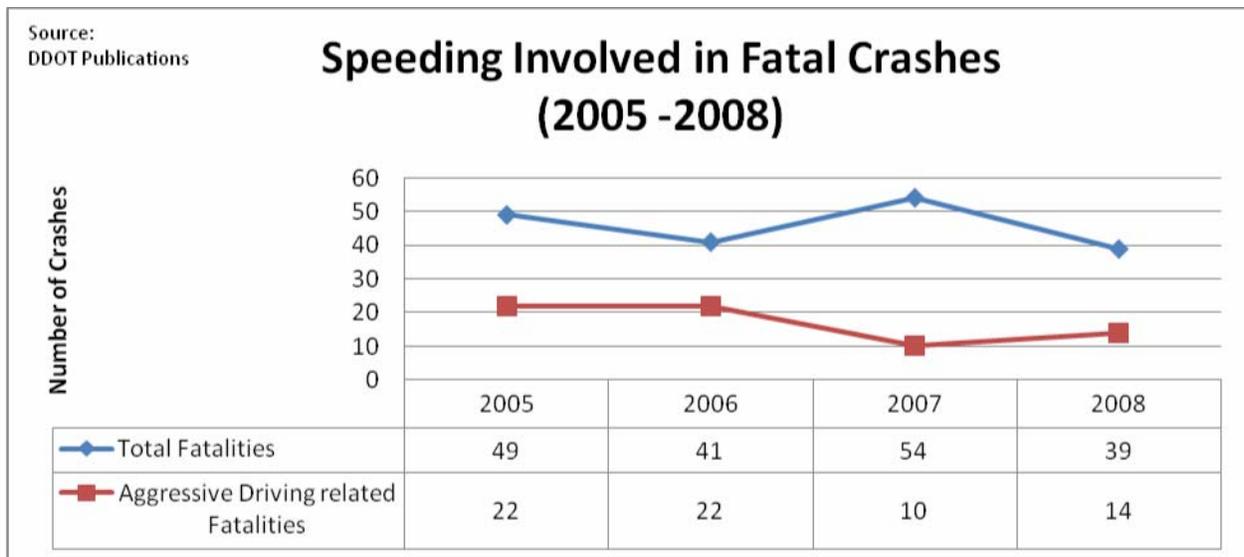
- Click It or Ticket Campaign
  - 100 TRPs per week during enforcement weeks via radio.
  - On cable TV networks and programs three weeks in July and three weeks in August (105 spots).
  - Develop and distribute 25,000 brochures, translated in Spanish, Amharic, Chinese, Korean and Vietnamese.
  - Hold a brief press conference the week of May followed by a day/night safety belt checkpoint.

- Child Passenger Safety Campaign
  - 100 TRPs per week during enforcement weeks via radio.
  - Develop and distribute 25,000 brochures, translated in Spanish, Amharic, Chinese, Korean and Vietnamese.

## AGGRESSIVE DRIVING

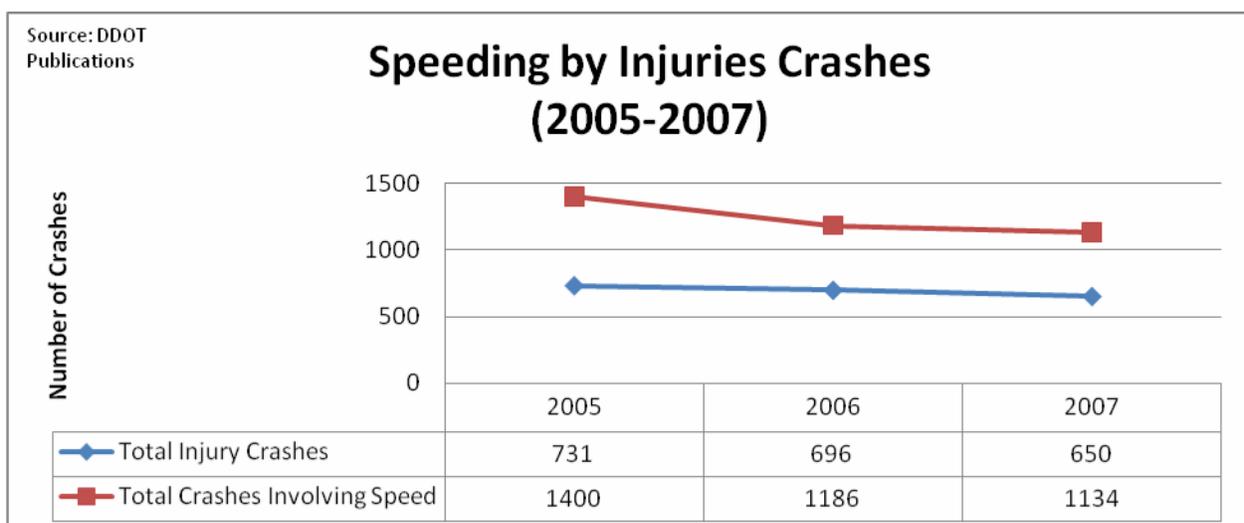
Aggressive driving is a growing phenomenon. This behavior usually involves speeding, as well as other factors, e.g. following too closely or improper lane change, etc. Speeding is the primary contributing circumstance for aggressive driving crashes in the District. Based on the District's fatality data, speeding-related fatalities increased from 10 (18.5 percent) in 2007 to 14 (35.9 percent) in 2008.

Figure 18: Speeding Involved in Fatal Crashes



However, the number of crashes involving speed has decreased from 1,400 in 2005 to 1,134 in 2007 (19 percent) as shown in Figure 19. Similarly, the total number of injury crashes has also decreased from 731 in 2005 to 650 in 2007 (11 percent).

Figure 19: Speeding by Injuries Crashes



Based on the three-year trend, male drivers between the ages of 21 and 35 were more likely to be involved in speeding-related crashes. In 2007 there were 508 hit-and-run crashes that involved speed, approximately 45 percent of all speed related crashes (1,135). As such the 1,135 speed-related crashes was apportioned based on the 2005/6 trends.

Figure 20: Speeding-Related Crashes by Age of Drivers

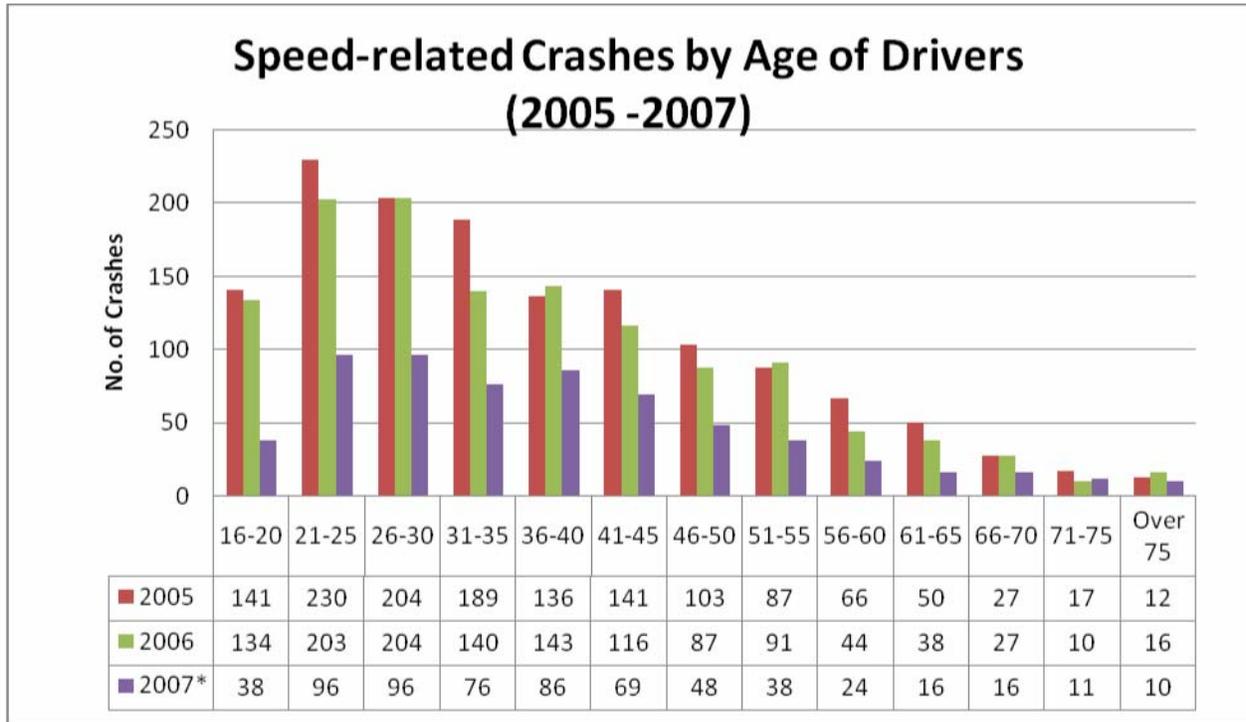
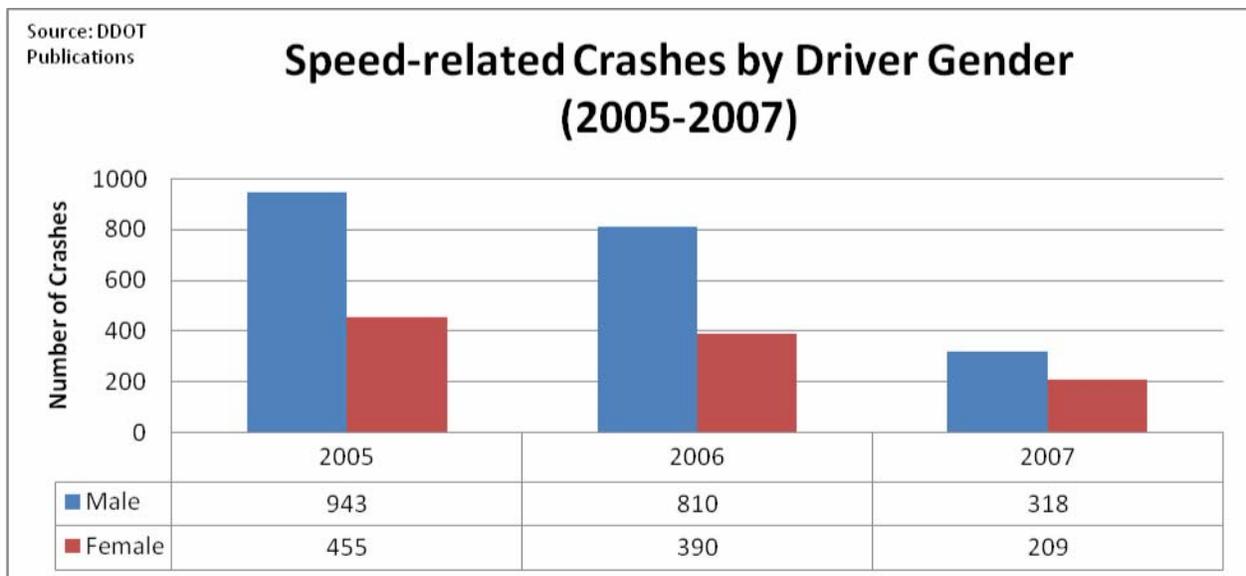
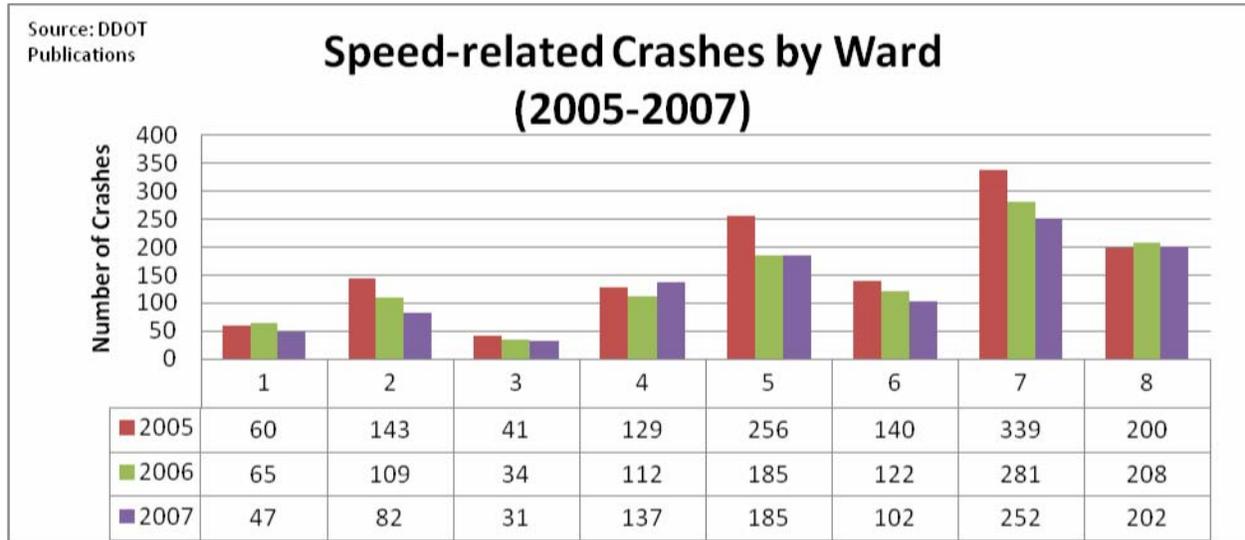


Figure 21: Speeding-Related Crashes by Driver Gender



Based on District crash data, Wards 5, 7 and 8 have the highest average speeding-related crashes. This results from high-speed corridors such as Kenilworth Avenue, Southern Avenue, South Dakota Avenue, Suitland Parkway, Benning Road, New York Avenue and East Capitol Street. These corridors are also marked for automated speed enforcement in the 2009 SHSP Action Plans.

Figure 22: Speed-related Crashes by Ward



### Program Area

In 2008, 14 out of 39 fatalities were due to aggressive driving (approximately 36 percent of all traffic fatalities). While the data suggest a downward trend, much work remains to make this reduction sustainable over time.

The District joined the States of Maryland, Virginia and Pennsylvania in the Smooth Operator Program to combat aggressive driving. The Smooth Operator Program is a public safety initiative that aims to provide education, information, and solutions for the problem of aggressive driving. The District’s continued efforts have proven successful and have met the District’s SHSP 2025 goal for both fatalities and injuries. In light of this achievement, a more challenging Performance Goal is outlined below.

### Performance Goal

To decrease speeding-related fatalities of 13 percent from a three-year weight average (2006-2008) of 15 to 13 by December 31, 2012.

## Performance Measures

**Table 10: Aggressive Driving Fatality Performance Measures**

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012
# Aggressive Driving Fatalities	22	22	10	14	15	14	14	13
<b># Aggressive Driving Fatalities (SHSP District Goal)</b>		<b>21</b>	<b>21</b>	<b>20</b>	<b>19</b>	<b>19</b>	<b>19</b>	<b>19</b>

**Table 11: Aggressive Driving Injury Performance Measures**

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012
# Aggressive Driving Injuries	731	696	650	665	638	613	588	565
<b># Aggressive Driving Injuries (SHSP District Goal)</b>		<b>713</b>	<b>695</b>	<b>678</b>	<b>661</b>	<b>644</b>	<b>628</b>	<b>613</b>

## Activities/Performance Measures

### Aggressive driving-MPD

- Conduct 1,800 man hours for enforcement.
- Speed enforcement equipment

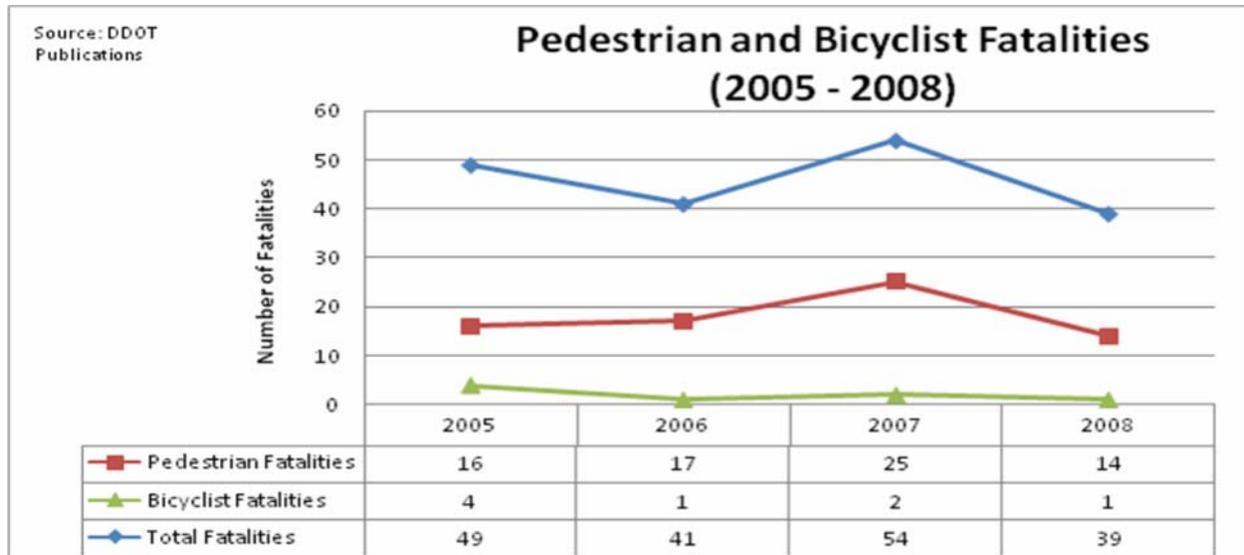
### Paid Media

- Regional Smooth Operator Social Marketing Communication Plan
  - 100 TRPs per week during enforcement weeks via radio.
  - On cable TV networks and programs three weeks in July and three weeks in August (105 spots).
  - Outdoor advertising on billboards and bus backs.
  - Internet advertising during the enforcement waves and ad campaign (18-34 demographics).

## PEDESTRIANS AND BICYCLISTS

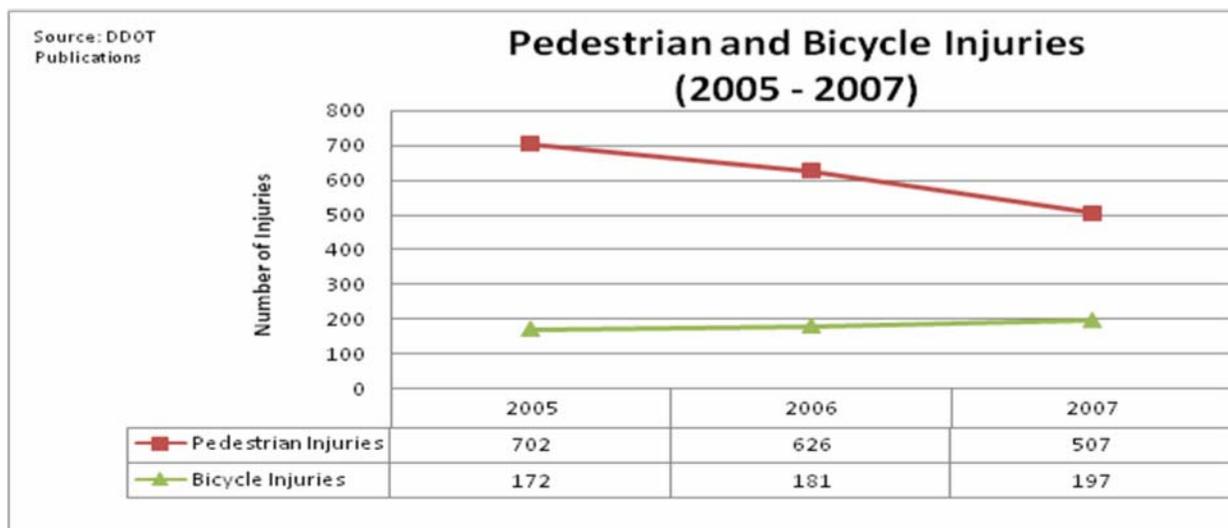
Pedestrians and bicyclists are among our most vulnerable roadway users and when involved in a crash with a motor vehicle, they almost always suffer more serious injuries than vehicle occupants. Based on the District’s fatality data, pedestrian fatalities have reduced from 16 in 2005 to 14 in 2008 (a 13 percent decrease), as shown in Figure 23. Likewise, bicycle fatalities have also reduced from 4 in 2005 to 1 in 2008 (75 percent decrease).

Figure 23: Pedestrian and Bicyclist Fatalities



However, the number of bicycle injuries has increased from 172 in 2005 to 197 in 2007 (14.5 percent increase). Comparatively, the number of injured pedestrians decreased from 702 in 2005 to 507 in 2007 (28 percent decrease).

Figure 24: Pedestrian and Bicyclist Injuries



Further analysis of the pedestrian data revealed that the ages of injured pedestrians were widely distributed. The 21 – 30 pedestrian age groups have the highest percentage of involvement in crashes. Male pedestrians were also more likely to be involved in crashes than females.

Figure 25: Pedestrian Involvement by Age

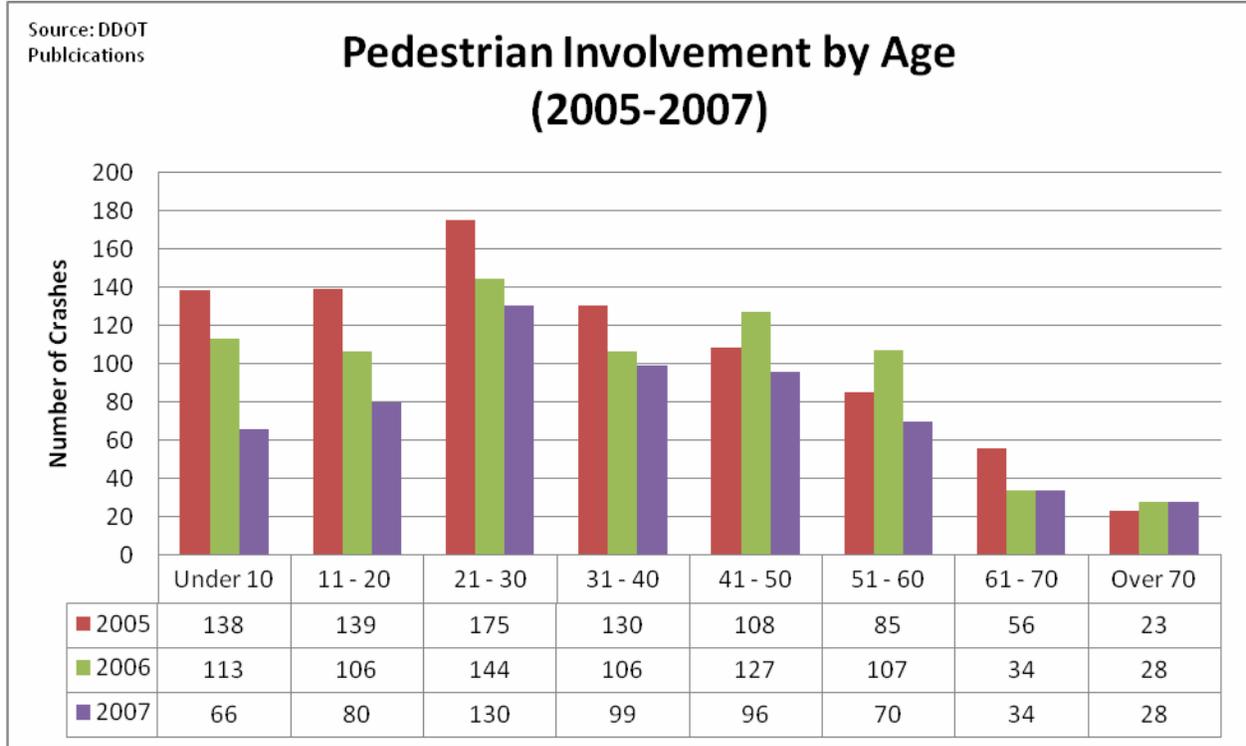
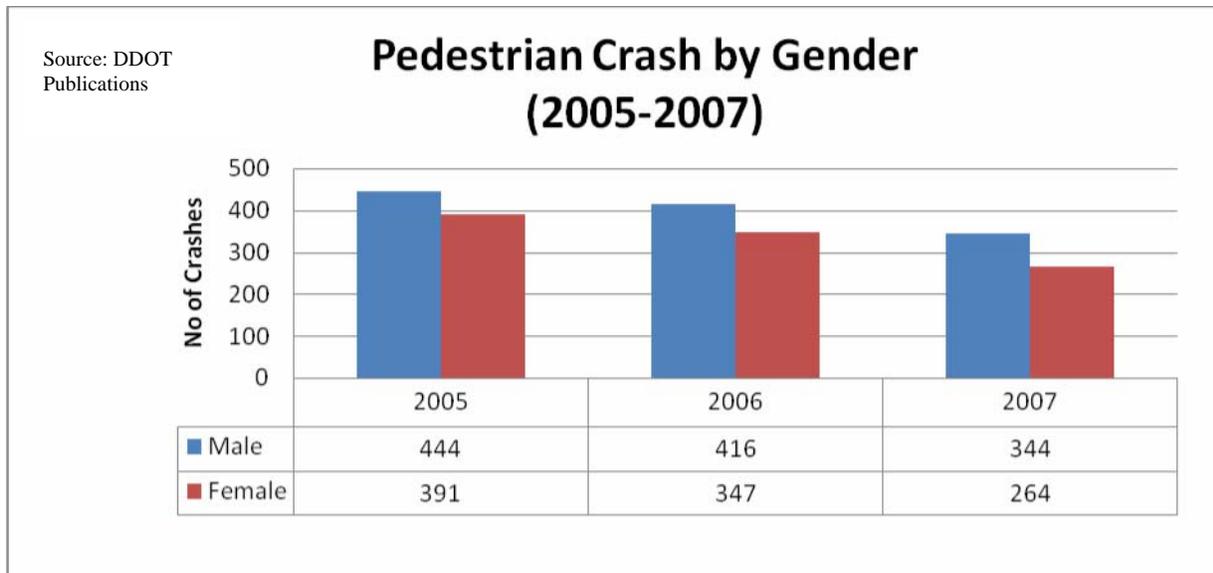


Figure 26: Pedestrian Crash by Gender



The 25 – 34 bicyclist age groups have the highest percentage of involvement in crashes. A male bicyclist has a significantly higher involvement rate in crashes than a female bicyclist.

Figure 27: Bicyclist Involvement by Age

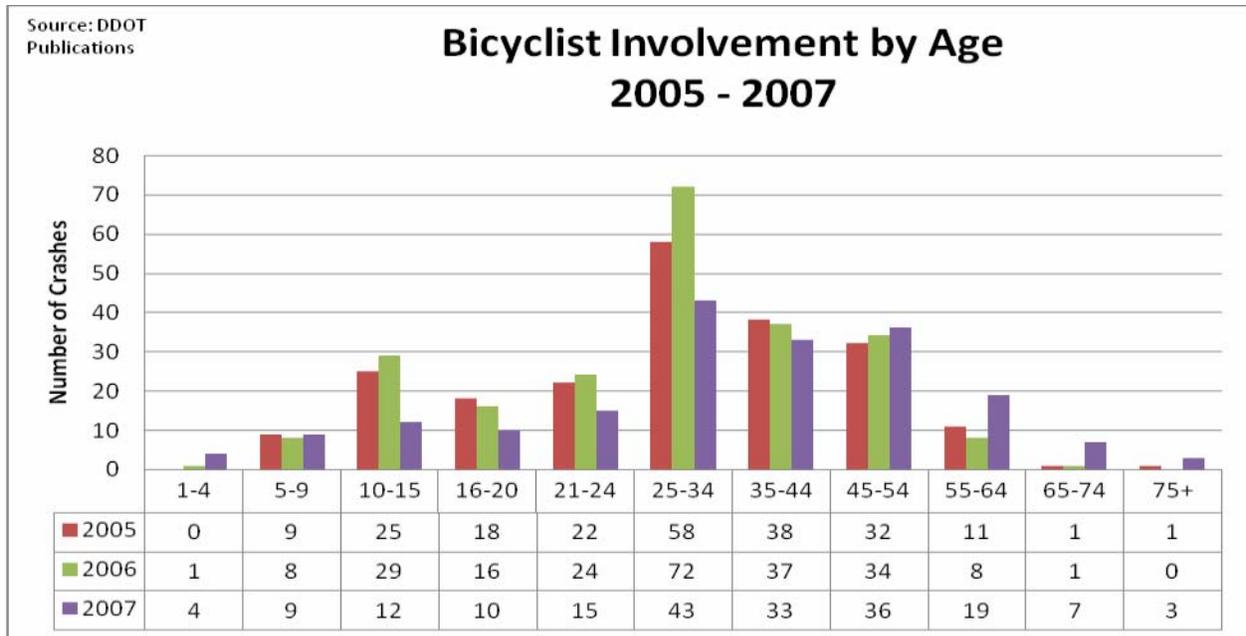
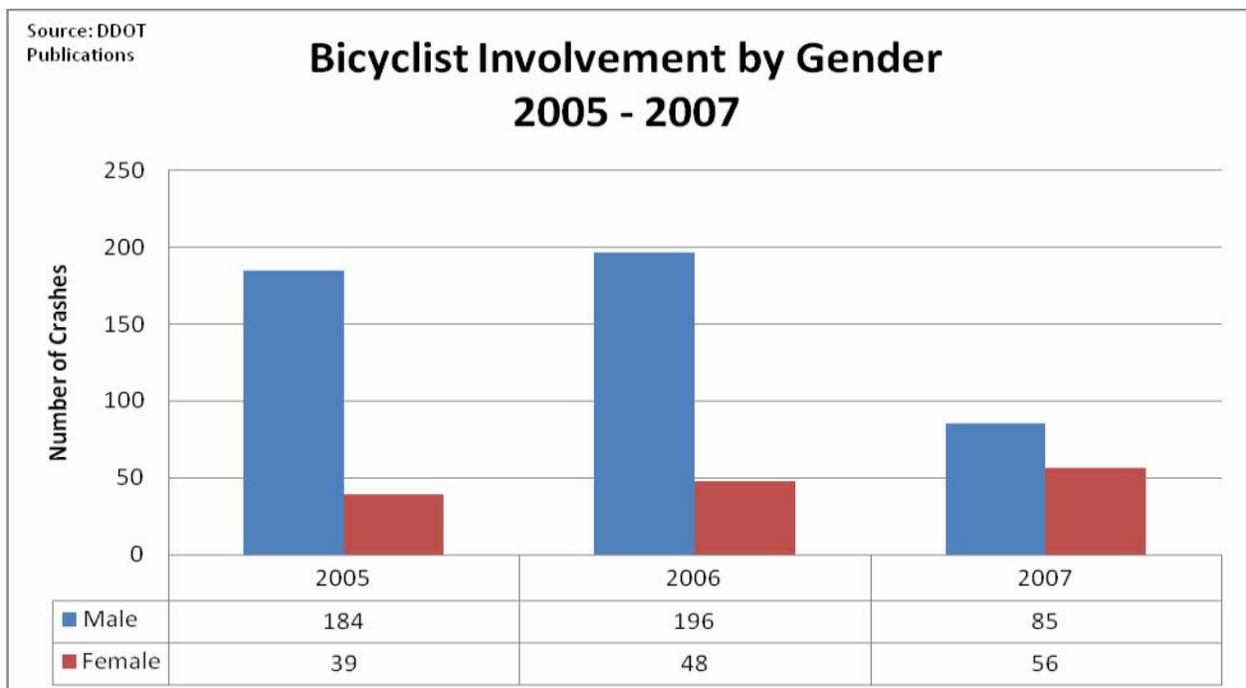


Figure 28: Bicyclist Involvement by Gender



Ward 2 had the highest proportion of crashes involving a pedestrian and bicyclist, followed by Ward 6.

Figure 29: Pedestrian Involvement by Ward

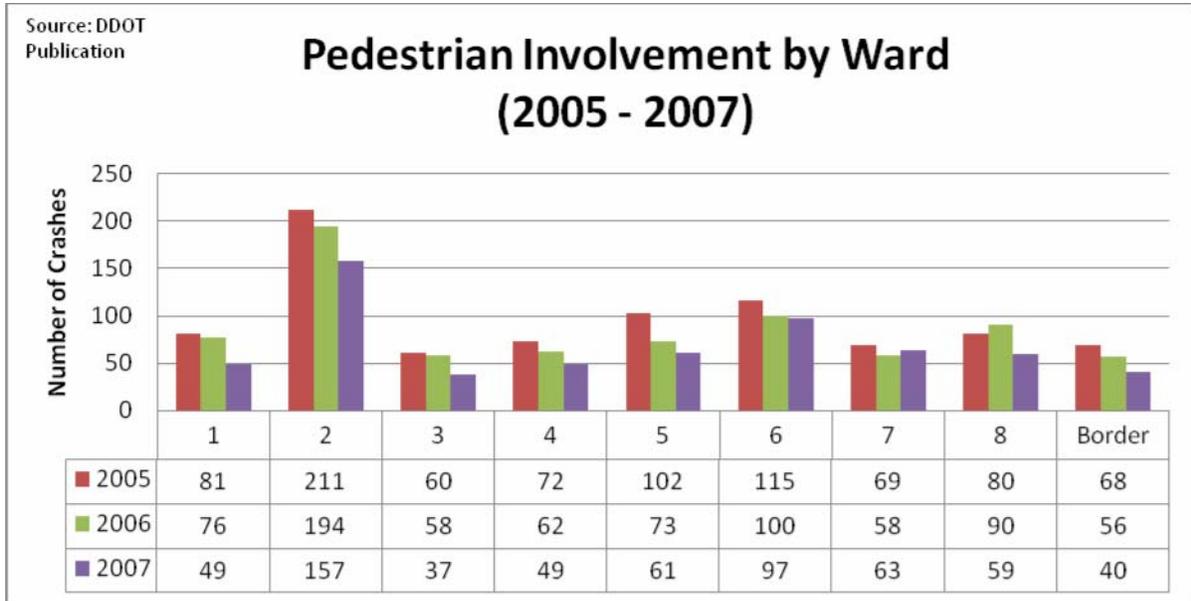
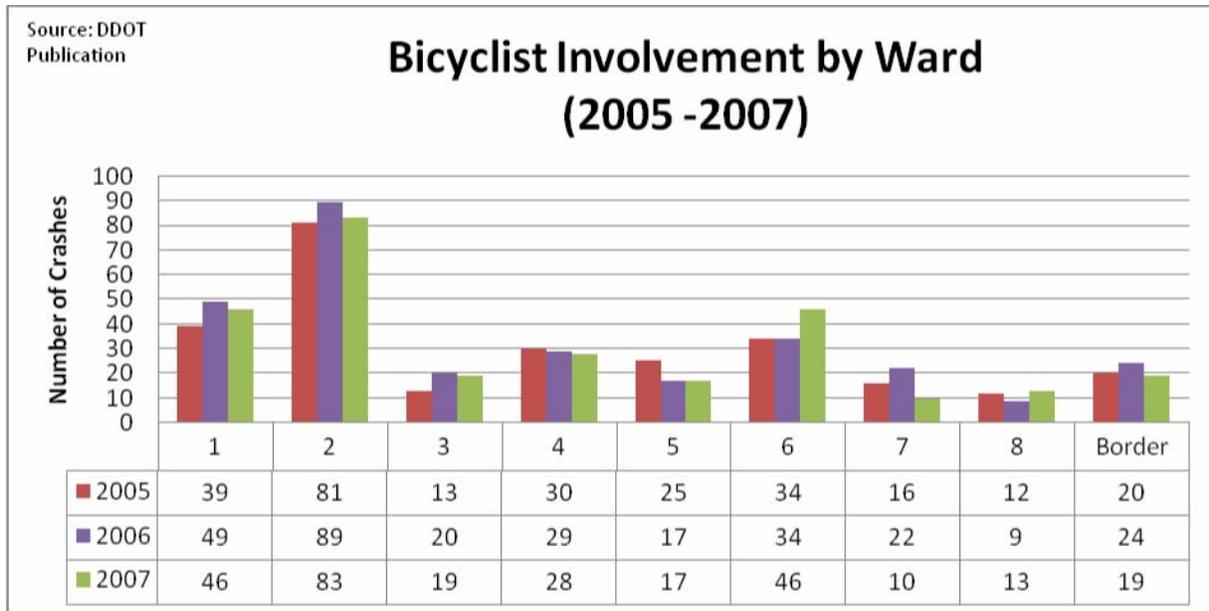


Figure 30: Bicyclist Involvement by Ward



## Program Area

Pedestrian and bicycle safety is an especially significant challenge because many people in the District walk or ride in the area. In addition, the District is the nation’s third worst traffic congested-area and is the eighth most popular tourist destination. However, District officials realize that most injuries and deaths can be prevented by enforcement, education, and engineering solutions. DDOT has developed and is currently implementing the Pedestrian Master Plan (2008) and Bicycle Master Plan (2005), which outline strategies to make the environment safer and to decrease the overall exposure for both pedestrians and bicyclists.

In 2008, there were 14 pedestrians (36 percent) and 1 bicyclist (3 percent) fatalities out of the 39 total fatalities. This is a substantial decrease from 2007, where there were 25 pedestrians (46 percent) and 3 bicyclists (6 percent) out of 54 total fatalities. This trend indicates that the District’s efforts, such as outreach campaigns like “Street Smart,” radio PSAs, and education, are succeeding.

It is significant to note that the 2008 goal set for pedestrian and bicycle-related fatalities and injuries, as stated in the SHSP, has been met and exceeded as shown in Tables 12 and 13 below. However, in 2007, the number of pedestrian-related fatalities did not meet the SHSP goal. As such, more rigorous strategies need to be implemented in order to achieve the 2012 goal of 13 pedestrian-related fatalities.

## Performance Goal

To decrease pedestrian-related fatalities of 32 percent from a three-year weight average (2006-2008) of 19 to 13 by December 31, 2012.

## Performance Measures – Pedestrian

**Table 12: Pedestrian Fatality Performance Measures**

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

**Table 13: Pedestrian Injury Performance Measures**

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012
# Pedestrian Injuries	702	626	507	587	564	541	520	499
<b># Pedestrian Injuries (SHSP District Goal)</b>		<b>761</b>	<b>741</b>	<b>723</b>	<b>705</b>	<b>687</b>	<b>670</b>	<b>653</b>

## Performance Measures – Bicyclist

To decrease bicycle-related fatalities of 50 percent from a three-year weighted average (2006-2008) of 2 to 1 by December 31, 2012.

**Table 14: Bicyclist Fatality Performance Measures**

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

**Table 15: Bicyclist Injury Performance Measures**

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012
# Bicyclist Injuries	172	181	197	176	169	162	156	149
<b># Bicyclist Injuries (SHSP District Goal)</b>		<b>195</b>	<b>190</b>	<b>185</b>	<b>181</b>	<b>176</b>	<b>172</b>	<b>168</b>

## Activities/Performance Measures

### Pedestrian Enforcement – MPD

- Conduct 500 man-hours enforcement.

### DC School Safety Assessment

- Review/document the safety problems at 12 to 15 schools (infrastructure and non-infrastructure).
- Implement mitigating treatments for 12 to 15 schools focusing on the non-infrastructure solutions.

### Paid Media

- Street Smart Campaign (fall and spring)
  - 500 spots (10,000,000 impressions) via radio.
  - Outdoor advertising: 150 bus sides; 450 bus cards; 20 bus shelters (30,000,000 impressions)
  - Pre-roll videos and in-banner videos geotargeted to reach metro DC audience; 5,000,000 total impressions.
  - Half-page ad in *The Washington Post* and *El Tiempo Latino*; 2,500,000 impressions.

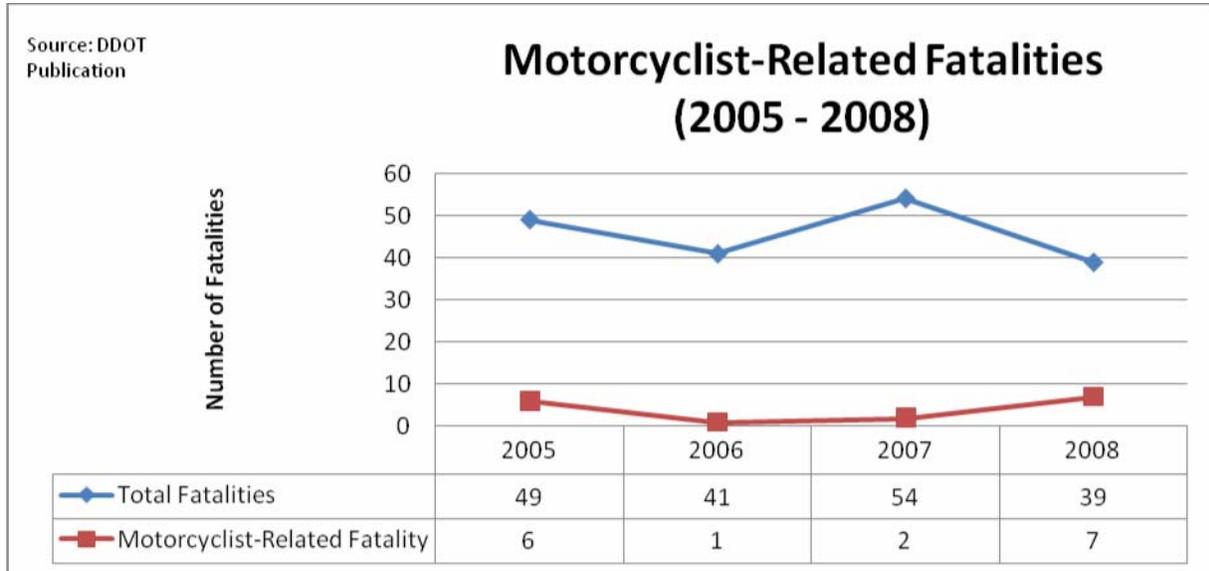
- Develop and distribute materials produced in English, Spanish, Chinese, Korean, Vietnamese and Amharic for use by law enforcement, schools, radio stations, and other public service agencies.

## MOTOCYCLIST SAFETY

Motorcyclist crashes are a unique and severe problem and as many analyses have demonstrated, motorcyclists are far more likely to be injured in a collision than car drivers.

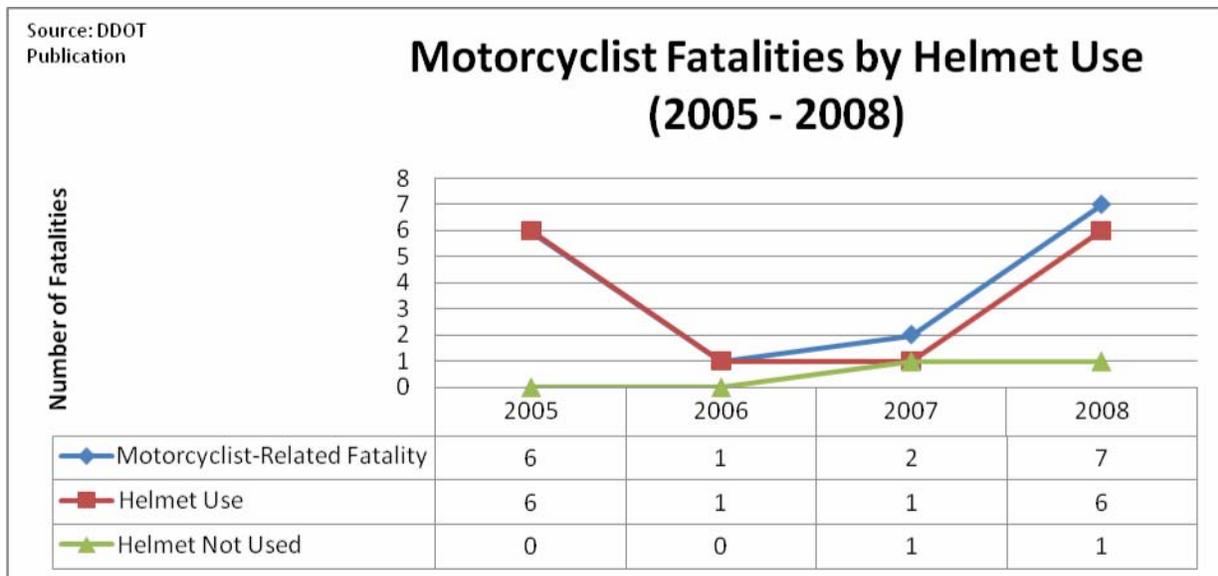
Based on the District fatality data, motorcycle-related fatalities have increased from 6 fatalities in 2005 to 7 fatalities in 2008.

Figure 31: Motorcyclist -Related Fatalities



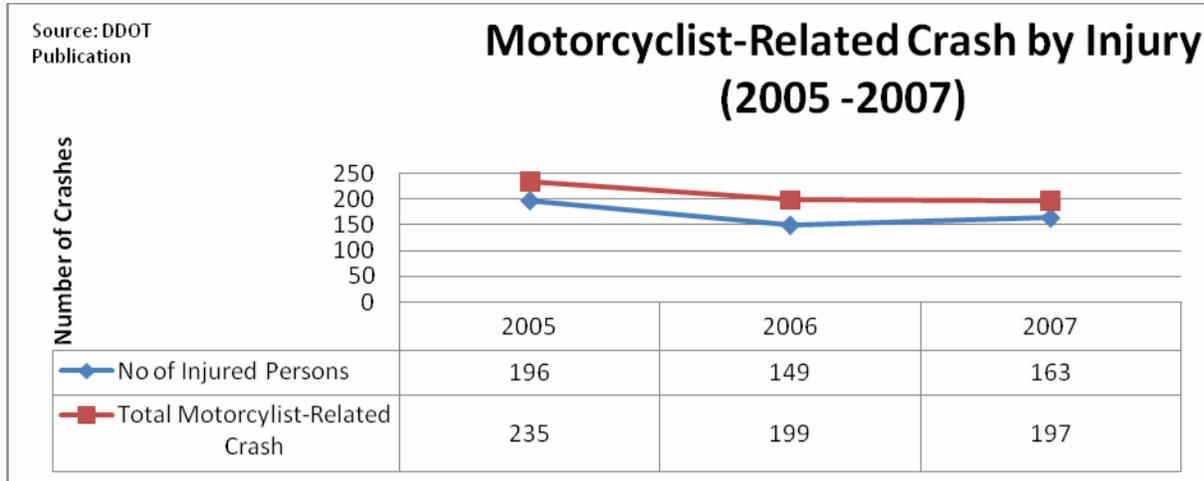
The data revealed that a number of motorcyclists involved in a fatal crash were wearing helmets.

Figure 32: Motorcyclist Fatalities by Helmet Use



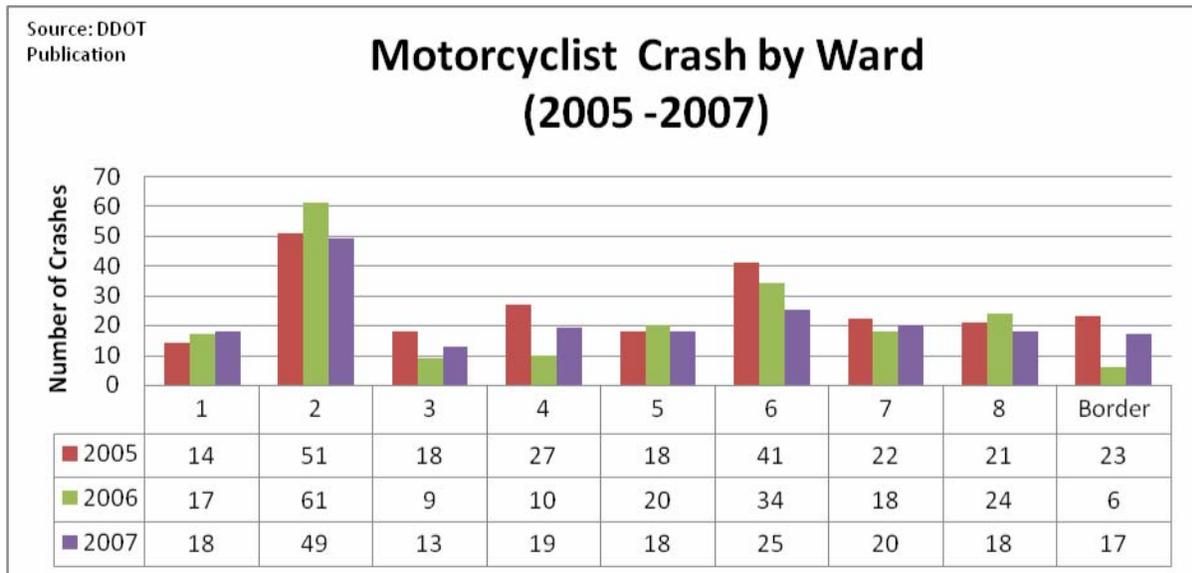
The injury data revealed that the over the past three-years, the number of injured persons per crash has remained steady at a rate of 0.83.

**Figure 33: Motorcyclist-Related Crashes by Injuries**



Wards 2 and 6 had the highest proportion of involvement in crashes.

**Figure 34: Motorcyclist Crashes by Ward**



Generally, male drivers between the ages of 21 and 40 are at a higher risk of being involved in a motorcyclist-related crash. Further, there seemed to be an increase in the number of crashes for drivers between the ages of 46 and 50.

Figure 35: Motorcyclist Crash by Gender

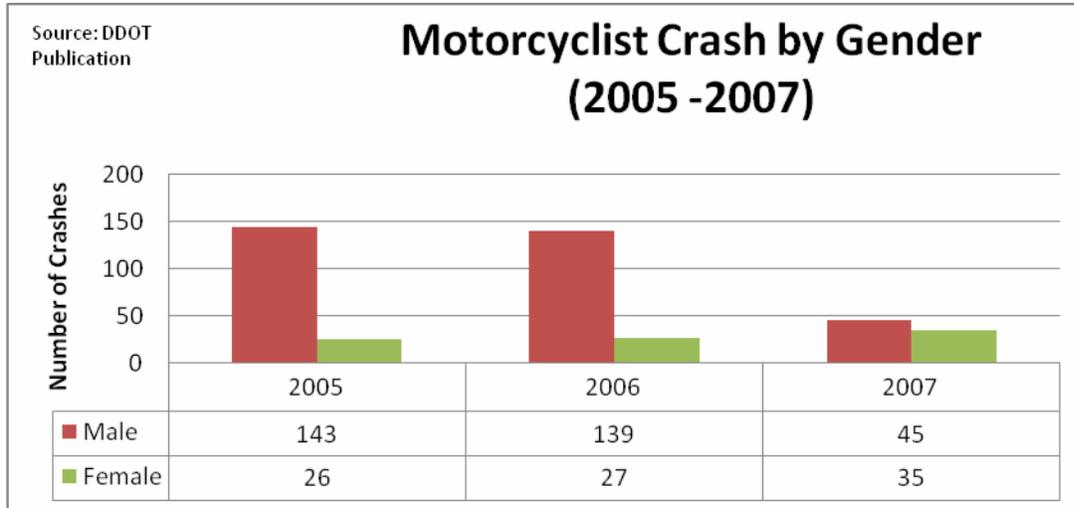
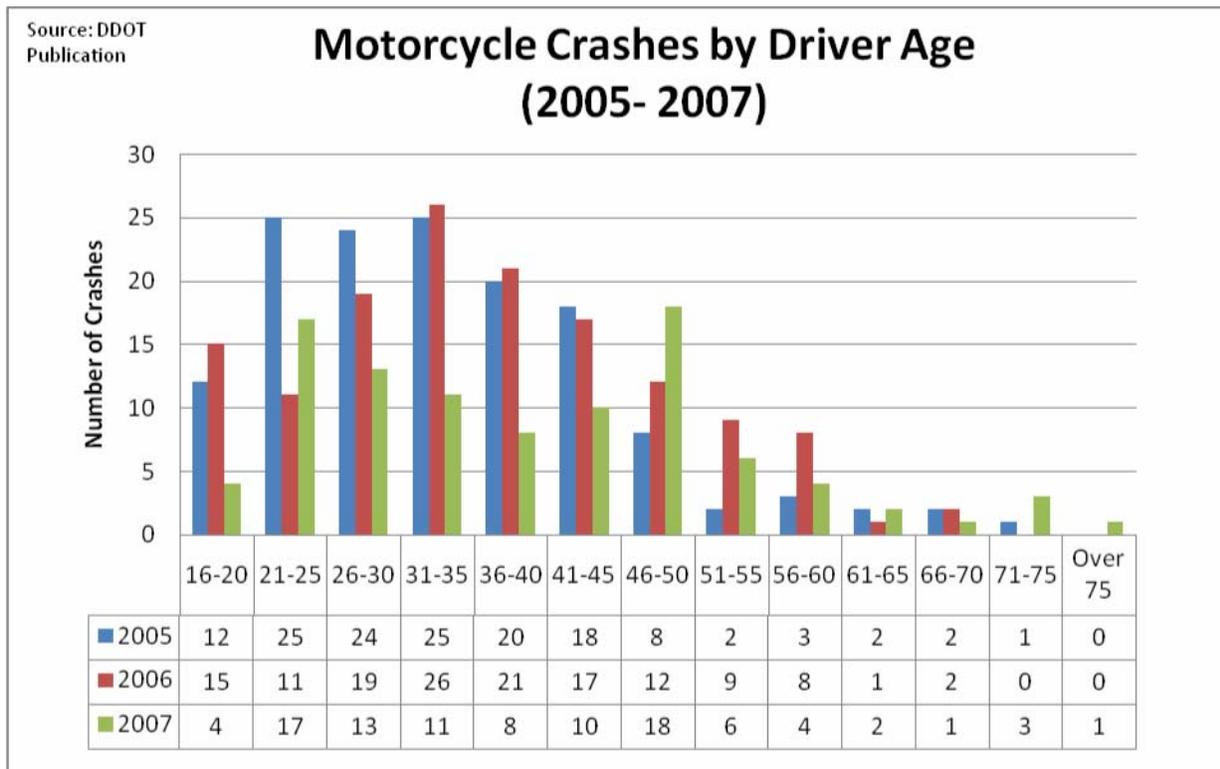


Figure 36: Motorcyclist Crashes by Driver Age



## Program Area

In 2008, 7 out of 39 fatalities involved motorcyclist (approximately 18 percent of all traffic fatalities). The data indicates that motorcyclist fatalities are a growing trend in the District and strategies need to be taken to reduce this in coming years. It is also significant to note that the SHSP goal for motorcyclist-related fatalities was not met. In addition, the SHSP goal for the number of motorcyclist-related injuries in 2007 was also not met.

Accordingly, to meet the 2012 goals, rigorous strategies must be implemented.

## Performance Goal

To decrease motorcyclist fatalities of 33 percent from a three-year weight average (2006-2008) of 3 to 2 by December 31, 2012.

## Performance Measures

**Table 16: Motorcyclist Fatality Performance Measures**

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

**Table 17: Motorcyclist Injury Performance Measures**

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012
# Motorcyclist Injuries	196	149	163	156	143	132	121	112
<b># Motorcyclist Injuries (SHSP District Goal)</b>		<b>150</b>	<b>146</b>	<b>143</b>	<b>139</b>	<b>136</b>	<b>132</b>	<b>129</b>

## Activities/Performance Measures

- Paid Media
  - 20-30 spots per station, per week/5-6 station per week via radio.
  - 2 week of cable between August 30 – September 7.
  - Develop and distribute 25,000 brochures, translated in Spanish, Amharic, Chinese, Korean and Vietnamese.
- Motorcycle Safety (Enforcement)
  - Conduct 1000 man-hours for enforcement.

## **TRAFFIC RECORDS**

Motor vehicle crash data is required by Federal and State Laws. Timely and accurate crash data is needed by DDOT and other agencies (including the Legislature) for safety planning, program development, and tort defense. The data are also used to develop intervention strategies to reduce fatalities and injuries throughout the District.

Under the HSO, the Traffic Records Coordinating Committee (TRCC) was convened. The TRCC worked with numerous District agencies to develop the Traffic Records Strategic Plan.

Currently the District is scheduled to create an integrated data collection network by 2011. The integrated data collection system will allow for comprehensive problem identification for improving highway safety in the District.

### **Performance Goal**

To implement a citywide-integrated data collection system to allow for comprehensive analysis of all traffic crashes and thus improve the timeliness, accuracy, and completeness of transportation safety information used in problem identification and program development processes.

### **Activities/Performance Measures**

Through our efforts in traffic records, DDOT hopes to make the following improvements:

- Increase electronic submission to 100 percent by spring 2010.
- Implement a short crash form to capture property-damage only crashes by spring 2010.
- Refer to the TR Strategic Plan for other specific performance measures.

## SPECIAL GRANT PROGRAMS

### Section 405 Occupant Protection Incentive Grant

Eligibility criteria include meeting four of the following six criteria:

- A law requiring seat belt use by all front seat passengers.
- A primary enforcement seat belt law.
- Minimum fine or penalty points for occupant protection law violations.
- A statewide special traffic enforcement program for occupant protection that emphasizes publicity.
- A statewide child passenger safety education program.
- A child passenger law that requires minors to be properly secured in a child safety seat.

Section 405 grants are available to States that adopt and implement effective programs to reduce highway deaths and injuries resulting from individuals riding unrestrained or improperly restrained in a motor vehicle.

**FY 2006 – (\$161,728)** DC qualified for this incentive grant by meeting four of six of the above eligibility criteria. A portion of the FY 2006 Section 405 funds were allocated to the May seat belt enforcement mobilization. The mobilization included a public information and education campaign with high-visibility enforcement of the State's seat belt law. In addition, these funds supported the Child Passenger Safety Awareness campaign.

**FY 2007 – (\$159,874)** DC qualified for this incentive grant by meeting four of six of the above eligibility criteria. Funds will be used to support the national May seat belt mobilization to include: High-Visibility Enforcement, paid and earned media, and an approved observation seat belt survey.

**FY 2008 – (\$159,874)** DC qualified for this incentive grant by meeting four of six of the above eligibility criteria. Funds will be used to support the national May seat belt mobilization to include: High-Visibility Enforcement, paid and earned media, and an approved observation seat belt survey.

**FY 2009 – (\$156,643)** DC qualified for this incentive grant by meeting four of six of the above eligibility criteria. Funds will be used to support the national May seat belt mobilization to include: High-Visibility Enforcement, paid and earned media, and an approved observation seat belt survey.

## Section 406 Incentive Grant

A State is eligible for an incentive grant if it did not have a conforming primary safety belt use law for all passenger motor vehicles in effect on or before December 31, 2002, and either:

- Enacts for the first time after December 31, 2002, and has in effect and is enforcing a conforming primary safety belt use law for all passenger motor vehicles (States meeting this criterion are called *New Primary Law States*); or,
- After December 31, 2005, has a State safety belt use rate of 85 percent or more for each of the 2 consecutive calendar years immediately proceeding the fiscal year of the grant (States meeting this criterion are called *Safety Belt Performance States*).

A State that meets either of the above two criteria will receive a one-time grant equal to 475 percent of the State's apportionment under Section 402 for fiscal year 2003.

If a State does not meet either of the above two criteria, and if funds remain after grants have been awarded to all States that do meet either of the two criteria by July 1 each year, the State will qualify for a one-time grant equal to 200 percent of its apportionment under Section 402 for fiscal year 2003 if it has in effect, and is enforcing a conforming primary safety belt law for all passenger motor vehicles that was in effect before January 1, 2003.

**FY 2006 & FY 2007 – (\$561,545 in FY06 & \$1,006,955 in FY07)** DC qualified for this incentive grant based on passing a primary belt law prior to January 1, 2003. Funds will be used to support the national May seat belt mobilization to include: High-Visibility Enforcement, paid and earned media, and an approved observation seat belt survey.

**FY 2008 & FY 2009 – Did not receive Section 406 Incentive Grant(s)**

## Section 408 Incentive Grant

Eligibility criteria includes certification that a traffic records assessment has been completed, that a Traffic Records Coordinating Committee is in place, and that the State has developed a multi-year plan for strategic implementation of efforts to improve traffic records data collection and analysis.

**FY 2006** – DC did not submit an application.

**FY 2007 – (\$300,000)** DC qualified for this incentive grant by meeting the above eligibility criteria. This fund was used to improve the timeliness, accuracy, and completeness of crash data.

**FY 2008 & FY 2009 – (\$500,000)** DC qualified for this incentive grant by meeting the above eligibility criteria. This fund was used to improve the timeliness, accuracy, and completeness of crash data. The PD10 automation will be improved and the short crash form will be rolled out in 2010.

## Section 410 Incentive Grant

Eligibility criteria include meeting five of the following eight criteria. Highlighted criteria represent those that the state met in order to qualify:

- High-Visibility Enforcement Program.
- Prosecution and Adjudication Program.
- BAC Testing Program.
- High Risk Drivers Program.
- Alcohol Rehabilitation or DWI Court Program.
- Underage Drinking Prevention Program.
- Administrative License Suspension or Revocation System.
- Self-Sustaining Impaired Driving Prevention Program.

**FY 2006 – (\$530,578)** DC used these funds to provide overtime enforcement and paid media for the Checkpoint Strikeforce campaign.

**FY 2007, 2008, & 2009** – Not eligible

## Section 2010 Motorcyclist Safety Grant

Eligibility criteria include at least two of the following six criteria:

- An effective motorcycle rider training course that is offered throughout the State.
- An effective statewide program to enhance motorist awareness of the presence of motorcyclists on or near roadways and safe driving practices that avoid injuries to motorcycles.
- A reduction for the proceeding calendar year in the number of motorcycle fatalities and the rate of motor vehicle crashes involving motorcycles in the State.
- Implementation of a statewide program to reduce impaired driving, including specific measures to reduce impaired motorcycle operation.
- A reduction for the proceeding calendar year in the number of fatalities and the rate of reported crashes involving alcohol- or drug-impaired motorcycle operators.
- All fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs will be used for motorcycle training and safety programs.

To date (2009), HSO has obligated no motorcycle funds.

## Section 2011 Child Safety and Child Booster Seat Incentive Grants

Section 2011 funds can only be used for the following:

- Allocations – Of the amounts received by a State in grants under this section for a fiscal year not more than 50 percent shall be used to fund programs for purchasing and distributing child safety seats and child restraints to low-income families.
- Remaining amounts – Amounts received by a State in grants under this section, other than amounts subject to paragraph (1), shall be used to carry out child safety seat and child restraint programs, including the following:
  - A program to support enforcement of child restraint laws.
  - A program to train child passenger safety professionals, police officers, fire and emergency medical personnel, educators, and parents concerning all aspects of the use of child safety seats and child restraints.
  - A program to educate the public concerning the proper use and installation of child safety seats and child restraints.

**FY 2006 – (\$196,063)**

**FY 2007 – (\$143,709)**

**FY 2008 – (\$101,549)**

**FY 2009 – (\$92,185)**

## HIGHWAY SAFETY PLAN

### IMPAIRED DRIVING PROGRAM AREA

#### Performance Goals

To decrease alcohol-impaired driving fatalities by 15 percent from a three-year weight average (2006 – 2008) of 13 to 11 by December 31, 2012.

NOTE: Alcohol-impaired driving fatalities are all fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 or greater.

#### FY 2010 Impaired Driving Projects

<b>Project Number</b>	PA-2010-00
<b>Project Title</b>	Planning and Administration
<b>Project Description</b>	Salaries, benefits, travel, services and supplies and office equipment will be funded for administrative personnel: HSO Coordinator, Project Assistants and Research Analyst.
<b>Funding Source</b>	Section 402

<b>Project Number</b>	AL-2010-03
<b>Project Title</b>	Alcohol Enforcement – MPD
<b>Project Description</b>	Enforcing underage drinking and impaired driving laws in DC, thereby reducing deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance.  Working with the Hispanic community.
<b>Funding Source</b>	Section 402

<b>Project Number</b>	AL-2010-03
<b>Project Title</b>	Washington Regional Alcohol Program (WRAP)
<b>Project Description</b>	<p>To increase knowledge and awareness of the dangers of alcohol by promoting health decisions through direct educational programs at local public and private high schools and community groups in DC.</p> <p>To increase responsible choices regarding alcohol among those 21 and over through increased reach of WRAP's educational programs and printed materials, including the promotion of the SoberRide initiative.</p>
<b>Funding Source</b>	Section 402

<b>Project Number</b>	AL-2010-03
<b>Project Title</b>	Office of the Attorney General
<b>Project Description</b>	<p>To fund the Serious Impaired Driving Offender Program. Each year, the number of alcohol-related offenses, particularly DWI/DUI, increases. As a result of this increased number of cases, there is a tremendous need for attorneys to handle the caseload.</p> <ul style="list-style-type: none"> <li>• DUI prosecutor is essential for the effective and efficient prosecution of DWI, DUI, and other serious offenses.</li> <li>• The Traffic Safety Resource Prosecutor (TRSP) seeks to improve interagency communication, training, and the apprehension and prosecution of criminal traffic violations, with a particular emphasis on driver operating under the influence of alcohol and/or drugs.</li> </ul> <p>Standardized Field Sobriety Test (SFST) is a battery of three tests administered and evaluated in a standardized manner to obtain validated indicators of impairment and established probable cause for arrest. There is a need to train MPD officers to administer this in the proper procedure.</p> <ul style="list-style-type: none"> <li>• Law Enforcement Advanced DUI/DWI Reporting System (LEADRS) is a Web-based records management system that simplifies and standardizes the DUI/DWI reporting process. The LEADRS system will help MPD, prosecutors, and government officials save time, money and ultimately lives.</li> </ul>
<b>Funding Source</b>	Section 402

<b>Project Number</b>	AL-2010-03
<b>Project Title</b>	Alcohol Enforcement – Equipment
<b>Project Description</b>	To support enforcement agencies with training, equipment and education that will effectively improve the highway safety.
<b>Funding Source</b>	Section 402

<b>Project Number</b>	AL-2010-03
<b>Project Title</b>	Office of the Chief Medical Examiner (OCME)
<b>Project Description</b>	To assist the Forensic Toxicology Laboratory at the OCME so that it can continue the service of providing forensic analysis of driving under the influence.  To increase the scope of the DUI/DWI/DUID testing program while maintaining its overall efficiency. This would include increasing the number of drugs that are regularly screened to include all of those proven to cause driving fatalities.
<b>Funding Source</b>	Section 402

<b>Project Number</b>	PM-2010-14
<b>Project Title</b>	Paid Advertising – Checkpoint Strikeforce Regional Impaired Driving Campaign
<b>Project Description</b>	Build an awareness of Checkpoint Strikeforce that has been established in prior campaigns in order to reduce the number of alcohol-related crashes. Increase belief of arrest for drinking and driving. Increase the perception that law enforcement is out with patrols and checkpoints. Target audience includes male drivers 18 to 44 years old.  Media Strategies: Radio and Internet
<b>Funding Source</b>	Section 402

**Table 18: Impaired Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
PA-2010-00	Planning and Administration	\$147,705.00	Section 402
AL-2010-03	Alcohol Enforcement – MPD	\$239,639.00	Section 402
	Washington Regional Alcohol Program	\$80,000.00	Section 402
	Office of the Attorney General	\$284,000.00	Section 402
	Alcohol Enforcement – Equipment	\$137,000.00	Section 402
	Alcohol Countermeasures – Office of the Chief Medical Examiner	\$55,000.00	Section 402
PM-2010-14	Paid Advertising – Checkpoint Strikeforce Regional Impaired Driving Campaign	\$125,000.00	Section 402
<b>402 Total</b>		<b>\$1,068,344.00</b>	
<b>Total All Funds</b>		<b>\$1,068,344.00</b>	

## OCCUPANT PROTECTION PROGRAM AREA

### Performance Goal

To decrease unrestrained passenger vehicle occupant fatalities in all seating positions by 23 percent from a three-year weight average (2005 – 2007) of 13 to 10 by December 31, 2012.

### FY 2010 Occupant Protection Projects

<b>Project Number</b>	<b>OP-2010-04</b>
<b>Project Title</b>	<b>Occupant Protection – ASPIRA</b>
<b>Project Description</b>	<p>The ASPIRA Association proposes a comprehensive, culturally competent information campaign that engages the Latino population of the District to promote the use of child safety seats and pedestrian and bicycle safety by:</p> <ul style="list-style-type: none"> <li>• Conducting a traffic safety campaign.</li> <li>• Holding two invitational meetings with key contacts in the Spanish Language Media to educate and get their support for promoting safety in the Latino community.</li> <li>• Holding a series of focus groups in the community with youth and adults to assist in developing a better understanding of how to effectively market traffic safety messages to various Latino groups. This research will serve as a tool that would be shared with DDOT and law enforcement.</li> </ul>
<b>Funding Source</b>	Section 402

<b>Project Number</b>	<b>OP-2010-05</b>
<b>Project Title</b>	<b>Associates for Renewal in education – Teen Highway Safety Program</b>
<b>Project Description</b>	<p>Primary focus of this program is to educate and demonstrate to youth and teenagers the importance of seat belt use, the importance of obtaining their driver’s license; and to deter them from engaging in reckless driving behaviors.</p>
<b>Funding Source</b>	Section 402

<b>Project Number</b>	<b>OP-2010-05</b>
<b>Project Title</b>	<b>Occupant Enforcement – MPD</b>
<b>Project Description</b>	To support MPD with the enforcement of seat belt laws. The seatbelt mobilizations will require coordination of overtime enforcement activities by the MPD. During the year and in addition to the mobilizations, high visibility sustained overtime enforcement will occur monthly in various communities throughout the District with additional overtime enforcement during traditional high periods to include all major holidays.
<b>Funding Source</b>	Section 402

<b>Project Number</b>	<b>J2-2010-05</b>
<b>Project Title</b>	<b>Occupant Protection at Gallaudet</b>
<b>Project Description</b>	Work with the deaf community to improve compliance, regarding seatbelt use and child safety seat.
<b>Funding Source</b>	Section 405

<b>Project Number</b>	<b>K2-2010-05</b>
<b>Project Title</b>	<b>Occupant Protection Survey 2010 &amp; Educational Outreach 2010 Occupant Protection Program Various Occupant Protection Projects for MPD 2010</b>
<b>Project Description</b>	Conduct the annual National Occupant Protection User Survey (NOPUS) using NHTSA standards and provide public information through a national and state report, by the University of District of Columbia.  Training, purchase of car seats, education, outreach to community, materials/supplies, and Child Passenger Safety Program Manager.  Enforcement of child passenger safety laws and safety seats checkpoint.
<b>Funding Source</b>	Section 405

<b>Project Number</b>	<b>K4-2010-08, K4OP-2010-05</b>
<b>Project Title</b>	<b>Seat Belt Incentive Program Occupant Protection Safety Project</b>
<b>Project Description</b>	Child Safety seats, training. MPD, DDOT, FEMS car installation.
<b>Funding Source</b>	Section 406

<b>Project Number</b>	<b>K3-2010-05</b>
<b>Project Title</b>	<b>CPS Activities FY 2010</b>
<b>Project Description</b>	Purchase of Booster seats, training. MPD, DDOT, FEMS car installations.
<b>Funding Source</b>	Section 2011

<b>Project Number</b>	PM-2010-14
<b>Project Title</b>	<b>Paid Advertising – CIOT, CPSC</b>
<b>Project Description</b>	<p>Click It or Ticket It (CIOT) - Influence attitudes and actions of audiences regarding seat belt usage not only for themselves, but also for their passenger and reinforce the message that law enforcement is strictly enforcing DC’s seat belt laws. Target audiences are drivers between the ages of 18 to 44, with emphasis on males’ drivers between the ages of 18 to 24.</p> <p>Child Passenger Safety Campaign (CPSC) - To educate and increase awareness parent/caregivers to use a child safety seat in the back of vehicles, restrain their child properly and in accordance with their size emphasizing the “4 Steps for Kids”. Additionally we want to ensure that all children seats are installed properly by promoting the “National seat Check Saturday” that will take place on September 20 at various locations in the District. Target audience drivers (parents/caregivers) between the ages of 18 and 44, with emphasis on females.</p>
<b>Funding Source</b>	Section 402

**Table 19: Occupant Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
OP-2010-05	Occupant Protection – ASPIRA	\$75,000.00	Section 402
	Associates for renewal in education	\$60,000.00	Section 402
	Occupant Enforcement – MPD	\$75,000.00	Section 402
J2-2010-05	OP at Gallaudet	\$34,246.00	Section 405
K2-2010-05	OP Survey 2010 & Educational Outreach	\$56,000.00	Section 405
	Various OP Projects for DDOT and MPD 2010	\$156,643.00	Section 405
K4-2010-08	Seat Belt Incentive Program	\$77,986.00	Section 406
K4OP-2010-05	OP Safety Project	\$75,000.00	Section 406
K3-2010-05	CPS Activity FY 2010	\$101,549.00	Section 2011
	2011 Child Passenger Incentive	\$335,894.00	Section 2011
PM-2010-14	Paid Advertising:		
	<ul style="list-style-type: none"> <li>• CIOT</li> <li>• Child Passenger Safety</li> </ul>	\$200,000 \$100,000	Section 402 Section 402
<b>405 Total</b>		<b>\$246,889.00</b>	
<b>Total All Funds</b>		<b>\$1,347,318.00</b>	

## AGGRESSIVE DRIVING PROGRAM

### Performance Goal

To decrease speeding-related fatalities of 13 percent from a three-year weight average (2006 – 2008) of 15 to 13 by December 31, 2012.

### FY 2010 Aggressive Driving Projects

<b>Project Number</b>	<b>PT-2010-04</b>
<b>Project Title</b>	<b>Police Traffic Services/Aggressive Driving- MPD</b>
<b>Project Description</b>	Speed enforcement, training and supplies to increase driver compliance with posted speed limits and to reduce the number of speed-related crashes.
<b>Funding Source</b>	Section 402

<b>Project Number</b>	<b>PM-2010-14</b>
<b>Project Title</b>	<b>Paid Advertising – Smooth Operator</b>
<b>Project Description</b>	Influence the audience attitudes and action towards aggressive driving behaviors and their destructive consequences to cause and sustain positive behaviors that will help to improve safety and well being of our community. Target audiences are drivers between the ages of 18 to 44, with emphasis on males' drivers between the ages of 18 to 24.
<b>Funding Source</b>	Section 402

**Table 20: Aggressive Driving Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
PT-2010-04	Police Traffic Services – Aggressive Driving	\$259,940.00	Section 402
	Speed Enforcement Equipment – MPD	\$137,000.00	Section 402
K4PT-2010-04	Safety Campaign-Police	\$100,000.00	Section 406
PM-2010-14	Paid Advertising – Smooth Operator	\$100,000.00	Section 402
<b>402 Total</b>		<b>\$496,940.00</b>	
<b>Total All Funds</b>		<b>\$596,940.00</b>	

## PEDESTRIAN/BICYCLE SAFETY PROGRAM AREA

### Goals

To decrease pedestrian-related fatalities of 32 percent from a three-year weight average (2006-2008) of 19 to 13 by December 31, 2012.

To decrease bicycle-related fatalities of 50 percent from a three-year weighted average (2006-2008) of 2 to 1 by December 31, 2012.

### FY 2010 Pedestrian/Bicyclist Safety Projects

<b>Project Number</b>	<b>PS-2010-08</b>
<b>Project Title</b>	<b>Pedestrian Enforcement – MPD</b> <b>Pedestrian Safety – DDOT</b>
<b>Project Description</b>	Enforce Pedestrian Laws in the District of Columbia. To fund various pedestrian/bicycle activities such as purchasing bicycle helmets and procuring materials for the program.
<b>Funding Source</b>	Section 402

<b>Project Number</b>	<b>PM-2010-14</b>
<b>Project Title</b>	<b>Metropolitan Council of Governments – Street Smart</b>
<b>Project Description</b>	To increase awareness pedestrian and bicyclist on roadways. To also improve the behaviors of all drivers, pedestrians and bicyclists. Coordinate and support an intensive region-wide education and enforcement effort.
<b>Funding Source</b>	Section 402

<b>Project Number</b>	<b>PS-2010-08, K4PS-2010-08</b>
<b>Project Title</b>	<b>DC School Assessment</b>
<b>Project Description</b>	To review and document the safety problem at 12 – 15 schools with the highest number of crashes. To implement mitigating treatments for 12 – 15 schools focusing on the non-infrastructure solutions.
<b>Funding Source</b>	Section 402, 406

<b>Project Number</b>	<b>PS-2010-08</b>
<b>Project Title</b>	<b>Bicycle Safety – WABA 2010</b>
<b>Project Description</b>	To expand the adult bicycle safety education program in the District of Columbia.
<b>Funding Source</b>	Section 402

**Table 21: Pedestrian/Bicyclist Safety Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
PS-2010-08	Pedestrian Enforcement - MPD	\$100,000.00	Section 402
	Pedestrian Safety – DDOT	\$51,482.00	Section 402
PM-2010-14	Paid Advertising – Street Smart	\$200,000.00	Section 402
PS-2010-08	DC School Assessment – (Carryover Funds)	\$150,000.00	Section 402
K4PS-2010-08		\$9,363.00	Section 406
PS-2010-08	Bicycle Safety – WABA 2010	\$138,650.00	Section 402
<b>402 Total</b>		<b>\$640,132.00</b>	
<b>Total All Funds</b>		<b>\$649,495.00</b>	

## MOTORCYCLE SAFETY PROGRAM AREA

### Performance Goal

To decrease motorcyclist fatalities of 33 percent from a three-year weight average (2006-2008) of 3 to 2 by December 31, 2012.

### FY 2010 Motorcycle Safety Program Area

<b>Project Number</b>	<b>MC-2010-02</b>
<b>Project Title</b>	<b>Motorcycle Safety</b>
<b>Project Description</b>	To fund aggressive enforcement of motorcycle safety rules of the road in the District and combat impaired driving while driving a motorcycle as well as speeding while driving a motorcycle.
<b>Funding Source</b>	Section 402

<b>Project Number</b>	<b>157MC-2010-00</b>
<b>Project Title</b>	<b>Motorcycle Safety – Enforcement</b>
<b>Project Description</b>	To fund aggressive enforcement of motorcycle safety rules of the road in the District and combat impaired driving while driving a motorcycle, as well as speeding will driving a motorcycle.
<b>Funding Source</b>	157 Incentive Funds

**Table 22: Motorcycle Safety Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
MC-2010-02	Motorcycle Safety	\$64,545.00	Section 402
157MC-2010-00	Motorcycle Safety- Enforcement	\$51,296.00	Section 157
<b>402 Total</b>		<b>\$64,545.00</b>	
<b>Total All Funds</b>		<b>\$115,841.00</b>	

## TRAFFIC RECORDS PROGRAM AREA

### Goals

Implement a district-wide integrated data collection system to allow for comprehensive analysis of all traffic crashes and thus improve the timeliness, accuracy, and completeness of transportation safety information.

### FY 2010 Traffic Records Program Area

<b>Project Number</b>	<b>TR-2010-07</b>
<b>Project Title/s</b>	<b>Traffic Records Strategic Plan Codes Project</b>
<b>Project Description</b>	To improve the timeliness, accuracy and completeness of the collection and entry of electronic crash data records. To provide travel, contractual services, coordination of events, and traffic license maintenance fees related to the Traffic Record Assessment projects and improvement of district-wide traffic record system.  CODES is a collaborative approach to obtain medical and financial outcome information related to motor vehicle crashes for highway safety and injury control decision making. Will allow the District to measure benefits in terms of reducing death, disability, and medical costs.
<b>Funding Source</b>	Section 402

<b>Project Number</b>	<b>K9-2010-07</b>
<b>Project Title</b>	<b>Traffic Records Program Coordination MPD Grant Trauma Data Repository</b>
<b>Project Description</b>	To coordinate the TRCC committee activities, monitor project progress, work with the District Agencies (9) to share project resources, etc.  Provide funding to MPD to undertake: <ul style="list-style-type: none"> <li>• Data entry for CY2009 hard copy reports into MPD new traffic crash application.</li> <li>• Additional development of the PD-10 electronic application</li> </ul> To work with DOT to develop a Trauma Data Repository with appropriate linkages to CODES, etc.
<b>Funding Source</b>	Section 408

**Table 23: Traffic Records Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
TR-2010-07	Traffic Records Strategic Plan	\$290,578.00	Section 402
	Codes Project	\$177,000.00	Section 402
K9-2010-07	Traffic Records Program Coordination	\$42,766.00	Section 408
	MPD Grant	\$150,000.00	Section 408
	Trauma Data Registry	\$350,000.00	
<b>408 Total</b>		<b>\$542,766.00</b>	
<b>Total All Funds</b>		<b>\$1,010,344.00</b>	

## OTHER AREAS

<b>Project Number</b>	<b>RS-2010-13</b>
<b>Project Title</b>	<b>Roadway Safety</b>
<b>Project Description</b>	To fund traffic safety related training programs, such as Traffic Control for Emergency Responders; Flagger Training, and other program relating to traffic safety.
<b>Funding Source</b>	Section 402

<b>Project Number</b>	<b>SA-2010-05</b>
<b>Project Title</b>	<b>Office of Highway Safety Proc Manual</b>
<b>Project Description</b>	To develop a Procedure Manual to assist staff in administering the US DOT , NHTSA, safety grant program in compliance with applicable laws of the District of Columbia and other Federal laws and regulations. Provide training, etc.
<b>Funding Source</b>	Section 402

<b>Project Number</b>	<b>SA-2010-05</b>
<b>Project Title</b>	<b>SHSP Coord., Monitoring and Evaluation</b>
<b>Project Description</b>	To coordinate the SHSP implementation District-wide with a focus on behavioral and other non-infrastructure strategies.
<b>Funding Source</b>	Section 402

<b>Project Number</b>	<b>SA-2010-05</b>
<b>Project Title</b>	<b>Highway Safety Reports</b>
<b>Project Description</b>	To develop the HSP and AR to be in compliance with the US DOT, NHTSA requirements.
<b>Funding Source</b>	Section 402

<b>Project Number</b>	<b>SA-2010-05</b>
<b>Project Title</b>	<b>Project Mgr/Coordinator (2)</b>
<b>Project Description</b>	Coordinator 1 – To facilitate MOU/MOA instruments to expedite the NHTSA program for the District of Columbia. Coordinator 2 – To coordinate the implementation of NHTSA/MPD program elements.
<b>Funding Source</b>	Section 402

**Table 24: Other Area Budget Summary**

<b>Project Number</b>	<b>Project Title</b>	<b>Budget</b>	<b>Budget Source</b>
RS-2010-13	Road Safety	\$154,452.00	Section 402
SA-2010-05	Office of Highway Safety Procurement Manual	\$268,588.00	Section 402
	SHSP Coord., Monitoring and Evaluation	\$90,000.00	Section 402
	Highway Safety Report	\$112,000.00	Section 402
	Project Mgr/Coordinator (2)	\$260,083.00	Section 402
<b>402 Total</b>		<b>\$909,528.00</b>	
<b>Total All Funds</b>		<b>\$909,528.00</b>	

## TOTAL OBLIGATIONS SUMMARY

Table 25: Total Obligations Summary

YEAR	402	157 Incentive	2011	405	410	408	406	2003b	2010
FY 00	\$ 725,800	\$417,900	N/A	\$ 56,356		0	N/A	\$37,500	
FY 01	\$ 734,545	\$175,000	N/A	\$ 98,866		0	N/A	\$37,875	
FY 02	\$ 760,000	\$182,000	N/A	\$104,723		0	N/A	\$37,954	
FY 03	\$ 776,938	\$382,100	N/A	\$176,749		0	N/A	\$37,709	
FY 04	\$ 759,986	\$224,665	N/A	\$174,477		0	N/A	N/A	
FY 05	\$ 768,800	\$166,280	N/A	\$167,282		N/A	N/A	N/A	
FY 06	\$1,073,507		\$196,063	\$161,728	\$530,578	0	\$ 561,545	N/A	
FY 07	\$1,099,350		\$143,709	\$159,874		\$300,000	\$1,006,955		
FY 08	\$1,686,525		\$101,549	\$159,874		\$500,000			
FY 09	\$1,761,525		\$92,185	\$156,643		\$500,000	496,323		

N/A = funds not available that fiscal year

## 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 drawdown 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 whom 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

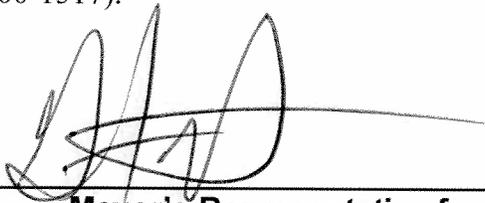
transaction originated may pursue available remedies, including suspension and/or debarment.

**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 2010 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**

8/31/09  
\_\_\_\_\_  
Date

## COST SUMMARY

U.S. Department of Transportation National Highway Traffic Safety Administration

State: District Of Columbia

**Highway Safety Plan Transaction**

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Report Date: 08/03/2009

For Approval

Program Area	Line	Action	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
<b>NHTSA</b>								
<b>NHTSA 402</b>								
<b>Planning and Administration</b>								
	1	Plan	PA-2010-01-00-00	PLANNING & ADMINISTRATION 2010		\$150,000.00	\$98,061.00	\$0.00
						<b>\$150,000.00</b>	<b>\$98,061.00</b>	<b>\$0.00</b>
								<b>\$0.00</b>
<b>Alcohol</b>								
	2	Plan	AL-2010-03-00-00	ALCOHOL COUNTERMEASURES		\$0.00	\$638,128.00	\$0.00
						<b>\$0.00</b>	<b>\$638,128.00</b>	<b>\$0.00</b>
								<b>\$0.00</b>
<b>Motorcycle Safety</b>								
	3	Plan	MC-2010-02-00-00	MOTORCYCLE SAFETY		\$0.00	\$119,545.00	\$0.00
						<b>\$0.00</b>	<b>\$119,545.00</b>	<b>\$0.00</b>
								<b>\$0.00</b>
<b>Occupant Protection</b>								
	4	Plan	OP-2010-05-00-00	OCCUPANT PROTECTION		\$0.00	\$86,987.00	\$0.00
						<b>\$0.00</b>	<b>\$86,987.00</b>	<b>\$0.00</b>
								<b>\$0.00</b>
<b>Pedestrian/Bicycle Safety</b>								
	5	Plan	PS-2010-08-00-00	PEDESTRIAN/BICYCLE SAFETY		\$0.00	\$367,792.00	\$0.00
						<b>\$0.00</b>	<b>\$367,792.00</b>	<b>\$0.00</b>
								<b>\$0.00</b>
<b>Police Traffic Services</b>								
	6	Plan	PT-2010-04-00-00	POLICE TRAFFIC SERVICES		\$3,200,000.00	\$329,558.00	\$0.00
						<b>\$3,200,000.00</b>	<b>\$329,558.00</b>	<b>\$0.00</b>
								<b>\$0.00</b>
<b>Traffic Records</b>								
	7	Plan	TR-2010-07-00-00	TRAFFIC RECORDS		\$0.00	\$467,578.00	\$0.00
						<b>\$0.00</b>	<b>\$467,578.00</b>	<b>\$0.00</b>
								<b>\$0.00</b>
<b>Roadway Safety</b>								
	8	Plan	RS-2010-13-00-00	ROADWAY SAFETY		\$0.00	\$154,452.00	\$0.00

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Program Area	Line	Action	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local	
<b>Roadway Safety Total</b>						<b>\$0.00</b>	<b>\$154,452.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Safe Communities</b>									
	9 Plan		SA-2010-05-00-00	SAFE COMMUNITIES		\$0.00	\$579,064.00	\$0.00	\$0.00
<b>Safe Communities Total</b>						<b>\$0.00</b>	<b>\$579,064.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Paid Advertising</b>									
	10 Plan		PM-2010-14-00-00	PAID ADVERTISING		\$0.00	\$562,135.00	\$0.00	\$0.00
<b>NHTSA 402 Total</b>						<b>\$3,350,000.00</b>	<b>\$3,403,300.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Paid Advertising Total</b>						<b>\$0.00</b>	<b>\$562,135.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>405 Occupant Protection</b>									
<b>405 OP SAFETEA-LU</b>									
	12 Plan		K2-2010-05-00-00	405 OP SAFETEA-LU		\$0.00	\$352,792.00	\$0.00	\$0.00
<b>405 Occupant Protection Total</b>						<b>\$0.00</b>	<b>\$352,792.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>405 OP SAFETEA-LU Total</b>						<b>\$0.00</b>	<b>\$352,792.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>NHTSA 406</b>									
	13 Plan		K4PA-2010-01-01-00	NHTSA 406 ADDITIONAL STAFFING		\$0.00	\$137,617.00	\$0.00	\$0.00
<b>406 Planning and Administration Total</b>						<b>\$0.00</b>	<b>\$137,617.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>406 Safety Belts Incentive</b>									
	14 Plan		K4-2010-08-00-00	SEAT BELT INCENTIVE PROGRAM		\$0.00	\$77,986.00	\$0.00	\$0.00
<b>406 Safety Belts Incentive Total</b>						<b>\$0.00</b>	<b>\$77,986.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>406 Occupant Protection</b>									
	15 Plan		K4OP-2010-05-00-00	OP SAFETY PROJECT		\$0.00	\$75,000.00	\$0.00	\$0.00
<b>406 Occupant Protection Total</b>						<b>\$0.00</b>	<b>\$75,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>406 Pedestrian/Bicycle Safety</b>									
	16 Plan		K4PS-2010-08-00-00	DC SCHOOL ASSESSMENT (CONT'D)		\$0.00	\$9,364.00	\$0.00	\$0.00

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Program Area	Line	Action	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
<b>406 Pedestrian/Bicycle Safety Total</b>					<b>\$0.00</b>	<b>\$9,364.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>406 Police Traffic Services</b>								
	17 Plan		K4PT-2010-04-00-00	SAFETY CAMPAIGN - POLICE	\$0.00	\$11,103.00	\$0.00	\$0.00
<b>406 Police Traffic Services Total</b>					<b>\$0.00</b>	<b>\$11,103.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>406 Safe Communities</b>								
	18 Plan		K4SA-2010-05-00-00	SAFE COMMUNITIES PROGRAM	\$0.00	\$9,739.00	\$0.00	\$0.00
<b>NHTSA 406 Total</b>					<b>\$0.00</b>	<b>\$320,809.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>406 Safe Communities Total</b>					<b>\$0.00</b>	<b>\$9,739.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>408 Data Program Incentive</b>								
<b>408 Data Program SAFETEA-LU</b>								
	19 Plan		K9-2010-07-00-00	SEC. 408 TR GRANTS	\$0.00	\$542,767.00	\$0.00	\$0.00
<b>408 Data Program Incentive Total</b>					<b>\$0.00</b>	<b>\$542,767.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>408 Data Program SAFETEA-LU Total</b>					<b>\$0.00</b>	<b>\$542,767.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>2011 Child Seats</b>								
	20 Plan		K3-2010-05-00-00	SEC 2011 CHILD PASSENGER ACTIVITIES	\$0.00	\$345,258.00	\$0.00	\$0.00
<b>NHTSA Total</b>					<b>\$3,350,000.00</b>	<b>\$4,964,926.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>2011 Child Seat Incentive Total</b>					<b>\$0.00</b>	<b>\$345,258.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>2011 Child Seats Total</b>					<b>\$0.00</b>	<b>\$345,258.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Total</b>					<b>\$3,350,000.00</b>	<b>\$4,964,926.00</b>	<b>\$0.00</b>	<b>\$0.00</b>