

FY2015

Highway Safety Plan

JULY 1, 2014

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A. Executive Summary

On behalf of the Mayor of the District of Columbia and the Interim Director of the District Department of Transportation (DDOT), the D.C. Highway Safety Office (HSO) is pleased to present the Fiscal Year 2015 Highway Safety Plan (HSP).

On July 6, 2012, a transportation reauthorization bill P.L. 112-141, called Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law. This law specifies a single application deadline for all highway safety grants. In order to meet this requirement the National Highway Traffic Safety Administration (NHTSA) was directed to establish a consolidated application process for the Section 402 program and the six National Priority Safety Programs under Section 405 in the HSP.

This HSP contains the goals, strategies, performance measures and objectives that the District of Columbia has set for fiscal year 2015 (October 1, 2014 – September 30, 2015). The HSP is required by the U.S. Department of Transportation (U.S. DOT), in order to provide the District with Highway Safety Funds. The District Highway Safety program operates under the provisions of the Federal Highway Safety Act of 1966, 23 Chapter 4, Section 402. Section 402 funds can be used for a variety of safety initiatives including data analyses, developing safety education programs, and conducting community-wide pedestrian safety campaigns. Since the 402 Program is jointly administered by NHTSA and FHWA, Highway Safety Funds can also be used for some limited safety-related engineering projects. In the District, these funds are used to reduce crashes, fatalities, injuries and property damage by addressing road user behavioral issues, police traffic services, emergency medical services, motorcycle safety, and traffic records improvements.

Under MAP-21, Section 405 was renamed the National Priority Safety Program, which combines the impaired driving, occupant protection, traffic records and motorcyclist safety programs authorized under The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (with substantial changes to two of the four) and adds two new incentive programs – one for distracted driving and one for graduated driver licensing. Each program is authorized as a separate section or tier within Section 405, and each has its own eligibility criteria. States must satisfy the eligibility criteria of each tier in order to receive funding for that tier. Based on this data analysis, the HSO has identified the following safety priority areas under Section 405:

- Impaired Driving – Eligibility criteria – Low-Range State
- Occupant Protection – Eligibility criteria – Low Seat Belt Use State
- Traffic Records – Eligibility criteria – Has a functioning TRCC committee

As required by 23 CFR 1200.11, the HSP, our application for Section 402 and 405 Highway Safety funding includes the following components:

- Highway Safety Planning Process
- Performance Plan
- Highway Safety Strategies and Projects
- Performance Report
- Performance Cost Summary

- Certifications and Assurances
- Section 405 Grant Application

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



B. Overview of the Highway Safety Office

Vision

DDOT is committed to achieving an exceptional quality of life in the nation's capital through more sustainable travel practices, safer streets, and outstanding access to goods and services.

Mission

Develop and maintain a cohesive sustainable transportation system that delivers safe, affordable, and convenient ways to move people and goods – while protecting and enhancing the natural, environment and cultural resources of the District.

The District of Columbia's Highway Safety Office (HSO) was established in accordance with the Highway Safety Act of 1966 and activities are primarily funded through federal grants from NHTSA.

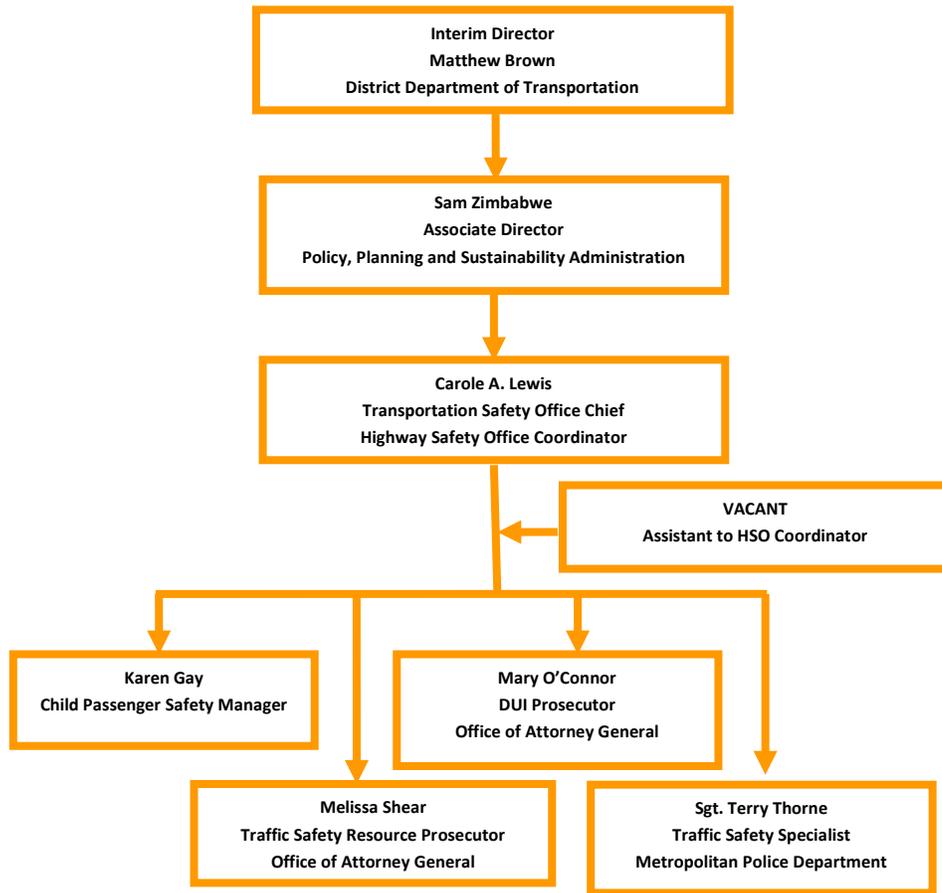
The HSO is responsible for the coordination and management of the District's highway safety program. This includes taking a leadership role in identifying the District's traffic safety emphasis areas and collaboration with safety and private sector organization. The HSO is also responsible for providing technical assistance to grantees and ensuring compliance with federal program regulations and guidelines. The HSO works in tandem with NHTSA to implement programs focusing on occupant protection, impaired driving, speed enforcement, pedestrian and bicycle safety, motorcycle safety, distracted driving and Traffic records.

Organizational Structure

The Federal Highway Act of 1966 makes the District's Mayor responsible for preparing and administering a District-wide highway safety program. The Mayor has named Matthew Brown as Interim Director of the District Department of Transportation (DDOT), to act as his representative for the District's highway safety program. The HSO is an office within the DDOT.

The HSO is within the Policy, Planning and Sustainability Administration (PPSA). The Transportation Safety Office (TSO) Chief, Ms. Carole A. Lewis is also the District's HSO Coordinator, who administers the District's highway safety program. Figure B-1 illustrates the relationship with the HSO and DDOT.

Figure B- 1: HSO relationship with DDOT



Carole Lewis, Traffic Safety Office Chief/Highway Safety Office Coordinator – Administers the safety programs for the District. This includes planning, organizing, evaluating, monitoring, and directing the operations and programs in accordance with Federal and District rules, regulations, and guidelines. The Highway Safety Office has a contract with KLS Engineering who assists the HSO Coordinator with the safety programs.

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 – Office of the Attorney General (OAG), Public Safety Division, Prosecutes serious offender DUI/DWI cases.

Melissa Shear, Traffic Safety Resource Prosecutor – Office of the Attorney General (OAG), Public Safety Division, Criminal Section’s experts on traffic safety issues, provides training and also coordinates with law enforcement officials concerning traffic safety enforcement to help foster improved law enforcement/prosecutor cooperation.

Terry Thorne, Traffic Safety Specialist Metropolitan Police Department (MPD) – Coordinates all NHTSA traffic safety programs housed within the MPD. Focus areas include highway safety management inclusive of intelligent transportation systems, traffic operations, and work zone safety.

Key Partnerships

The HSO office works with law enforcement, judicial personnel, private sector organizations, and community advocates to coordinate activities and initiatives relating to behavioral issues in traffic safety. Working together to achieve the HSO vision for a safe and efficient transportation system that has zero traffic-related deaths and serious injuries. These public sector and community partners include:

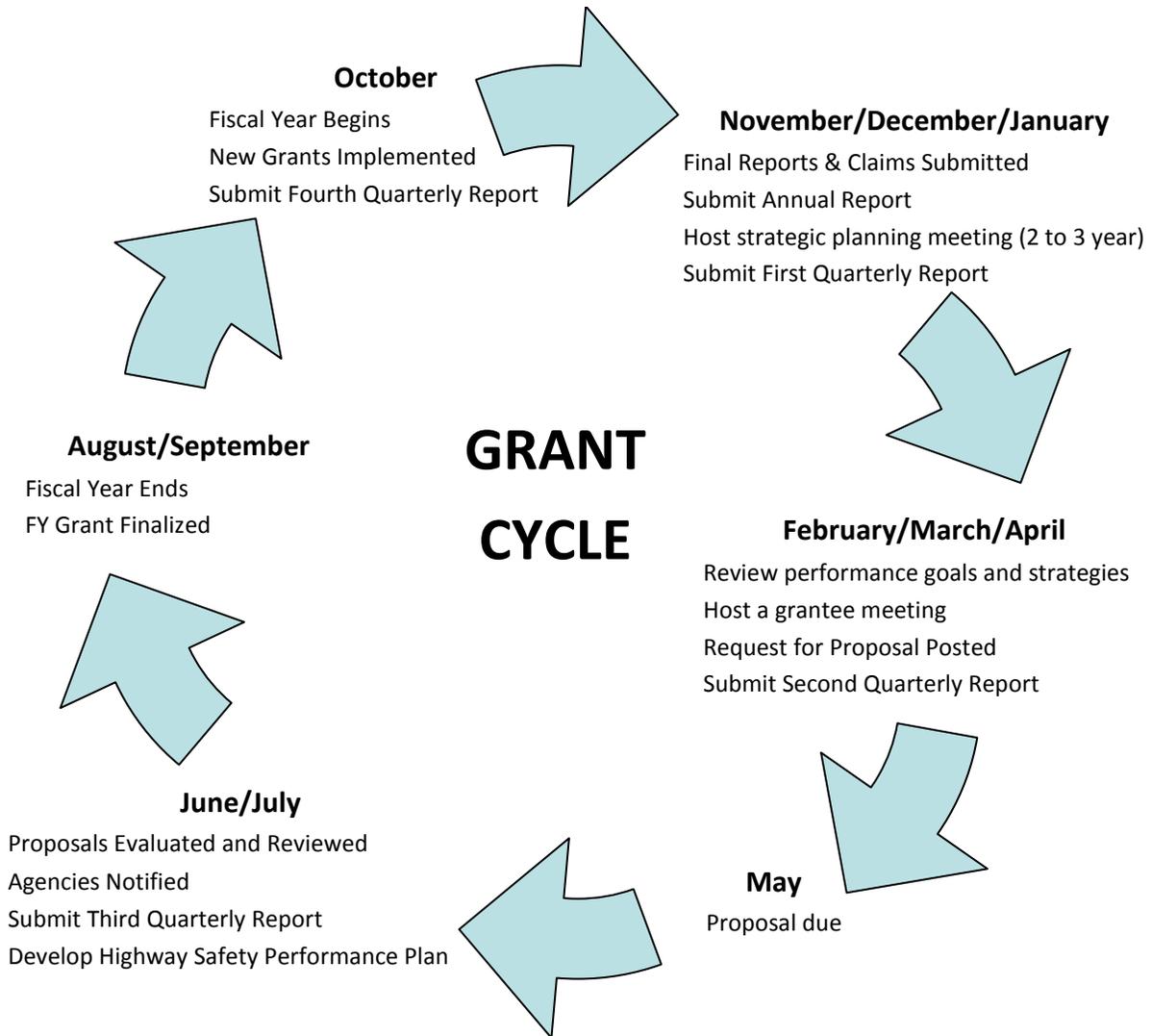
- District Department of Transportation (DDOT)
- Metropolitan Police Department (MPD)
- Office of the Attorney General (OAG)
- Office of the Chief Medical Examiner (OCME)
- Department of Motor Vehicles (DMV)
- Superior Court of the District of Columbia (SCDC)
- Fire and Medical Emergency Services (FEMS)
- Office of the Chief Technology Officer (OCTO)
- Office of Information Technology and Innovation (OCTI)
- University of the District of Columbia
- Washington Regional Alcohol Program (WRAP)
- Associates for Renewal for Education (ARE)
- MedStar National Rehabilitation Network
- Howard University
- McAndrew Company, LLC
- KLS Engineering, LLC
- Federal Partners include:
 - National Highway Traffic Safety Administration (NHTSA)
 - Federal Highway Administration (FHWA)
 - Federal Motor Carrier Safety Administration (FMCSA)

C. The Highway Safety Planning Process

The Highway Safety Office Planning Process Overview

Developing and implementing the HSP is a year-round cycle. At any one point in time, the HSO may be working on previous, current, and upcoming fiscal year plans. The process below outlines the activities and coordination of the HSO.

Figure C- 1: Grant Cycle



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 more 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 Metropolitan Police Department (MPD), as it is the only law enforcement agency in the City eligible to receive Federal grant funds.

A one-day Grant Management Training was held on March 25, 2014 inviting past/existing grantee recipient as well as others who have expressed interest in the program. At this training, the coordinator and NHTSA provided information on the National and the District's priority areas, Crash Data, MAP-21 requirements, the Grant Application form, process, evaluating, monitoring and reporting requirements.

Grant proposal requests were posted on the DDOT register and the HSO website, with a due date of May 1, 2014. The FY2015 Grant Application as well as other grant related forms are posted on the HSO website at www.ddot-hso.com.

WHO CAN APPLY

Any District Government agency or non-profit organization that can show their plan on addressing 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 safety problem.

A "Project Director" of each non-profit organization must submit a Grant Application. 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 Grant Application to the Highway Safety Office, Policy, Planning and Sustainability Administration, District Department of Transportation, no later than May 1. 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. Applications can be accepted as is, rejected with comments for re-submission, or rejected based on not in line with the safety goals.

The HSO then develops a comprehensive HSP, which contains proposed projects/programs most relevant to the overall goals and priorities of the HSO and DDOT.

PRE-AWARD NOTICE AND REPORTING REQUIREMENTS

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 HSO 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 HSO reserves the right to terminate the project or require changes to the project action plan.**

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

Table C- 1: Reporting Schedule

Reporting Month	Fiscal Quarter	Report Due
October November December	First Quarter	January 15
January February March	Second Quarter	April 15
April May June	Third Quarter	July 15
July August September	Fourth Quarter	October 15
Final Performance Report		November 1

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. A final performance 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 1st of each year that the grant is in place.

The Highway Safety Plan Process

This section of the HSP consists of a brief description of the District’s problem identification process used each year by the HSO to identify its highway safety problems. It also includes the crash trends and activities proposed in reaching the District’s goal, by focus area. We believe the strategies and projects selected will have a positive impact on the District’s highway safety program and ultimately support our mission of saving lives.

IDENTIFYING THE PROBLEM

Each year the HSO performs a problem identification process with assistance from KLS Engineering and the guidance of the Region 3 NHTSA office to determine the most effective plan for the most appropriate use of Federal highway safety grant funds. The highway safety problem areas are identified and prioritized by reviewing the crash data to determine the where, when, how, and why crashes occur.

Step 1 – Identifying Data Sources

The data and informational sources used by the District are:

- MPD crash data reporting
- Traffic Accident Reporting and Analysis System (TARAS), DDOT
- Fatality Analysis Reporting System (FARS), NHTSA
- Department of Motor Vehicles – Number of licensed drivers and registered vehicles, traffic citations
- Census and demographic data from the District Department of Labor – Workforce data
- OAG/SCDC – conviction data
- Annual observational belt use surveys
- Previous HSPs are reviewed and past performance is evaluated
- The District Strategic Highway Safety Plan
- Other states HSPs and ARs (as referenced documents)
- National Publications, studies, and State of the Practice reports. Examples include – Countermeasures that Work, Motorcycle Safety Programs, Occupant Protection for Children Best Practices and other materials presented at GHSA conference/s.
- Priority Letter (NHTSA)

Step 2 – Data Analysis and Interpretation

The data are reviewed to help answer the following questions in the Table C-2 below to ultimately identify the problem.

Table C- 2: Example Questions to Help with Data Analysis and Program Identification

Questions	Examples
What appears to be the major contributing factors in crashes?	Alcohol, other drugs, speed, other traffic violations, weather, road conditions, age, etc.

What characteristics are overrepresented or occur more frequently than would be expected in the crash picture?	Number of crashes involving 16- to 19-year-olds versus other age groups or, number of alcohol crashes occurring on a particular roadway segment as compared with other segments.
Are there factors that increase crash severity which should be addressed?	Non-use of occupant protection devices (safety belts, motorcycle helmets, etc.)

In the problem identification process the District uses array of information that is applied in the analysis of a crash problem, as shown in Table C-3.

Table C- 3: Information that may be applied to Problem Analysis

Crash Factors	Crash Characteristics	Factors Affecting Severity
<ul style="list-style-type: none"> Alcohol involvement 	<ul style="list-style-type: none"> Time of day 	<ul style="list-style-type: none"> Speed
<ul style="list-style-type: none"> Roadway design 	<ul style="list-style-type: none"> Day of week 	<ul style="list-style-type: none"> Roadway elements (markings, guardrail, shoulders, surface, etc.)
<ul style="list-style-type: none"> Loss of control 	<ul style="list-style-type: none"> Age of driver 	<ul style="list-style-type: none"> Occupant protection non-use
<ul style="list-style-type: none"> Violation Weather 	<ul style="list-style-type: none"> Gender of driver 	<ul style="list-style-type: none"> Position in vehicle

While there have been significant improvements in the quality of the crash data, the District is continuing to work to improve:

- Data linkage
- Location accuracy
- Injury reporting
- Edits/validation checks

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.

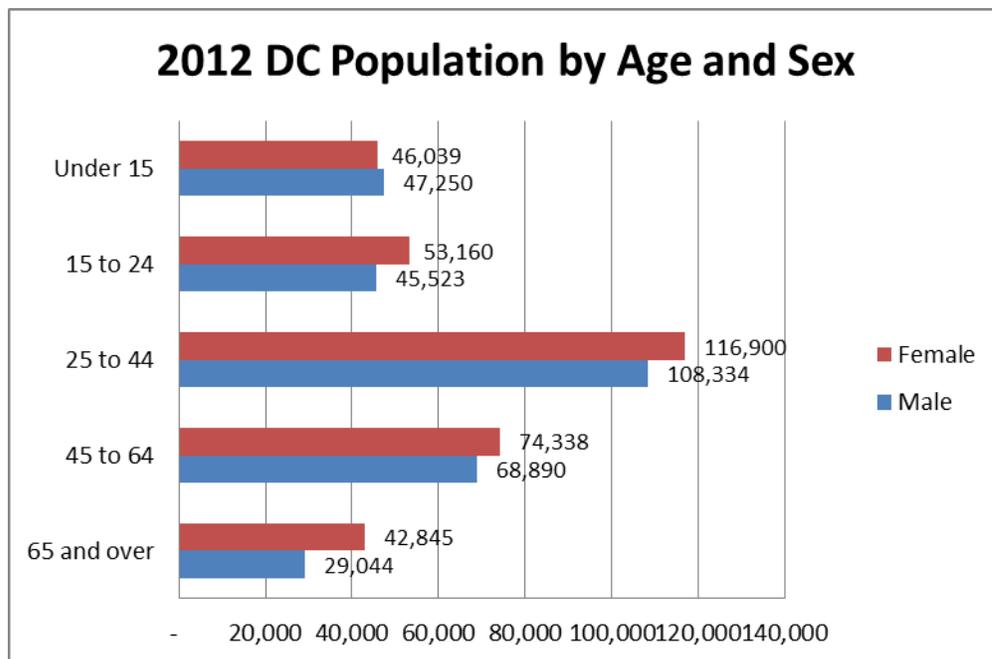
The U.S. Census Bureau estimates that the District's population was 646,449 on July 1, 2013, a 7.4% increase since the 2010 United States Census. The increase continues a growth trend since 2000, following a half-century of population decline. The District has experienced an increase in the proportion of white, Asian, and Hispanic residents, and a decline in the city's black population.

The table below show a breakdown of the District's population bt race, age, and sex.

Race			
	2010	2013	% Change
White (a)	38.5 %	42.9 %	+4.4 %
African-American (a)	50.7 %	50.1 %	-0.6 %
American Indian & Alaska Native (a)	0.3 %	0.6 %	+0.3 %
Asians (a)	3.5 %	3.8 %	+0.3 %
Native Hawaiian & Other Pacific Islander (a)	0.1 %	0.2 %	+0.1 %
Persons reporting 2 or more races	2.9 %	2.5 %	-0.4 %
Hispanic or Latino Origin (b)	9.1 %	9.9 %	+0.8 %

(a) Includes persons reporting only one race

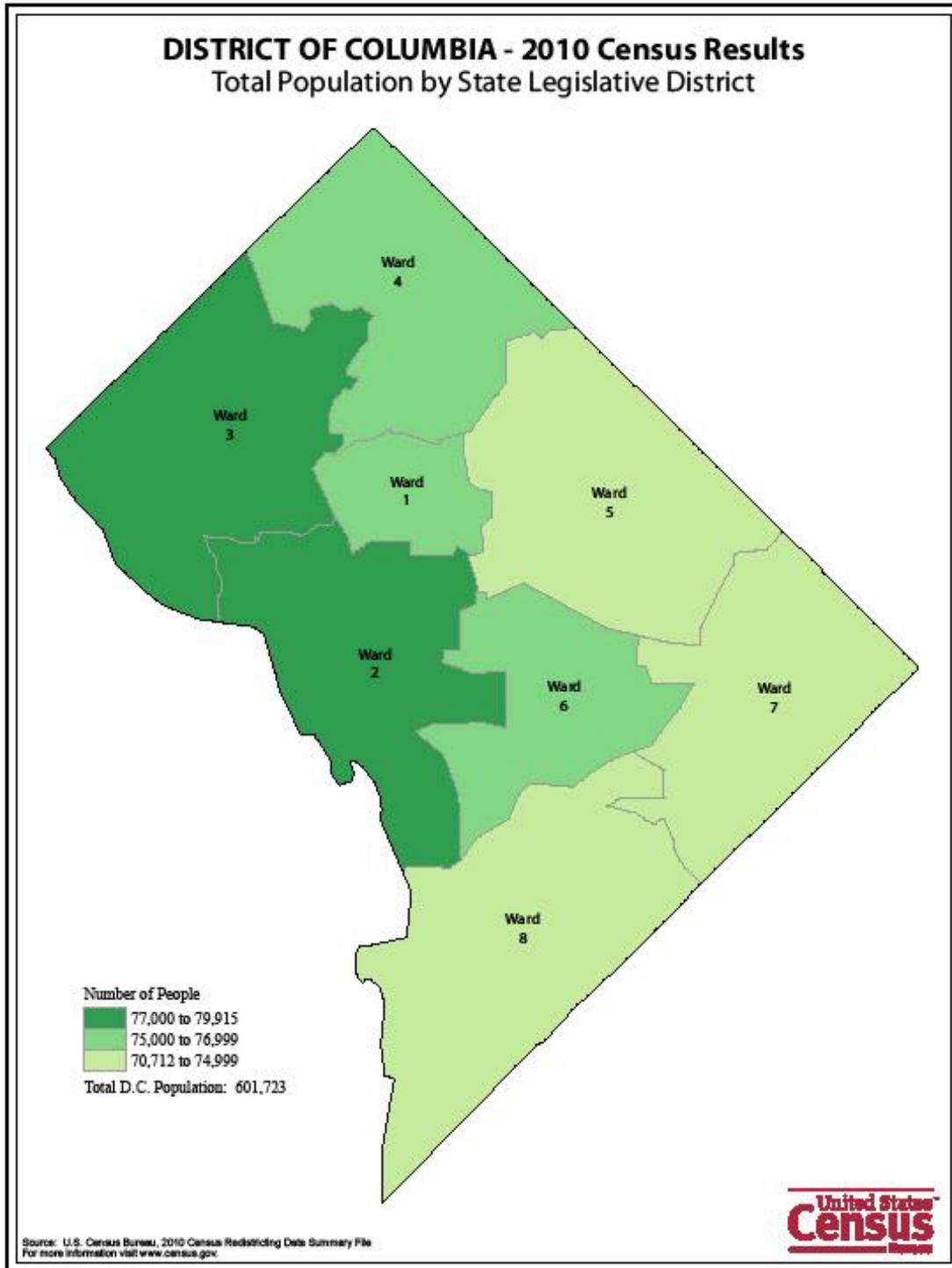
(b) Hispanics may be of any race, so are also included in applicable categories.



DC Residence (2012)	
Male	299,041
Female	333,282

The District is divided into eight wards, each with approximately 75,000 residents, as shown in figure below. Each ward has its own rich history, vibrant neighborhoods, and a diverse population. Ward 2 encompasses most of DC downtown area. It is best known as the home of the National Mall, the White House, monuments and museums. It is the place where many tourists and other visitors spend the bulk of their time.

District of Columbia - 2010 Census Results



The city was the 24th most populous place in the United States as of 2010. According to data from 2010, commuters from the suburbs increase the District's daytime population to over one million people. If the District were a state it would rank 49th in population, ahead of Vermont and Wyoming.

During the workweek, however, the number of commuters from the suburbs into the city swells the District's population to a daytime population of over 1 million people. According to a 2010 study, Washington-area commuters spent 70 hours a year in traffic delays, which tied with Chicago for having the nation's worst road congestion. Additional characteristics of commuting in the District are shown below:

Work Commute	
Drive Alone	42 Percent
Public Transportation	37 Percent
Walked	12 Percent
Carpooled	6 Percent
Bicycle	3 Percent
Average Commute	29.3 Minutes

A 2011 study found that Washington was the seventh-most walkable city in the country with 80 percent of residents living in neighborhoods that are not car dependent.

The Washington Metropolitan Area Transit Authority (WMATA) operates the Washington Metro, the city's rapid transit system, as well as Metrobus. Both serve the District and its suburbs and presently consist of 86 stations and 106.3 miles of track. With an average of one million trips each weekday, Metro is the second-busiest rapid transit system in the country. Metrobus serves over 400,000 riders each weekday, making it the nation's sixth-largest bus system. The City also operates its own DC Circulator bus system, which connects commercial areas within central Washington. An expected 32 percent increase in transit usage within the District by 2030 has spurred construction of a new DC Streetcar system to interconnect the city's neighborhoods, as well as the additional Metro lines that will connect Washington to Dulles airport in Virginia.

In September 2010, the District and Arlington County launched Capital Bikeshare. It is currently one of the largest bicycle sharing systems in the country with over 1,800 bicycles and 200 stations. Marked bicycle lanes currently exist on 51 miles of streets and the city plans to further expand the network.

The District of Columbia has a land area of 61.4 square miles with a population density of 10,065.1 persons per square mile. 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 capital 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.

As of February 2014, the number of licensed drivers was 393,482 which represent 61 percent of the total population and a 4.8 percent increase in licensed drivers from May 2013 (375,583).

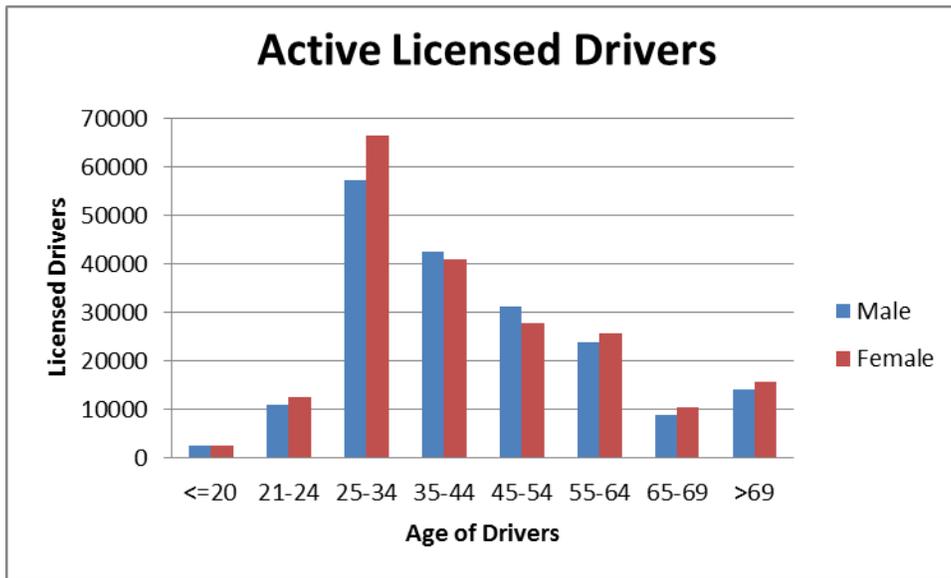
There are also over 289,000 registered vehicles in the District, as shown in table below:

Active Vehicle Registration and Drivers

Active Vehicle Registration	
Passenger Car	87.5 Percent
Truck/Tractor/Trailer	1.7 Percent
Motorcycle	1.4 Percent
Federal/Government Vehicle	6.3 Percent
Total Registered Vehicle	289,628

Active Licensed Drivers	
Male	191,635
Female	201,847
Total Licensed Drivers	393,482

2014 Active Licensed Drivers By Age in the District



Based on the number of active licensed drivers, there are more female drivers than there are male drivers, with the highest age group being 25-34 years, as shown in figure.

LAW ENFORCEMENT

The Law Enforcement Agency (LEA) of the District is one of the ten largest local police agencies in the United States and the primary law enforcement agency for the District of Columbia. The Metropolitan Police Department (MPD) has over 4,000 sworn and civilian members serving the District. The District is made up of seven police districts. Each district is further divided into 7-9 Police Service Areas (PSAs), for a total of 56 PSAs citywide. 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

The District of Columbia Department of Employment Services reported in December 2013 the total number of jobs in the Washington Metropolitan Division was 2,511,600, reflecting a 3,400 job decrease in the private sector and a 400 job increase in the public sector. The District's unemployment rate was 4.7 percent. 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 26.3 thousand employees. Over 164.4 thousand people are employed by some type of professional, scientific or technical services.

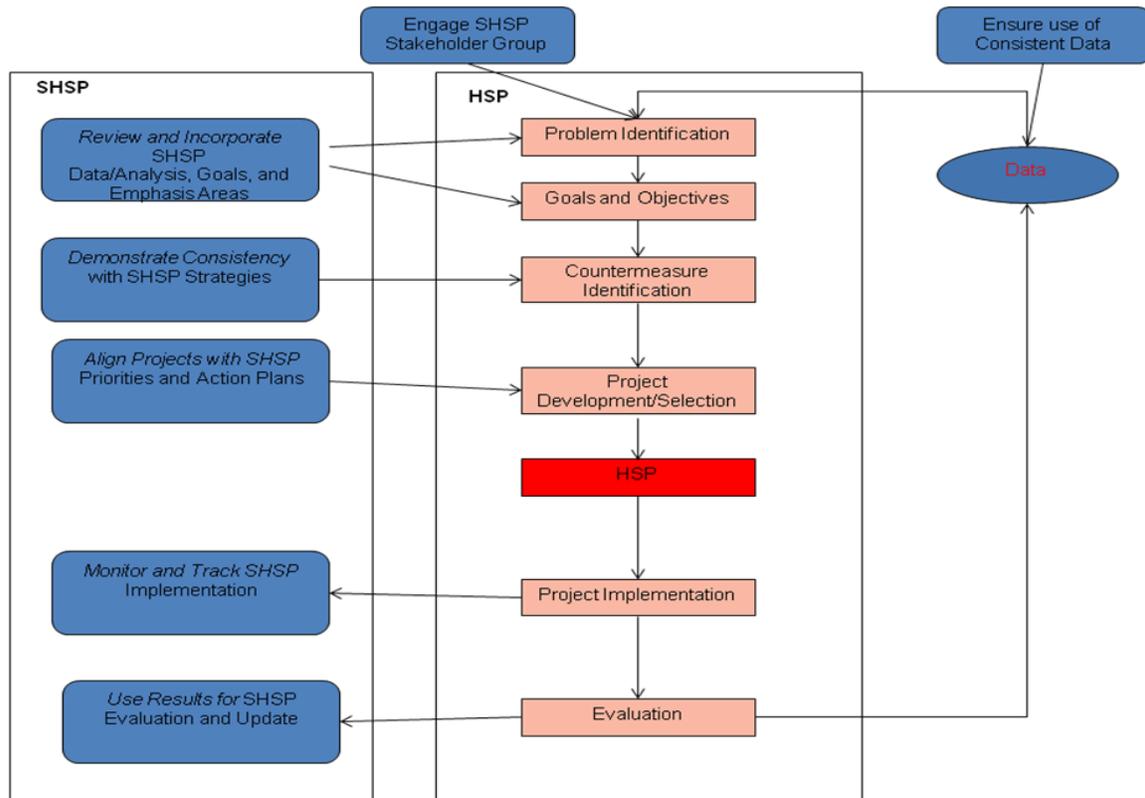
ELECTED OFFICIALS

The Mayor of the District of Columbia, **Vincent C. Gray**, was inaugurated January 2011. Mayor Gray serves as the seventh-elected Mayor of the District of Columbia. 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 thirteen term as the Representative for the District of Columbia. The District of Columbia Congressional Delegation is composed of two Senators and a US Representative, **Paul Strauss, Michael D. Brown** and **Nate Bennett-Fleming** respectively.

STRATEGIC HIGHWAY SAFETY PLAN COORDINATION

The HSP is one part of the overall SHSP, as set forward by the Executive Committee for Highway Safety. As Figure C-2 illustrates below, the SHSP influences problem identification, goals and objectives, countermeasures identification, and project development within the HSP.

Figure C- 2: SHSP Relationship with HSP



The HSO is responsible for the development and implementation of the District’s Strategic Highway Safety Plan (SHSP). Currently, the District plan is being updated (First Edition, SHSP 2007) with the collaboration of a broad range of safety stakeholders. Two teams were involved in this process: a Strategic Management Team (SMT) – comprised of executives/senior managers from various agencies, and Safety Partners – agencies or organizations responsible for safety on the District’s roadways. The HSO coordinator and previous and current grantees attended these meetings and provided input and guidance relative to the behavioral highway safety program areas. The HSO, with assistance from KLS Engineering, work with the SHSP stakeholders to develop the performance measures and goals. The SHSP performance measures are identical to the HSP performance measures. The following are the list of participants involved in the SHSP process:

Participants		
DDOT	MPD	DCSC
<ul style="list-style-type: none"> • Adil Rizvi • Alberta Paul • Amber Carran-Fletcher • Asnake Negussie 	<ul style="list-style-type: none"> • Anne Grant • Comm. James Crane • Glenn Amodeo • Lee Nobriga 	<ul style="list-style-type: none"> • Dan Cipullo • Joyce Jenkins • Michael Francis • Nancy McKinney

Participants

- Brett Rouillier
- Carole Lewis
- Clarence Dickerson
- Colleen Hawkinson
- Dena Thweatt
- Eric Ambrose
- Eric Walden
- Eulois Cleckley
- Faisal Khan
- George Branyan
- Gregg Steverson
- Harvey Alexander
- Howard Chang
- James M. Cheeks
- Jameshia Peterson
- Jeffrey Powell
- Jim Sebastian
- Jose Colon
- Jose Thommana
- Karen Gay
- Maurice Keys
- Mike Goodno
- Ogechi Elekwachi
- Paul Hoffman
- Rahul Jain
- Reginald Arno
- Reginald Bazile
- Robert Green
- Ronaldo Nicholson
- Sam Zimbabwe
- Soumya Dey
- Steven Zike
- Victory Rich
- William McGuirk

WMATA

- Gregory C Kupka
- Janice Mayo
- Kristin Haldeman

HSEMA

- Patrice White

- Lisa Sutter
- Lt. Nicholas Breul
- Lt. Ronald Wilkins
- Michele Molotsky
- Officer Arlinda Page
- Officer Gerald Anderson
- Officer Robert Wells
- Officer Wen Ai
- Raphael Dionicio
- Sgt. Andrew Margiotta
- Sgt. James Schaefer
- Sgt. Terry Thorne

OAG

- Andrew Fois
- Kimberly Brown
- Melissa Shear
- Whitney Stoebner

FEMS

- Erik Johnson
- Sean Egan

FMCSA

- Bernard McWay
- Deborah Snider

DOH

- Brian Amy
- Cynthia Harris
- Robert Austin

OCME

Lucas Zarwell

OCTO

Mario Field

DC Office on Aging

- Courtney Williams
- Linda Irizarry

DMV

- Cherice Stanley
- David Glasser
- Elaine Speller
- Kenneth King
- Lucinda Babers
- Rick Whitley

US Capitol Police

- Christopher Dickhoff
- Jason .R. Bachman
- Joseph Torreyson
- Lt. Talaya Mayronne
- Lt. Timothy Bowen
- Michael Riccardi
- Michael Riley
- Mike Baierlein
- Richard Larry
- Ryan Ford
- Sgt. Brian Verderese

NHTSA

- Beth Baker
- Kristen Allen

FHWA

- Jawad Paracha
- Peter Doan
- Sandra Jackson

US Park Police

- Janice Bindeman
- Lt. Russel Fennelly
- Maj. Keith Horton
- Officer Pentti Gillespie

MWCOG

- Andrew Meese
- Michael J Farrell

DCPS

- Anthony Hinnant
-

Participants

- Patrice Bowman

Others

- D. Lynn and Sally Wilson, Children's National Medical Center
- Dawn Moreland, MedStar Washington Hospital Center
- Dayna Minor, Associates for Renewal in Education
- Edward R. Stoloff, ITE, Safety Program Senior Director
- Errol Noel, Howard University
- Kenyatta Hazlewood, George Washington University Hospital
- Lakisha Johnson, Associates for Renewal in Education
- Angela Mickalide, Safe Kids
- Jim McAndrew and Mary McAndrew, McAndrew Company
- KLS Engineering Staff
- Kristin Rosenthal, Safe Kids
- Kurt Erickson, WRAP
- Teresa Edelen, DC Truckers Association
- Tiffany Rose, DC Tourism
- Trish Blomquist, MRC
- Armen Abrahamian, PG County
- Marlene Berlin, IONA Senior Services
- Patrick N.Foster, PG County
- Philip Sause, Maryland DOT
- Randy Dittberner, Virginia DOT
- Sharon Bauer, IONA Senior Services
- Victor Weissberg, PG County
- Wayne Wentz, Arlington County

This plan identified five Critical Emphasis Areas (CEAs) to improve traffic safety and decrease injuries and fatalities in the District. These five CEAs were:

1. High-Risk Drivers
 - a. Aggressive Driving
 - b. Impaired Driving
 - c. Driver Competency and Licensing
 - d. Distracted Driving
2. Pedestrian and Bicyclist Safety
 - a. Pedestrian Safety
 - b. Bicyclist Safety
3. Engineering/Facilities Infrastructure
 - a. Signalized intersections
 - b. Non-signalized Intersections (STOP Controlled only)
 - c. Work Zones
4. Special Vehicles
 - a. Large Trucks
 - b. Motorcycles
 - c. Buses

5. Special Target Areas
 - a. EMS
 - b. Occupant Protection

The 2014 SHSP Plan goal is to reduce all traffic-related fatalities and serious injuries by 20 percent by 2025.

Per MAP-21 requirement the HSP and the SHSP goals should be the same for total fatalities, fatality rate and serious injuries.

D. Performance Plan

The District's highway safety problems are identified by analyzing crash data. In keeping with the HSO goals the number of fatalities and serious injuries are used in this analyses and annual goal is projected using a 3-year or 5-year average. One of the requirements of 23 CFR 1200.10(a)(1) is that States have a performance measure for each traffic safety activity. These are used to measure and assess the District's progress, set goals and allocate resources.

Core Outcome Measures

	Description	2009	2010	2011	2012	2013	2015 TARGET GOAL
C-1	Number of traffic fatalities (FARS) REF: DISTRICT OF COLUMBIA STRATEGIC HIGHWAY SAFETY PLAN (2014)	29	24	27	15	29	25
C-2	Number of serious injuries REF: DISTRICT OF COLUMBIA STRATEGIC HIGHWAY SAFETY PLAN (2014)	1,617	1,682	1,612	1,567	1,655	1,633
C-3	Fatalities per 100 million vehicle miles Traveled (FARS) REF: DISTRICT OF COLUMBIA STRATEGIC HIGHWAY SAFETY PLAN (2014)	0.80	0.67	0.76	0.52	N/A	0.68
C-4	Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS) <i>3-year moving average</i>	4 4	5 4	6 5	4 5	2 4	3
C-5	Number of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of 0.08 g/dL or higher (FARS) <i>5-year moving average</i>	11 14	7 11	8 10	4 7	10 8	8
C-6	Number of speed-related fatalities (FARS) <i>5-year moving average</i>	10 N/A	8 N/A	10 10	6 9	11 9	9
C-7	Number of motorcyclist fatalities (FARS) <i>3-year moving average</i>	4 5	1 4	4 3	4 3	4 4	3
C-8	Number of un-helmeted motorcyclist fatalities (FARS) <i>3-year moving average</i>	2 1	0 1	2 1	1 1	1 1	1

C-9	Number of drivers 20 or younger involved in a fatal crash (FARS)	2	0	3	0	0	1
	<i>3-year moving average</i>	<i>3</i>	<i>1</i>	<i>2</i>	<i>1</i>	<i>1</i>	
C-10	Number of pedestrian fatalities (FARS)	14	13	8	7	12	10
	<i>5-year moving average</i>	<i>15</i>	<i>14</i>	<i>13</i>	<i>10</i>	<i>11</i>	
C-11	Number of bicyclist fatalities	0	2	1	0	2	1
	<i>3-year moving average</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	

Source: FARS and *State Crash Data Files (2013)*

2015 Goals red – this is based on the 3-year average.

2013 data shown are from MPD Preliminary; FARS 2013 data has not been released at the time this report was being prepared.

C-9 – Younger Driver fatalities are not a focus area under the District’s HSP and is included as a NHTSA requirement.

Core Behavior Measures

		2009	2010	2011	2012	2013	2015 TARGET GOAL
Description							
B-1	Observed seat belt use for passenger vehicles, front seat outboard occupants	93.0	92.3	95	92.4	87.46	91.6
	<i>3-year moving average</i>	<i>90.0</i>	<i>91.7</i>	<i>93.4</i>	<i>93.2</i>	<i>91.6</i>	

Source: District of Columbia Observational Seat Belt Survey

Core Activity Measures

Description		2008	2009	2010	2011	2012	2013
A-1	Number of seat belt citations issued during grant-funded enforcement activities	1,337	4,433	6,964	6,271	4,832	1,322
A-2	Number of impaired driving arrests made during grant-funded enforcement activities	134	1,044	1,239	1,280	832	1,088
A-3	Number of speeding citations issued during grant-funded enforcement activities	3,877	5,640	10,625	10,625	6,901	847,513*

Source: Citations shown resulted from grant funded activities

*Automated Speed Enforcement citations issued. MPD moves the devices to problem areas identified as opposed to having fixed speed boxes.

Additional Core Outcome Measures

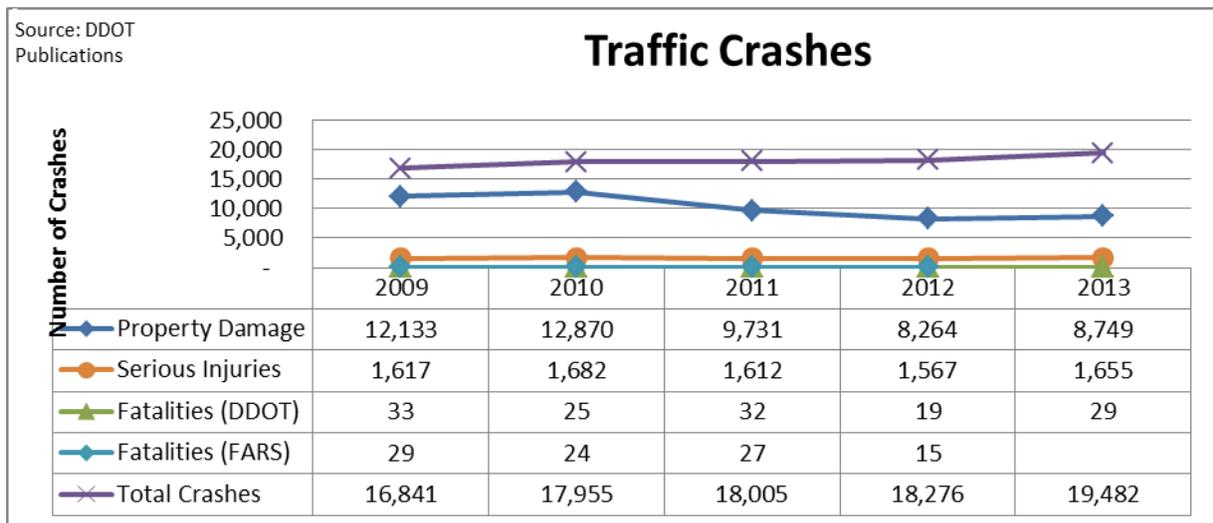
	Description	2009	2010	2011	2012	2013	2015 Goal
C-12	Number of serious injuries in crashes involving a driver or motorcycle operator with a blood alcohol concentration of 0.08 g/dL or higher <i>3-year moving average</i>		52	54	47	52	49
					<i>51</i>	<i>51</i>	
C-13	Number of Unrestraint Occupant serious injuries <i>3-year moving average</i>		116	97	118	102	102
					<i>110</i>	<i>106</i>	
C-14	Number of speed-related serious injuries <i>3-year moving average</i>		344	282	251	300	256
					<i>292</i>	<i>278</i>	
C-15	Number of pedestrian serious injuries <i>3-year moving average</i>		303	313	362	348	341
					<i>326</i>	<i>341</i>	
C-16	Number of bicyclist serious injuries <i>3-year moving average</i>		220	251	260	281	264
					<i>244</i>	<i>264</i>	
C-17	Number of motorcyclist serious injuries <i>3-year moving average</i>		98	106	111	116	111
					<i>105</i>	<i>111</i>	

Source: State Crash Data Files

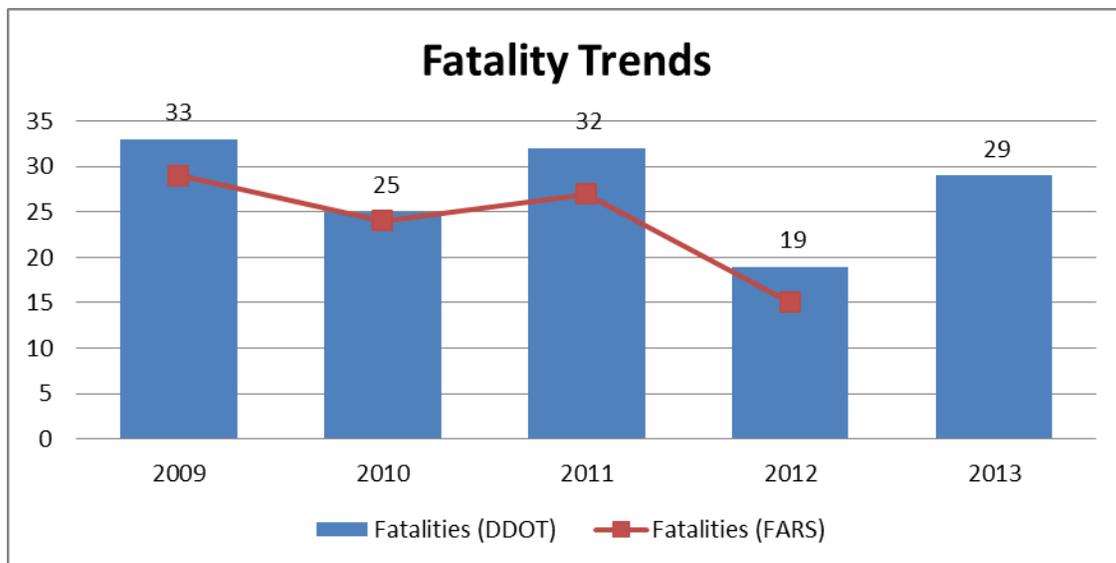
Data Analysis

Crashes, Fatalities and Serious Injuries

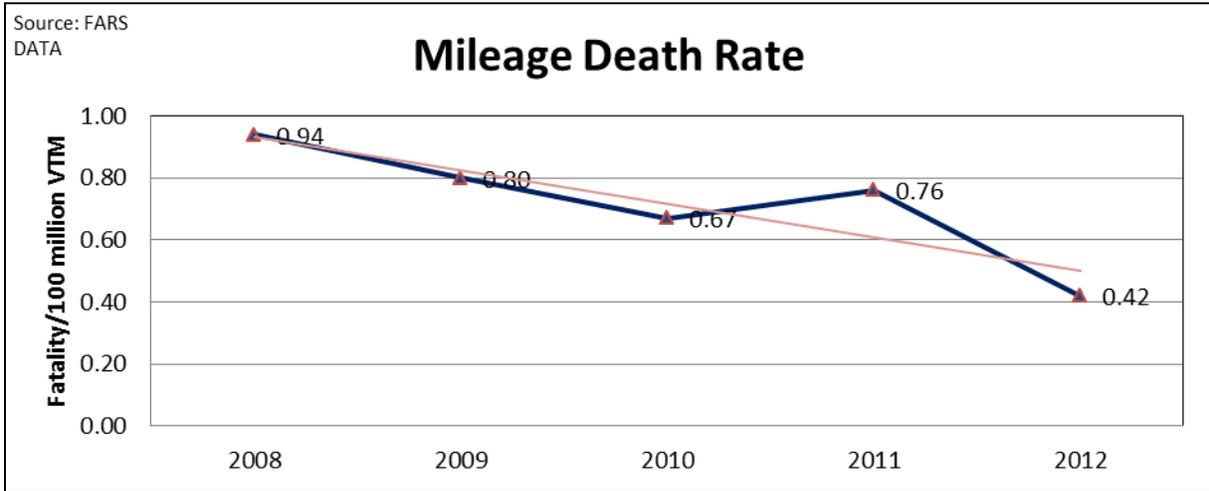
In 2010, MPD and DDOT significantly improved record keeping, training MPD officers, and the crash and FEMS record management system; this resulted in an increase in the number of reported crashes. As shown below, there has been a 13.6 percent increase from 16,841 in 2009 to 19,482 in 2013.



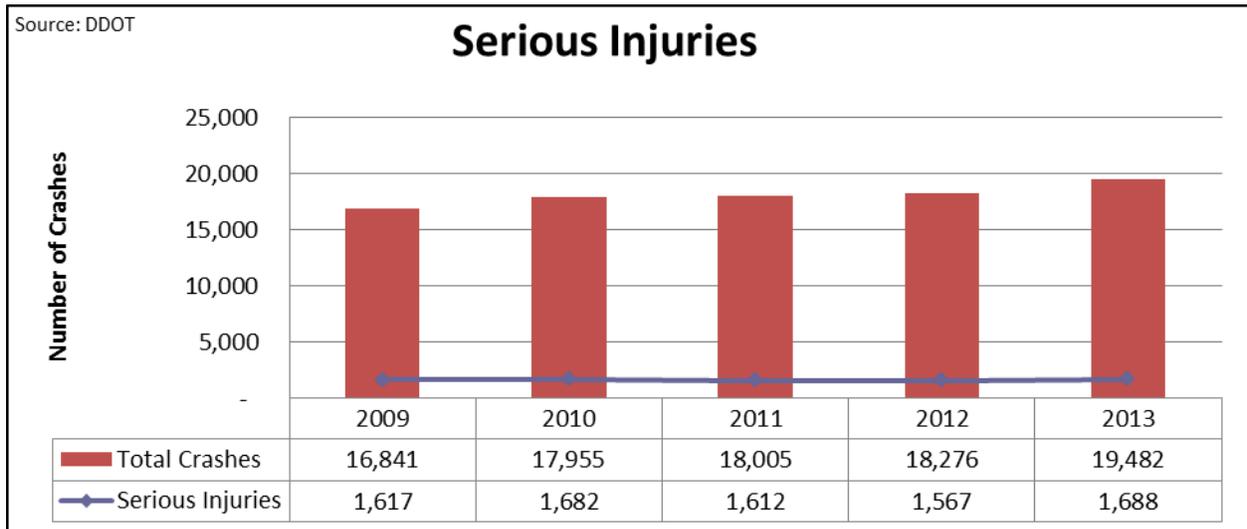
The District has made significant improvements in highway safety, as shown in figure below; in 2012 the District recorded 19 fatalities, the lowest it has been in years. However in 2013 this number increased by 50 percent. This indicates that maintaining our safety progress will require that we intensify efforts to address the District's safety problems.



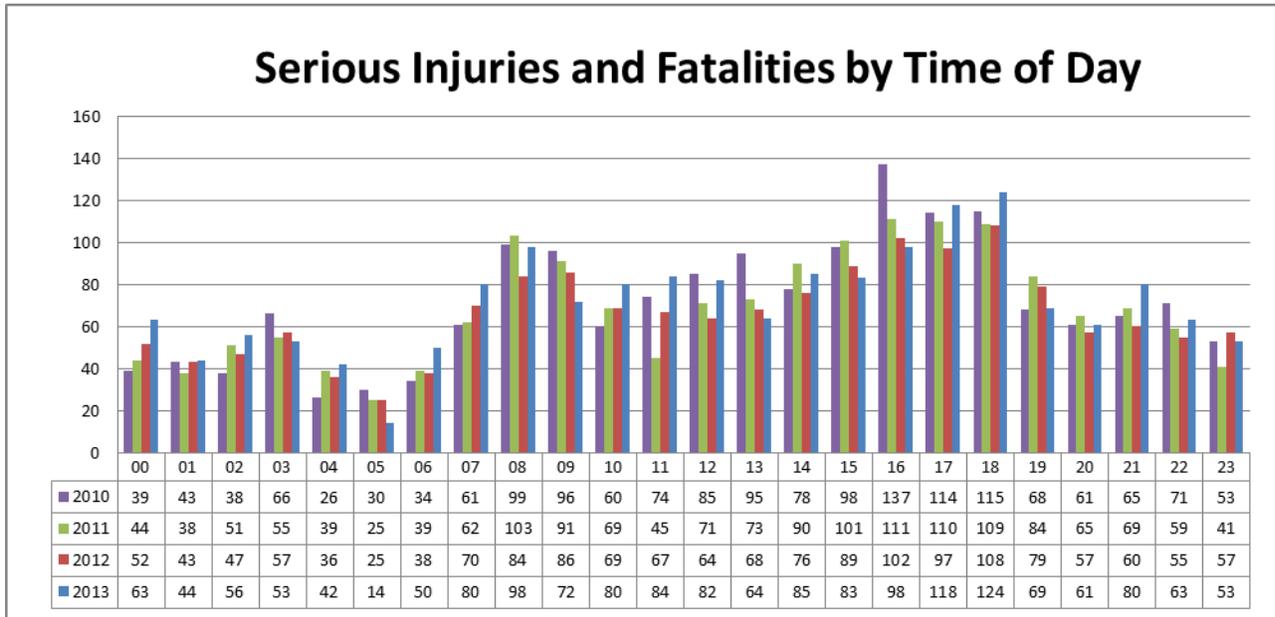
The 2013 State Vehicle Miles Traveled (VMT) Data from FARS were not available at the time this was being prepared. However, there was a significant decrease (45 percent) from 0.76 in 2011 to 0.42 in 2012.



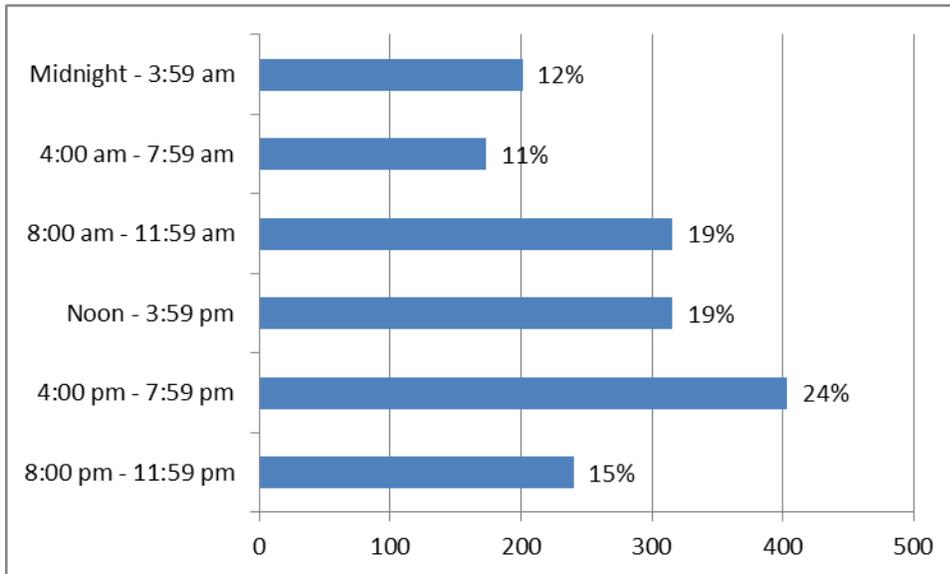
Based on the District's data serious injuries are defined as Disable and Non-disabling. The data indicated a 7.7 percent increase from 2012 of 1,567 to 1,688 in 2013. However, the percentage of serious injuries compared to total crashes has remained at 8.6 percent from for 2012 and 2013, as compared to 9.6 percent in 2009.



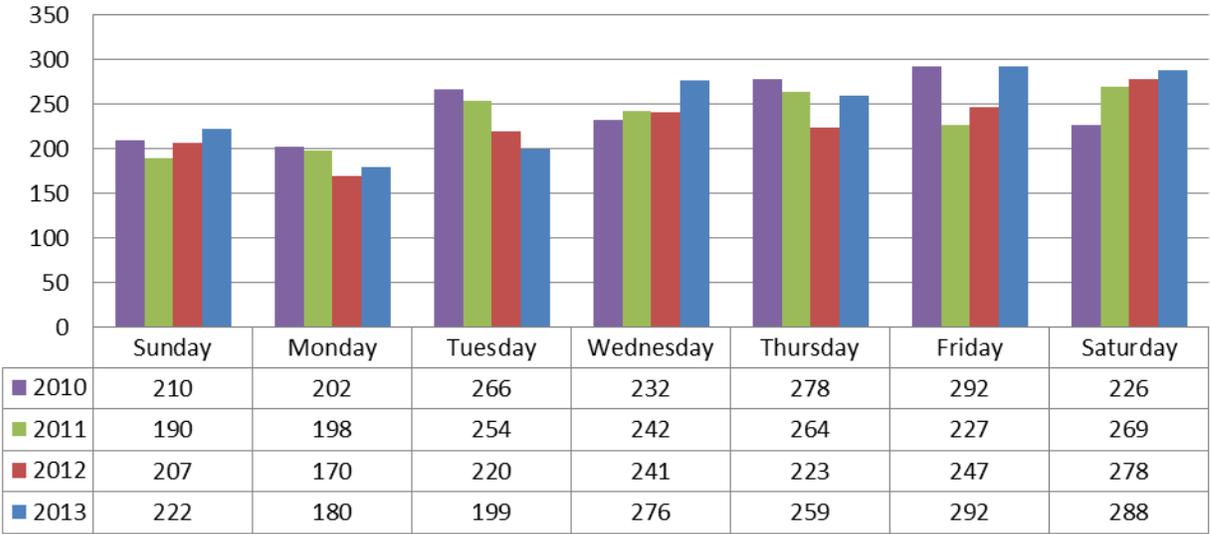
WHEN ARE THEY HAPPENING?



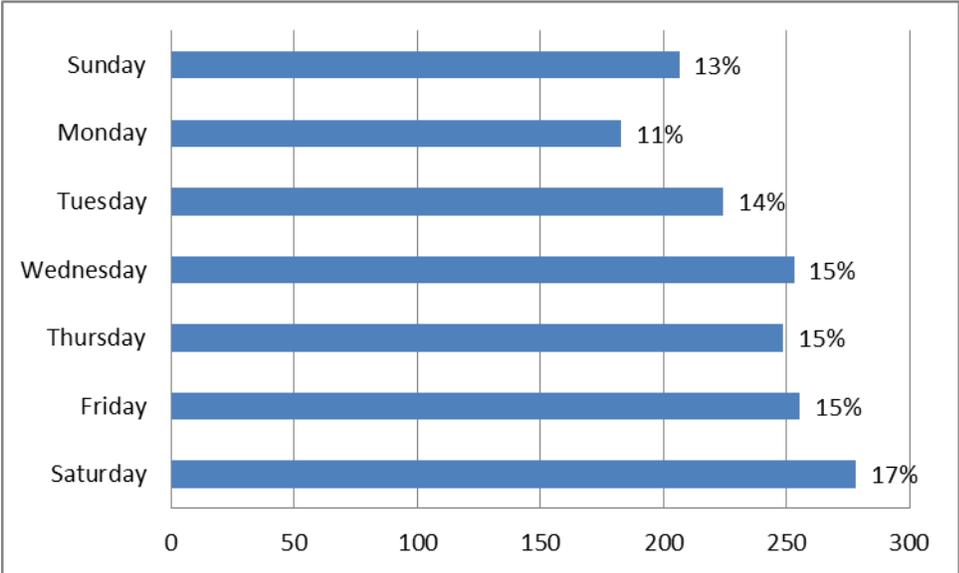
Based on a 3-year average (2011-2013), 24% of all serious injury crashes occurring in the District between 4:00 pm and 7:59 pm, as shown below:



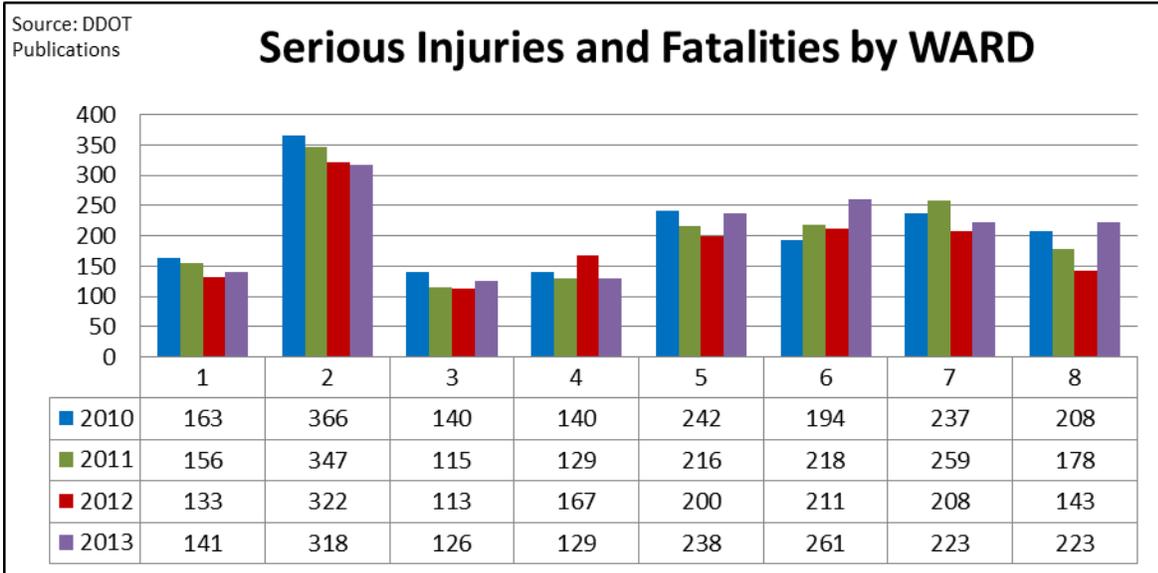
Serious Injuries and Fatalities by Day of Week



Based on a 3-year average (2011-2013), Wednesdays through Saturdays have the highest occurrence of serious injury crashes, as shown below:

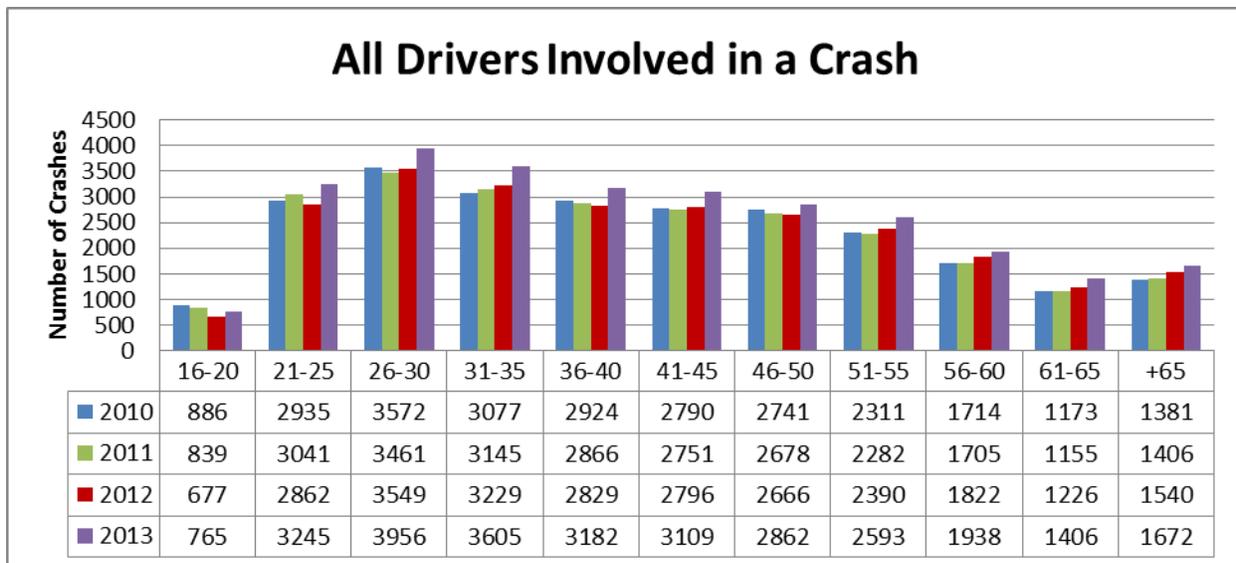


WHERE ARE THEY HAPPENING?

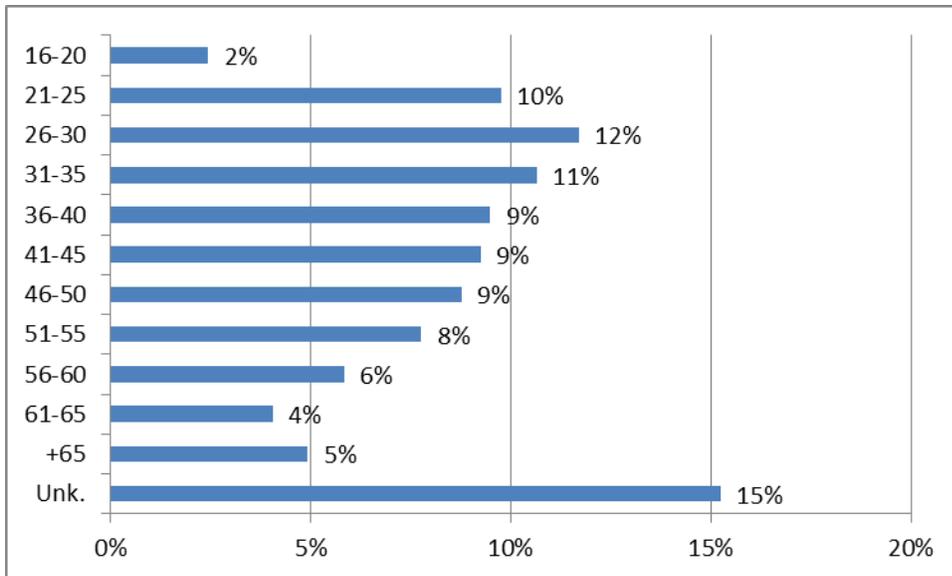


As shown above, approximately 20 percent of all serious injuries and fatalities occur in Ward 2, however the past four years they have been on a downward trend. It should be noted that in 2013, there was an increase in serious injuries and fatalities in Wards 8, 6, and 5.

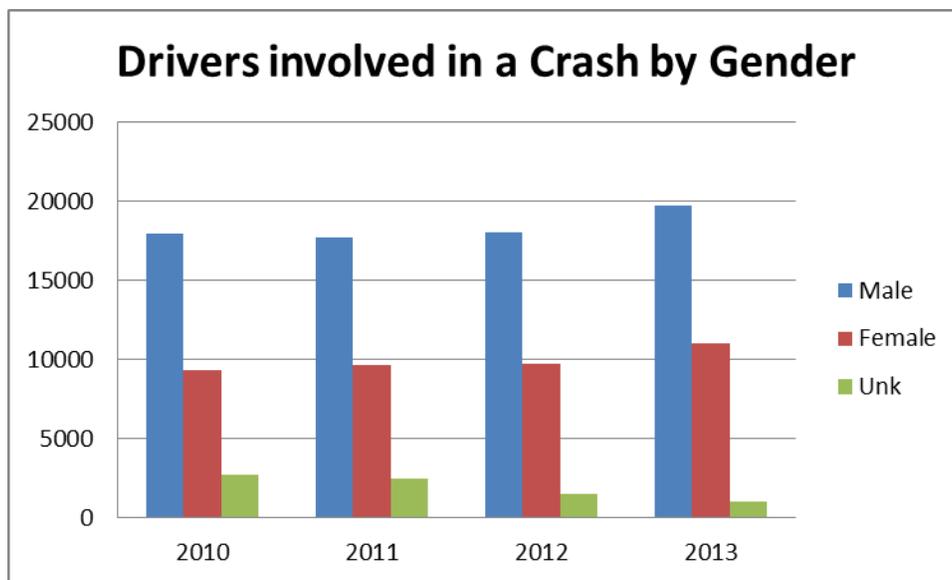
DRIVER CHARACTERISTICS



Based on a 3-year average (2011-2013), drivers between the ages 21 and 35 are involved in 33 percent of all the Districts crashes.

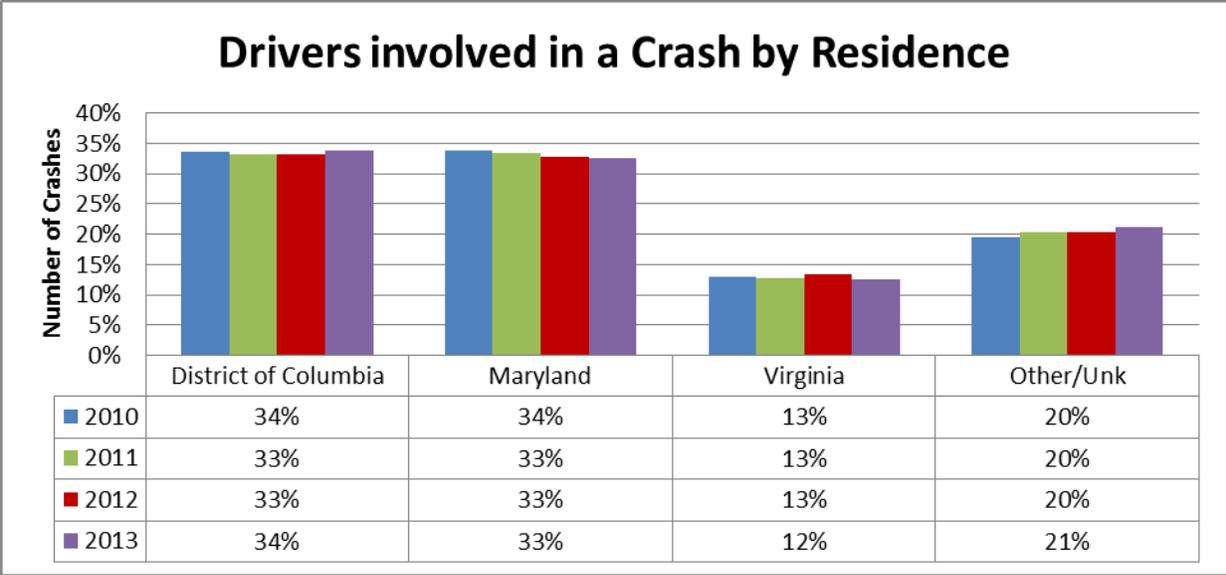


The majority of these drivers are male (62 percent) and approximately 35 percent are female drivers.



Only 28% of the people employed in Washington, D.C. commute from within the city, whereas 33.5% commute from the nearby Maryland suburbs, 22.7% from Northern Virginia, and the rest from Washington, D.C.'s outlying suburbs.

The chart below illustrates the residence of driver's involved in a crash; approximately 60 percent of the drivers live in the District and Maryland.



PROGRAM MANAGEMENT

As directed by the Highway Safety Act of 1966, the District’s Mayor is responsible for the administration of a program through the State highway safety agency which has adequate powers and is properly equipped and organized to carry out the mission of traffic safety programs. The Interim Director of DDOT, Matthew Brown is the Mayor’s representative for the District’s highway safety program. The HSO is located within the DDOT and Carole Lewis is the HSO Coordinator. Ms. Lewis is responsible for planning and administering effective programs and projects to save lives, reduce serious injuries and crashes within the District. This responsibility is guided by written policies and compliance with Federal regulations. As part of the Federal regulation the HSO is responsible for the preparation of the Highway Safety Plan (HSP) and the Annual Report on a yearly basis. This is a continuous process of data analysis and providing guidance and direction for achieving the greatest impact possible in achieving the HSO goals.

The District HSO Coordinator is also responsible for overseeing the District’s Highway Safety Strategic Plan (SHSP). The District is currently updating their plan, focusing on reducing traffic fatalities and serious injuries by 20 percent by 2025, as an interim goal towards zero fatalities. The District SHSP and HSP efforts will be coordinated so these objectives and goals can be met.

The District’s HSO Coordinator is also the District’s Traffic Records Coordinator. Ms. Lewis serves as the primary point of contact within the District and provides leadership and accountability for the activities within the TRCC. The TRCC is tasked with improving the quality of data (crash, driver, vehicle, roadway, enforcement/adjudication, and injury surveillance data) to facilitate enhanced decision making across the District.

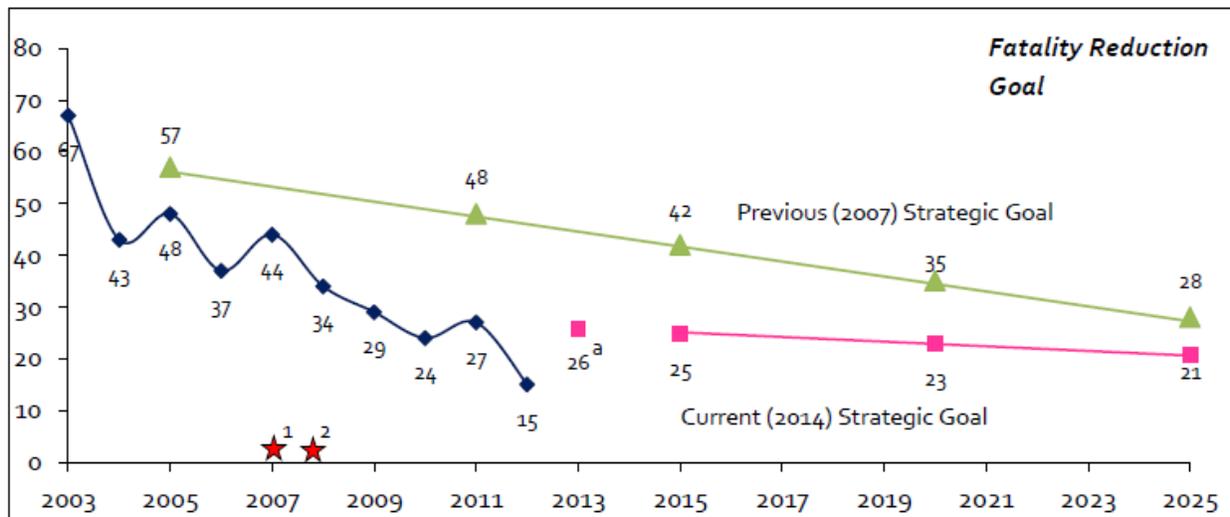
PERFORMANCE GOALS

The District of Columbia seeks to reduce the number of serious and fatal injuries in the District by 50 percent by 2025 using a five-year average as the starting baseline. To achieve the goal relating to a reduction in traffic fatalities, the District must consistently record 1.4 fewer fatalities each year for the next 15 years. However, in 2010 the District met and exceeded the 2025 goal of 26 fatalities. The District Highway Safety Office is committed to increase its efforts towards zero fatalities.

PERFORMANCE MEASURES

MAP-21 requirements – HSP goals must meet the SHSP goals for Fatalities, Serious Injuries and Fatality Rate. The SHSP goals are based using a 5-year average.

Traffic-related Fatalities (FARS)



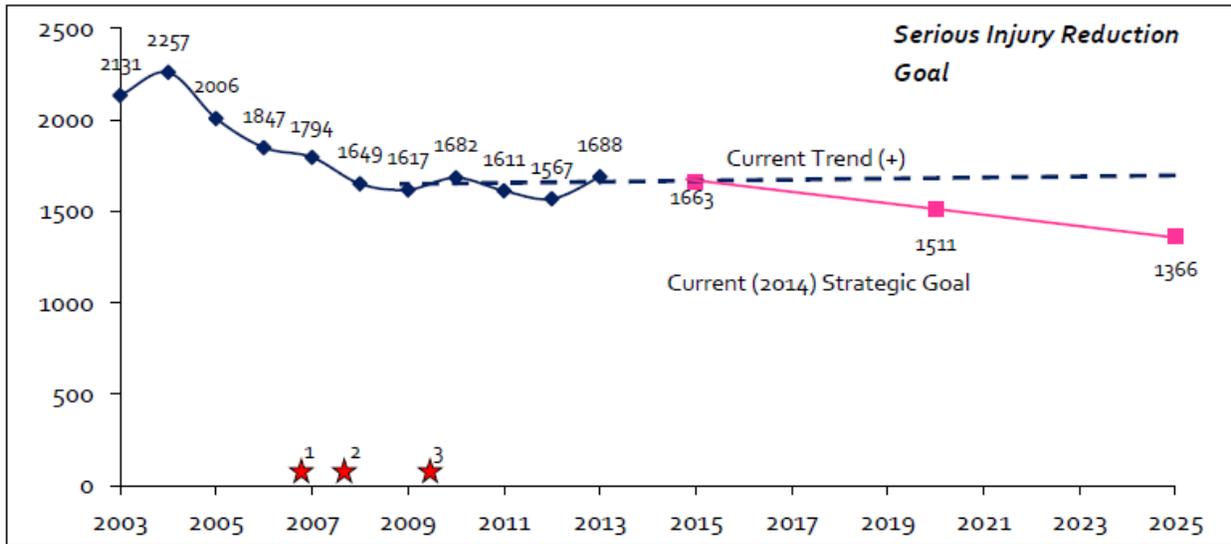
- ★¹ Rollout of the District first SHSP 2007
- ★² Electronic crash reporting implemented

FY2015 goal:

To maintain the number of traffic-related fatalities at 25 by December 31, 2015.

Note : Three-year (2011-2013) average is 24. Five-year (2009-2013) average is 25.

Serious Injuries (MPD Data)



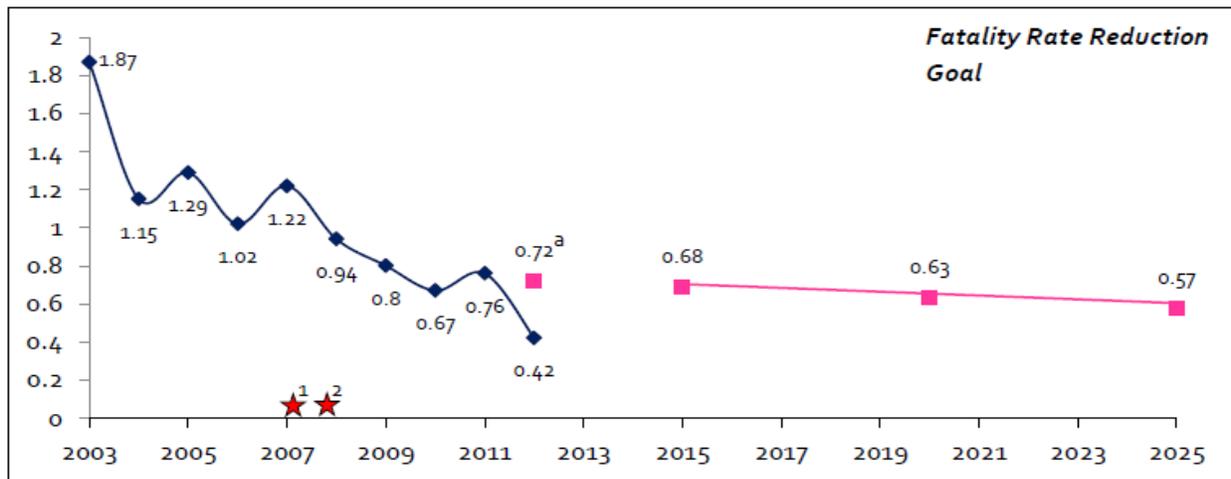
- ★¹ Rollout of the District first SHSP 2007
- ★² Electronic crash reporting implemented
- ★³ Full implementation of crash reporting in 2010

FY2015 goal:

To decrease the number of traffic-related serious injuries by 2 percent from a three-year (2011-2013) average of 1,623 to 1,663 by December 31, 2015.

Note: Five-year average (2009-2013) is 1,633.

Fatality Rate



- ★¹ Rollout of the District first SHSP 2007
- ★² Electronic crash reporting implemented

FY2015 goal:

To maintain the death mileage rate of 0.7 by December 31, 2015.

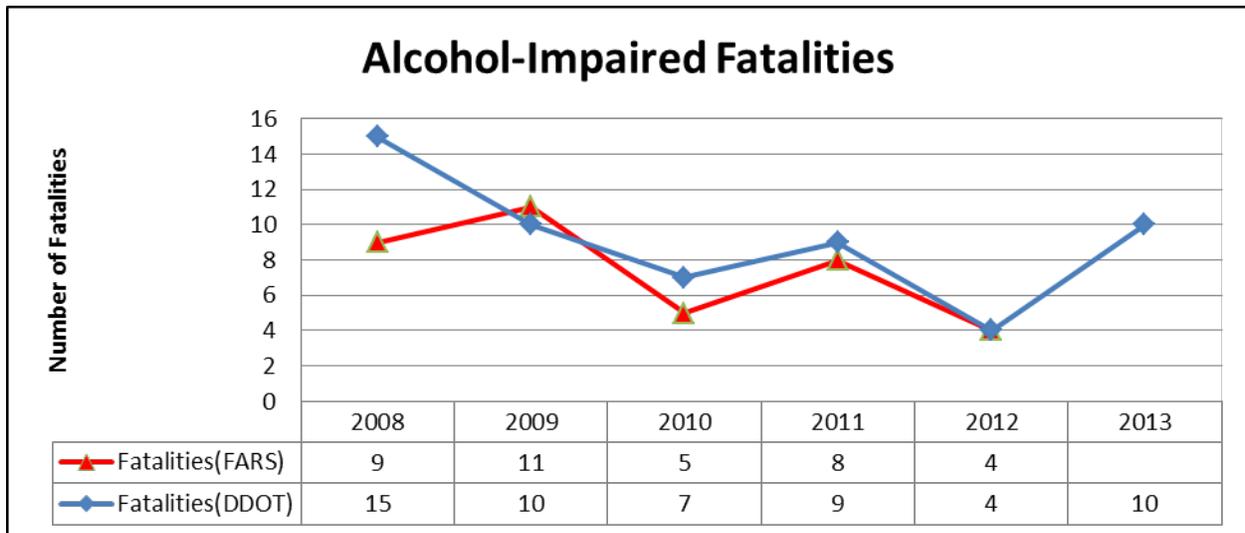
Note: The three-year (2010-2012) average is 0.62. The five-year (2008-2012) average is 0.72.

Impaired Driving

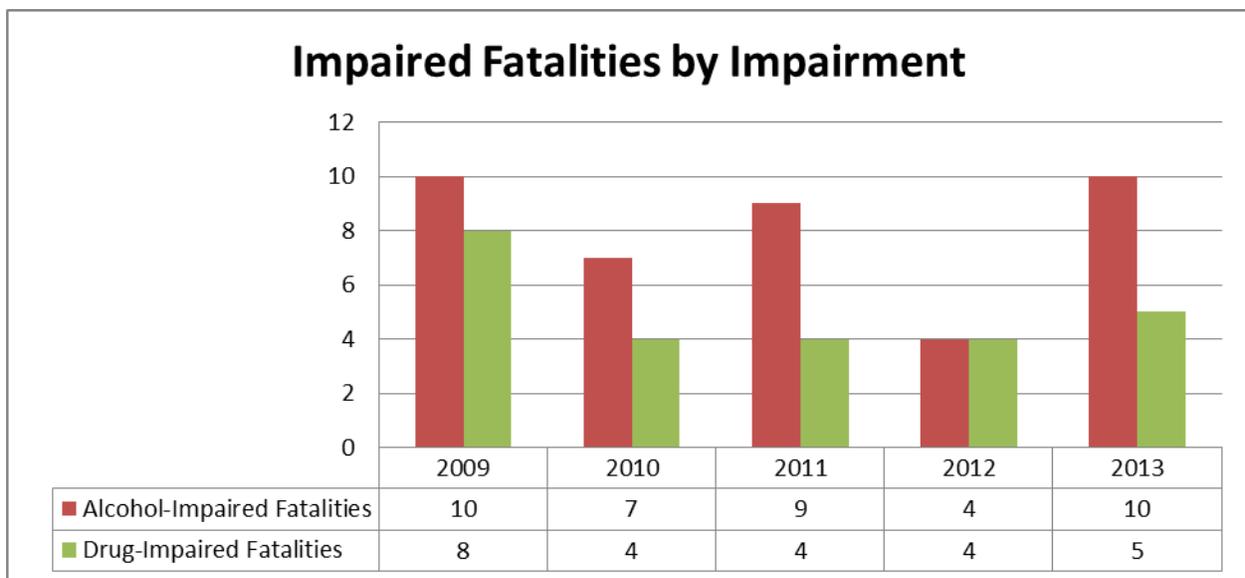
The consumption of alcohol and drugs continues to be prominent factor in serious injury crashes in the District.

Below illustrates the District's Fatality trends for Alcohol-Impaired (only) fatalities, Impairment by type (Alcohol and Drug) and total Impaired-related fatalities. Based on the District's fatality data a person can be impaired with both alcohol and drugs.

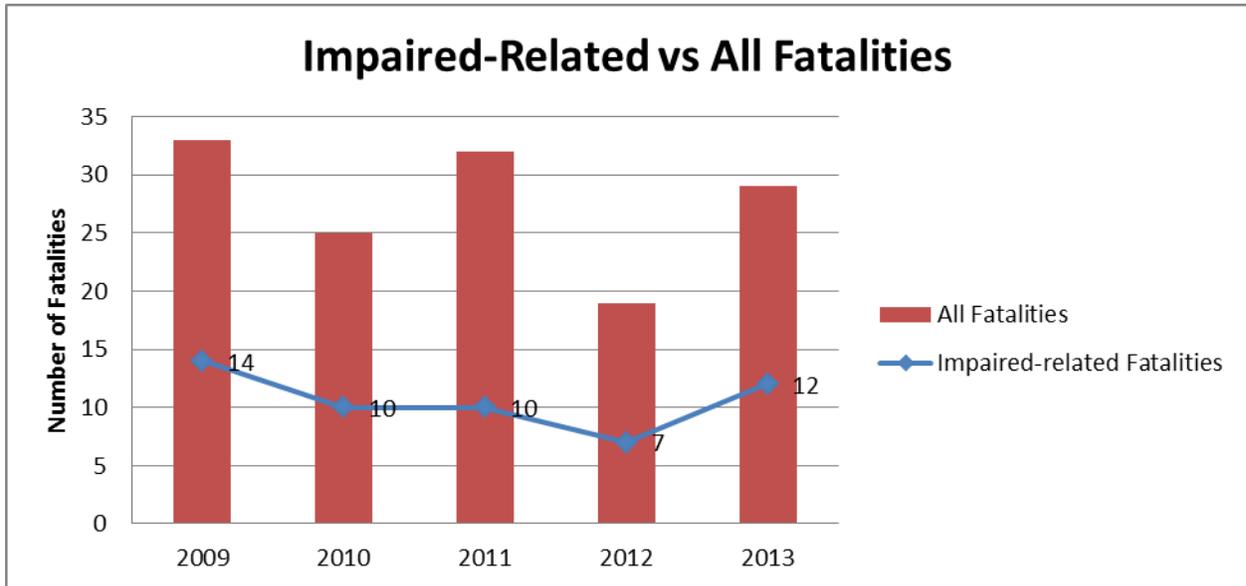
ALCOHOL-IMPAIRED FATALITIES



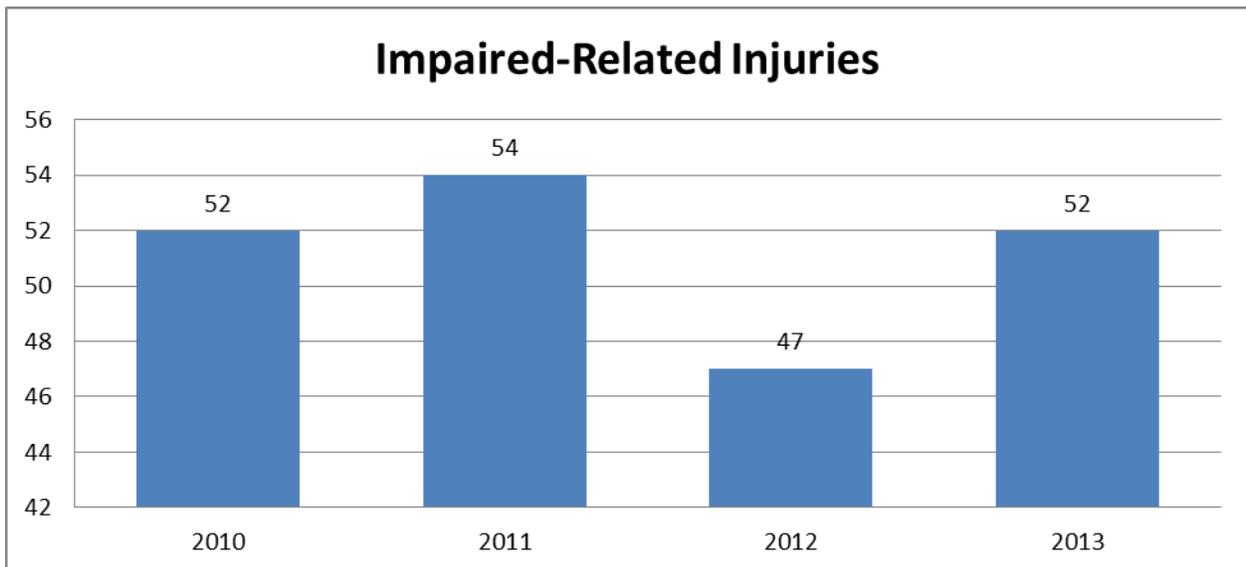
Drugged-impaired driving seems to be an increasing issue in the District.



The graph below illustrates all impaired related fatalities (alcohol and drugs). It indicates that in 2013, 41 percent of all traffic-related fatalities involved someone where driving ability was impaired, either by alcohol or drugs.

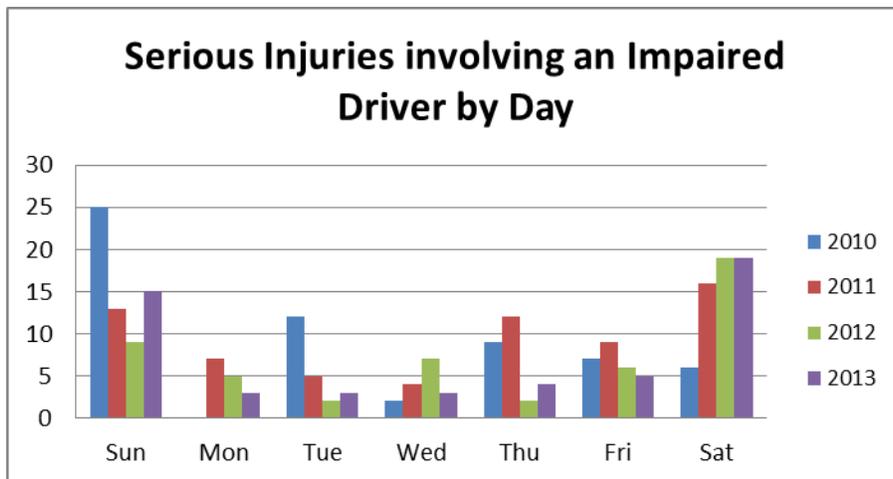
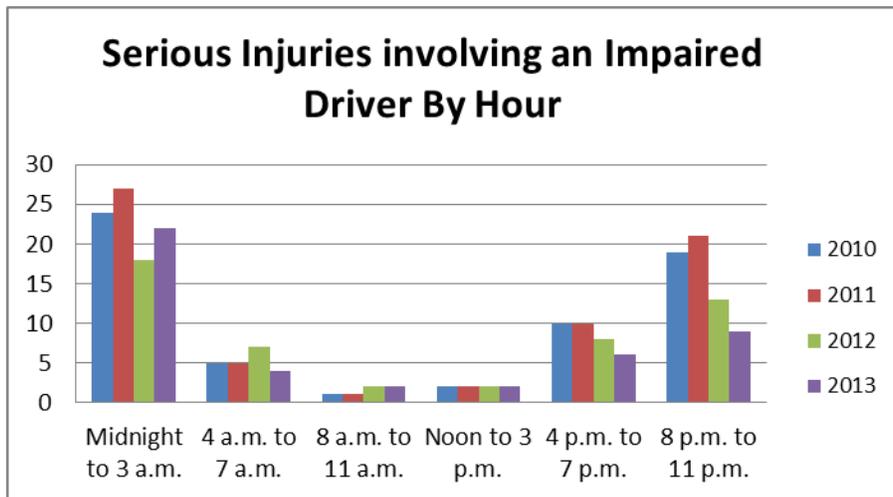


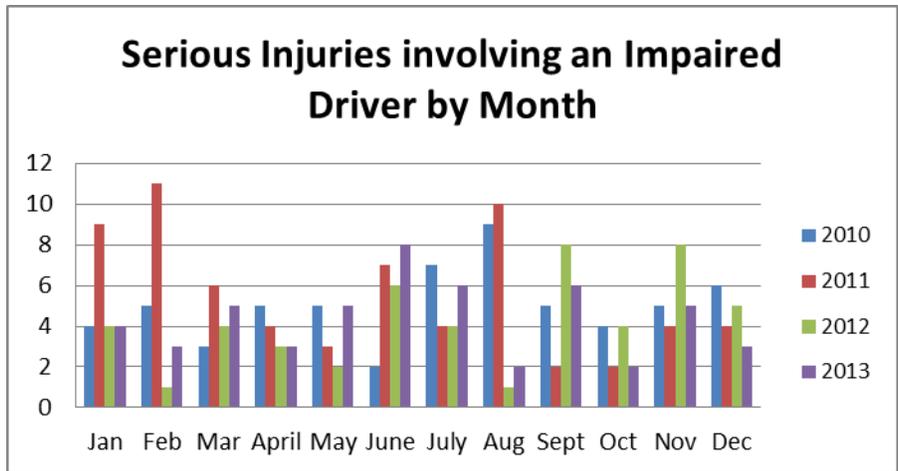
The data reveals that impaired-related serious injuries accounts for approximately 3 percent of all serious injuries occurring in the District.



WHEN ARE THEY HAPPENING

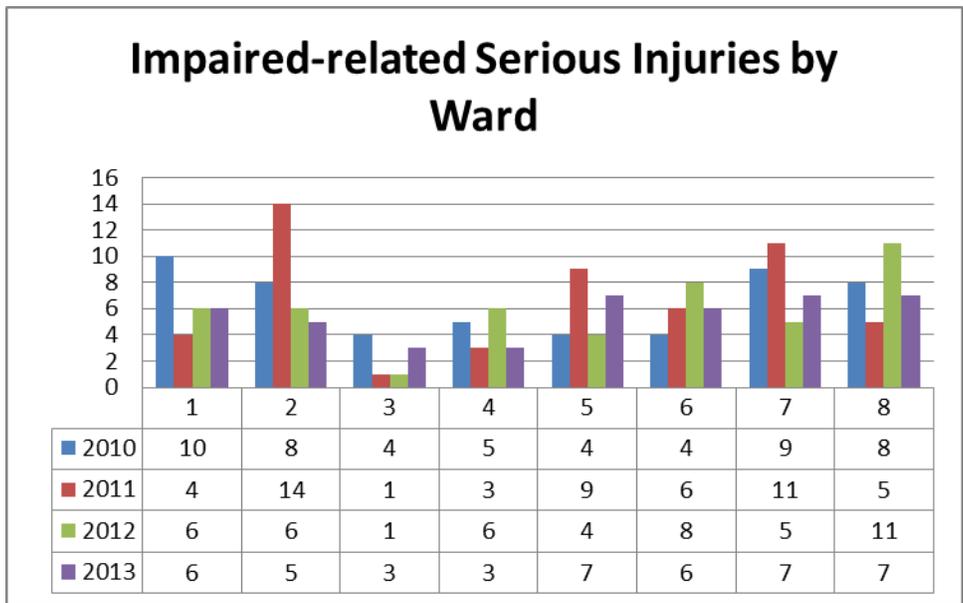
The most dangerous hours for impaired-related driving are generally between 8:00 p.m. and 3:00 a.m., Saturday and Sunday being the most dangerous days of the week. January, June, July, August and November appear to be months during which these crashes increase, as illustrated in charts below. Checkforce Strikepoint campaigns runs the months of August, October, November, December, January, February (Super Bowl), March (St Patricks Day), May (Cinco de Mayo).

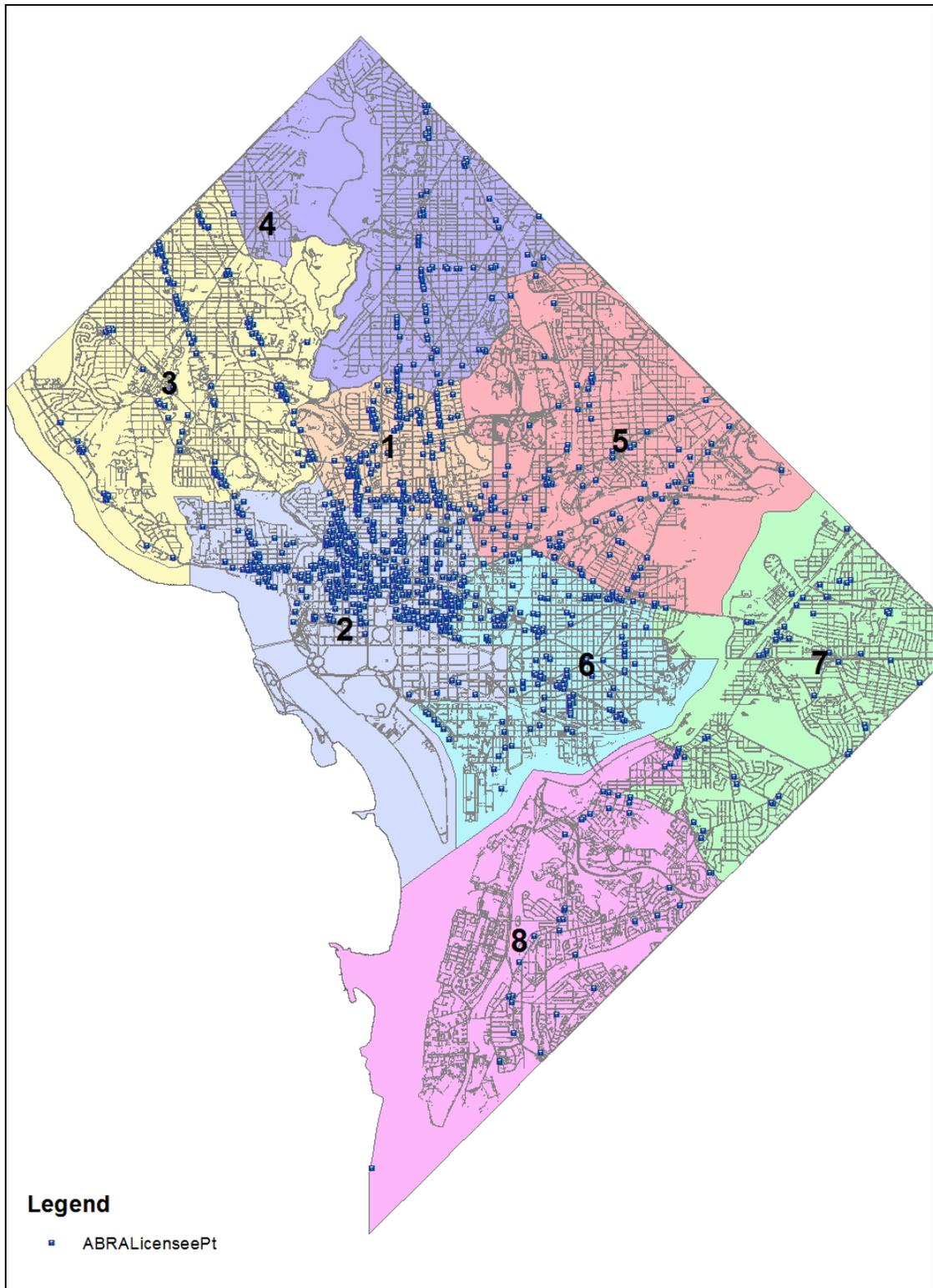




WHERE ARE IMPAIRED-RELATED SERIOUS INJURIES OCCURRING?

The data below indicate that Wards 2, 7 and 8 show the highest number of serious injuries involving an impaired driver.

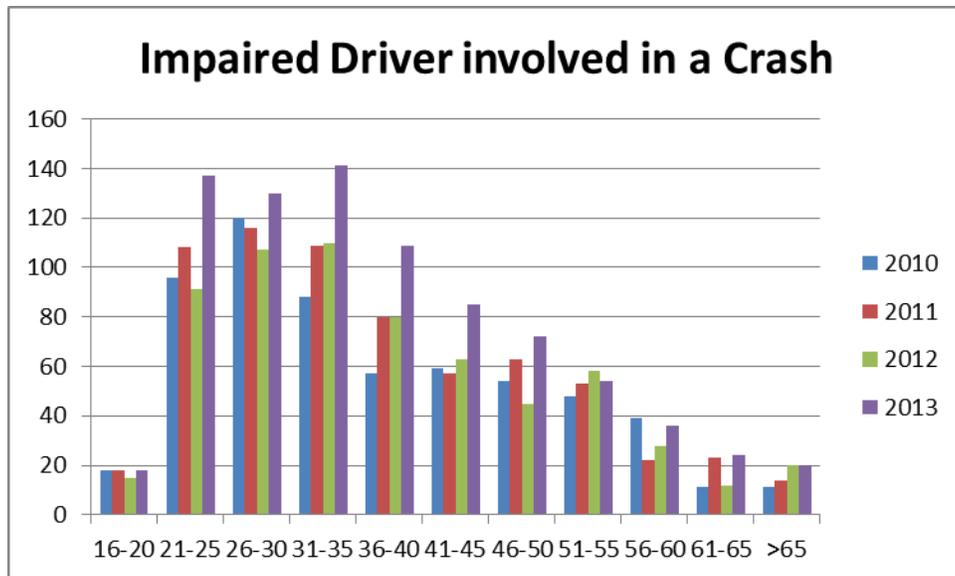
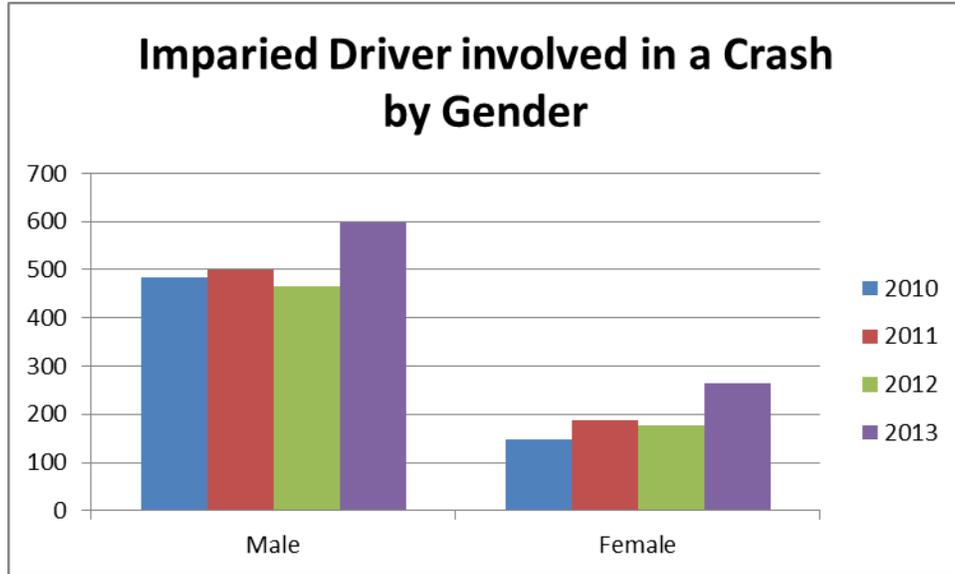




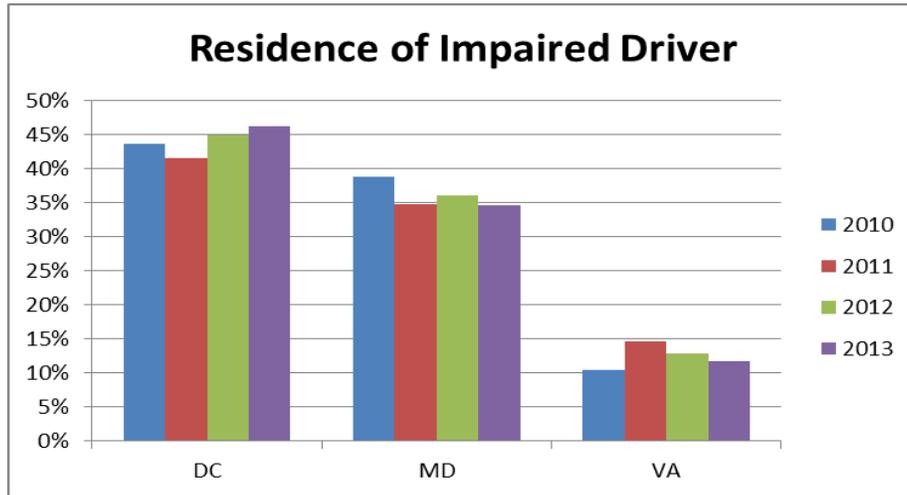
Map above shows locations within the District with Alcoholic Beverage Regulation Administration (ABRA) Licenses, which enable business to serve and sell alcoholic beverages. Ward 2 has the highest concentration of ABRA facilities and approximately 40 percent of all facilities (1,607) followed by Ward 6 with 16 percent.

WHO ARE DRIVING IMPAIRED?

Based on the District's data of all crashes; male drivers between the ages of 21 and 35 are more likely to be impaired and drive. The figures below illustrate all impaired drivers involved in any crash: property damage only, no injury, serious injury and fatalities.



The data also revealed that over 40 percent (401 in 2013) of all impaired drivers lived in the District and 30 percent (300 in 2013) were from Maryland.



PROGRAM AREA

In 2013, there were a total of 29 traffic-related fatalities; 10 were due to a driver whose ability was impaired by alcohol and/or drugs. The District Metropolitan Police Department also issued a total of 1,088 citations in 2013 for driving under the influence (DUI). There has been an increase number of drivers driving under the influence of drugs or/and a combination of both drugs and alcohol, making this a very serious, complex problem.

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

In accordance with MAP-21, the District of Columbia is rated as a Low Range State and qualifies for 405 funding to continue to support the District's efforts in reducing drinking and driving.

Laws for Drinking and Driving

The legal drinking age in the District of Columbia is 21, and there are three very distinct drinking and driving laws that are enforced by the Metropolitan Police Department; see Section C under Legislative Updates.

Penalties for Drinking and Driving

See Section C under Legislative Updates.

Zero Tolerance for Youth

The risk of a fatal crash for drivers under 21 is greater at low alcohol levels than it is for older drivers. It is illegal in every state for persons under the age of 21 to purchase and publicly possess alcoholic beverages. In support of these laws, it is illegal for persons under 21 who have been drinking to drive. A zero tolerance law makes it illegal "per se" (in and of itself) for persons under the age of 21 to drive with any measurable alcohol in their blood.

The use-lose statutes make it illegal for anyone under the age of 21 to purchase, possess, transport, or consume alcohol. A youth with a detectable amount of alcohol in his or her body is in violation of the law and loses his or her driver's license, usually for six months to one year. For youths not yet licensed to drive, the law typically delays issuance of a driver's license for a specific period (usually six months to a year).

Underage Laws and Consequences

- Drinking and Driving: \$300 -6 months
- Possessing, consuming, purchasing alcohol: \$100 - \$300 - 90 days
- Possession of a false ID or altered driver's license: \$100 - \$300 - 90 days suspension

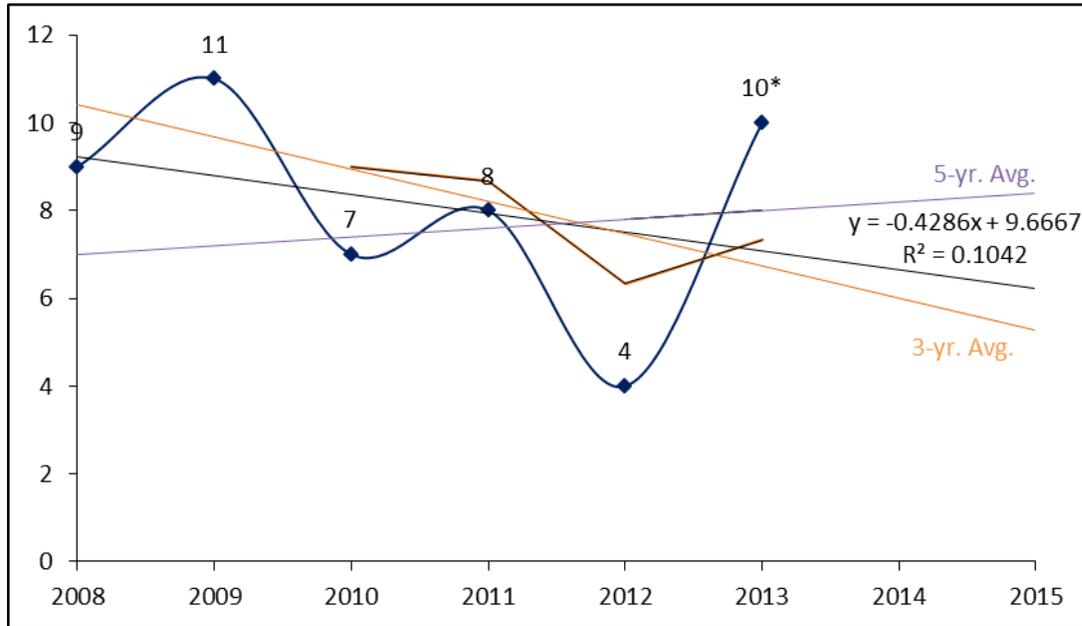
Checkpoint Strikeforce Campaign

The HSO joins forces with Maryland and Virginia in the **Checkpoint Strikeforce Campaign**. Checkpoint Strikeforce is a research-based, multi-state, zero-tolerance initiative designed to get impaired drivers off our roads using checkpoints and patrols when and where drunk driving is most likely to occur and, to educate the public about dangers and consequences of drunk driving.

PERFORMANCE MEASURES

The HSP uses the District's SHSP as a guide towards achieving the District's goal. However the District's SHSP uses the District's data and the HSP uses FARS data. MAP-21 does not require the HSP and the SHSP have the same goal for this emphasis area, however it is included as a reference.

Alcohol-related Fatalities (FARS)



*MPD Data

Trend line

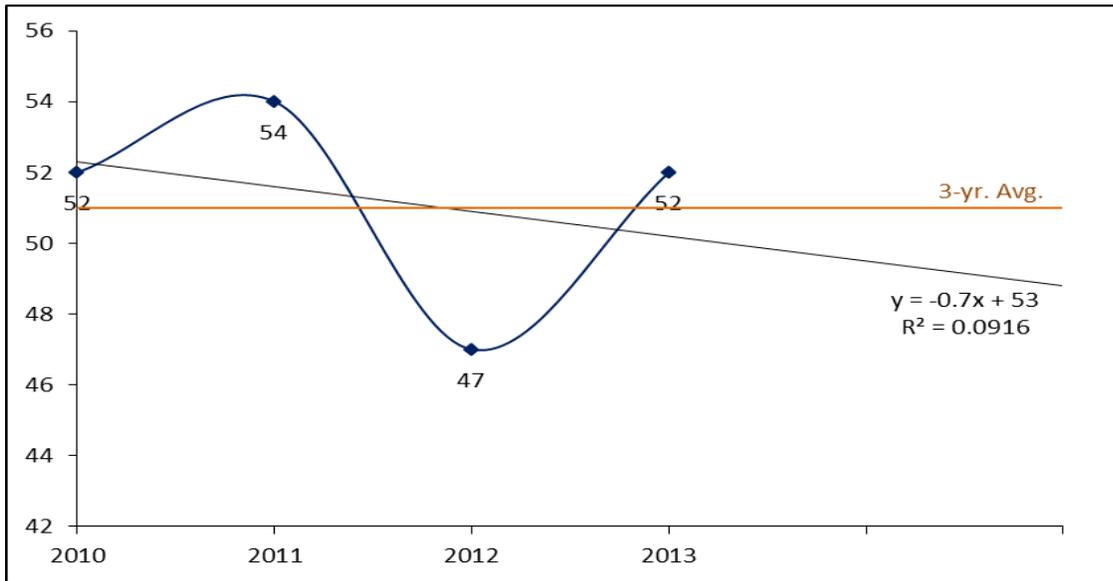
5-yr. Avg.: $y = 0.2x + 6.8$, $R^2 = 1$

3-yr. Avg. $y = -0.7333x + 11.133$, $R^2 = 0.5902$

FY2015 Goal: To maintain or decrease the number of alcohol-impaired related fatalities at the five year average (2009-2013) of 8 by December 31, 2015.

NOTE: Alcohol-impaired driving fatalities are all fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 or greater. 3-year average (2011-2013) – 7. SHSP goal is 10 (includes drug impaired).

Impaired Driving- related Serious Injuries (includes Drug and Alcohol)

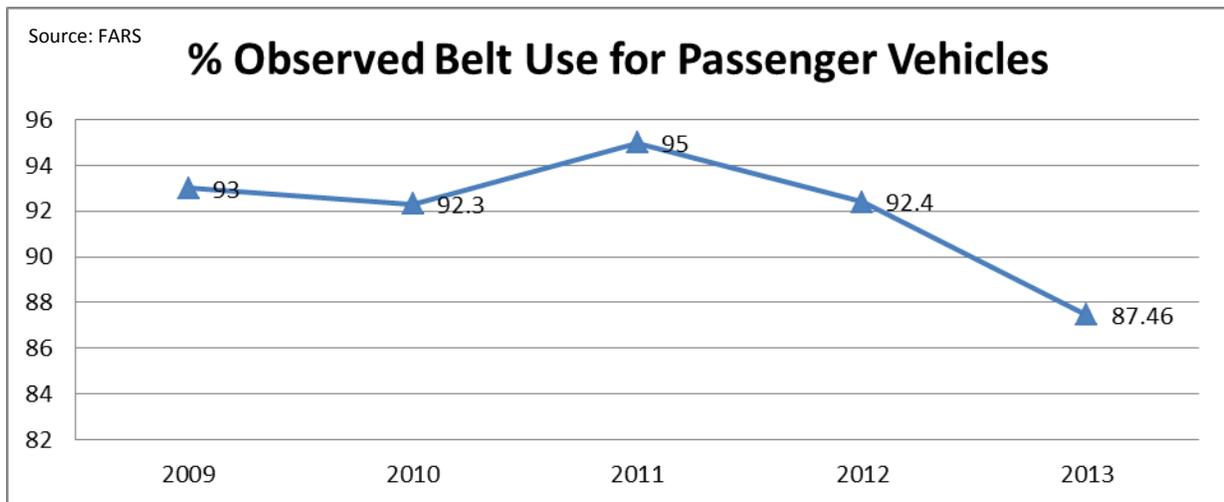


FY2015 Goal: To decrease the number of impaired related serious injuries by 4 percent from a three-year (2010-2013) average of 51 to 49 by December 31, 2015.

NOTE: District's SHSP goal (2015) is 51.

Occupant Protection

Proper and consistent use of seat belts is the most effective protection in reducing the severity of a crash. In accordance with MAP-21 the District is rated as a low seat belt use rate state for 405 funds, since in 2013 our seat belt use dropped below 90, to 87.46.



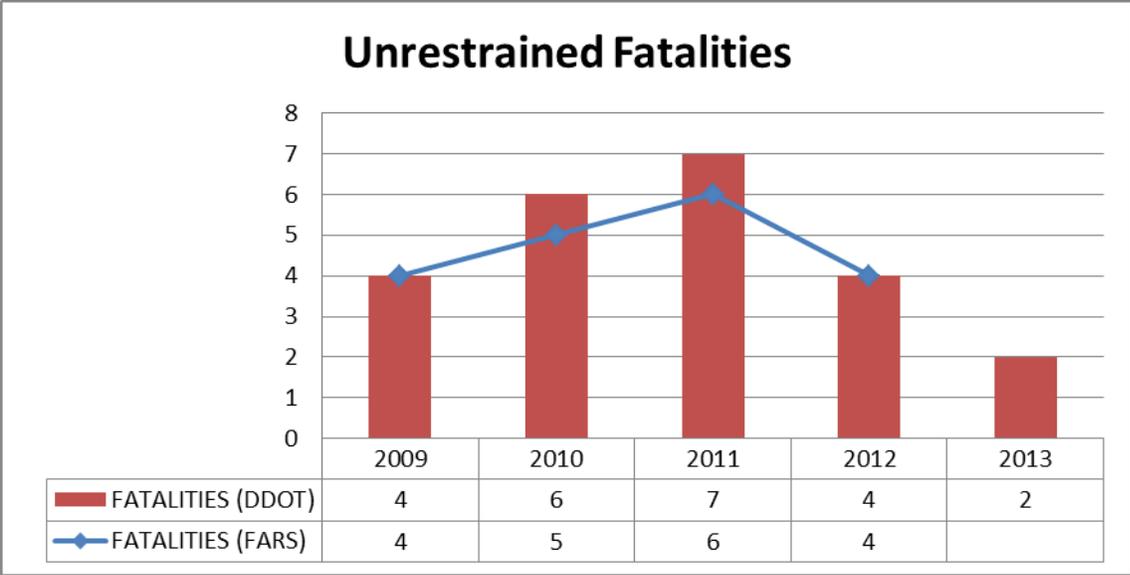
Per MAP-21 requirements the District has to meet the following criteria to qualify for 405 funds:

MUST

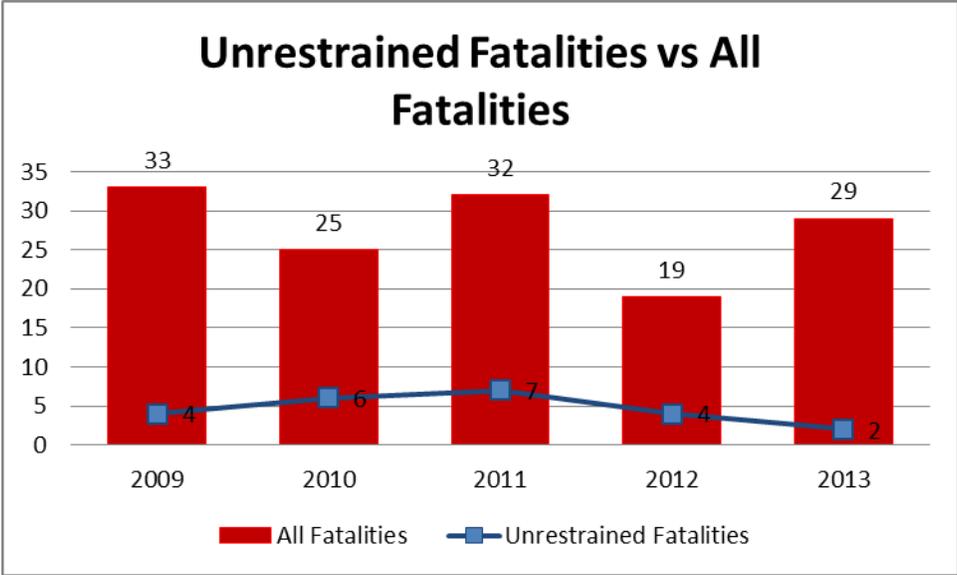
1. Submit an OP plan during the first FY
2. Participate in Click It or Ticket It
3. Have an active network of child restraint inspection stations
4. Have a plan to recruit, train, and maintain child safety technicians
5. Maintenance of efforts.

Meet 3 out of 6:

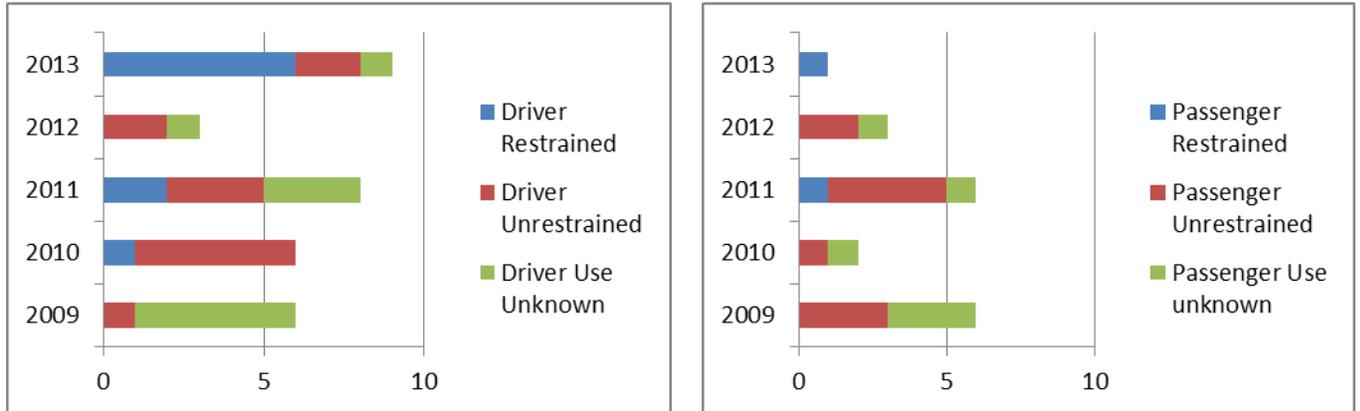
1. Conduct sustained enforcement at a defined level year round
2. Enact and enforce primary belt law
3. Implement countermeasure program for high risk groups
4. Enact and enforce laws for age-appropriate restraint by front and rear occupants
5. Implement a comprehensive occupant protection program, including:
 - a. Program assessment
 - b. Statewide strategic plan
 - c. OP coordinator
 - d. Statewide task force
6. Conduct an OP assessment within 3 years, or by September 1, 2014



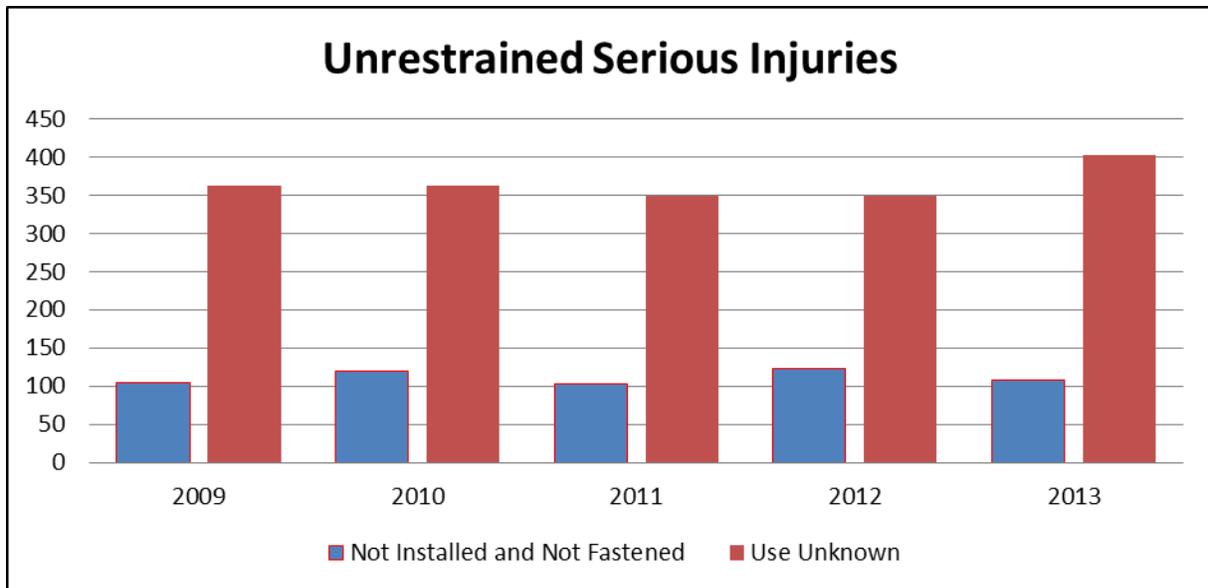
On a 3-year average, 17 percent of all fatalities are unrestrained.



Between 2009 and 2013, approximately 37 percent of all fatalities involved a driver and/or a passenger. The following illustrates seat belt use by person type that was fatal.

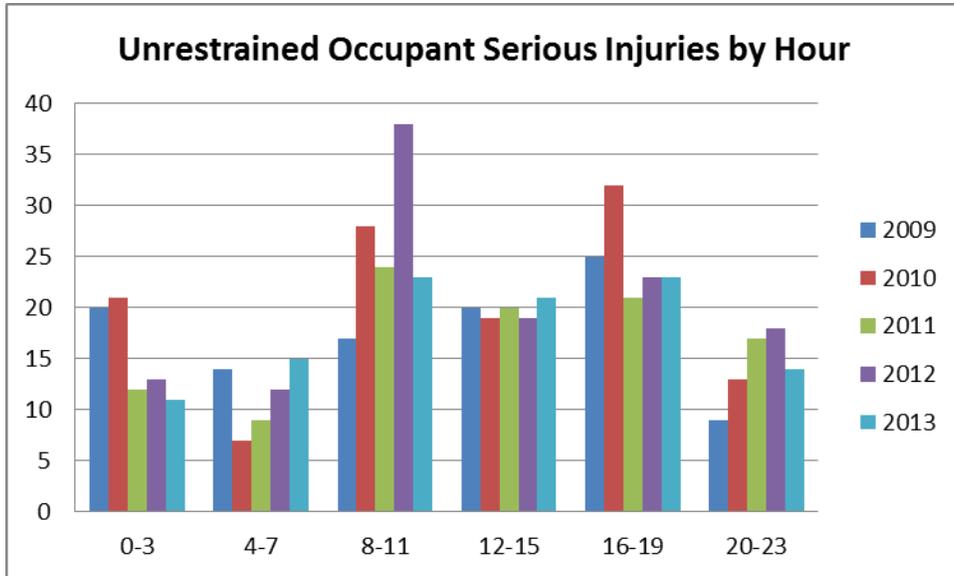


Unrestrained is defined as “Not Fastened” and “Not Installed”. The trend illustrates that there are on average 100 serious injuries crashes that occur in the District where a person was not wearing a seat belt. It also shows a large number of incidents where seat belt use are not being captured.

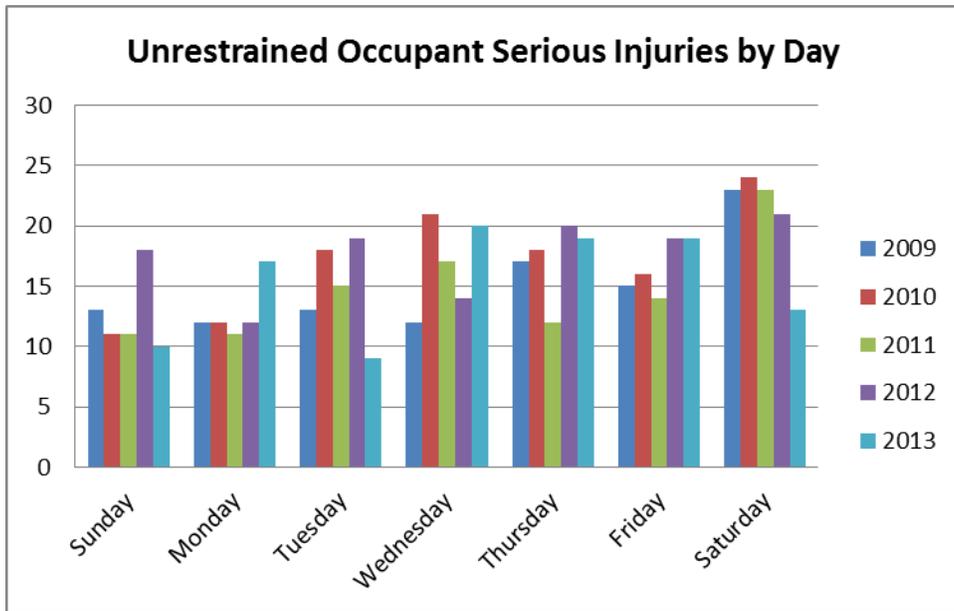


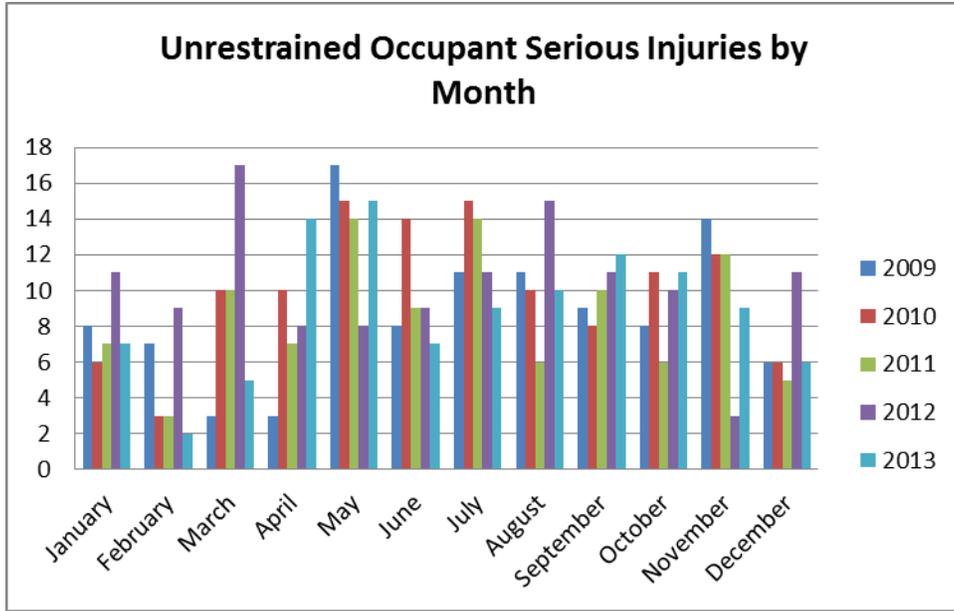
WHEN ARE THEY OCCURRING?

The most dangerous hours when serious injuries are occurring when occupants are not wearing their seat belts are between the hours of 8 pm to 11 am and 4 pm and 7 pm.

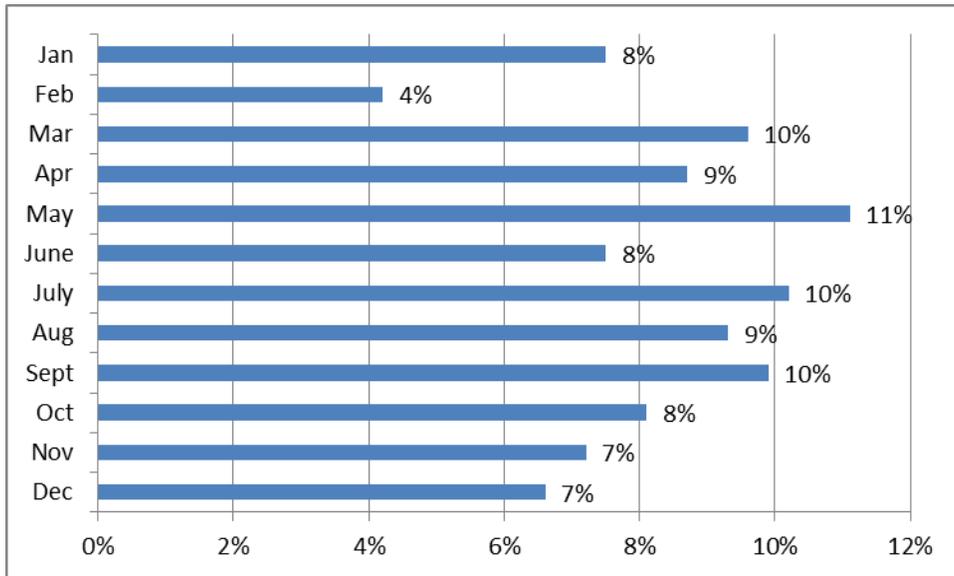


Generally, the data reveals that Wednesday thru Saturday, occupants tend not to wear their seat belts.



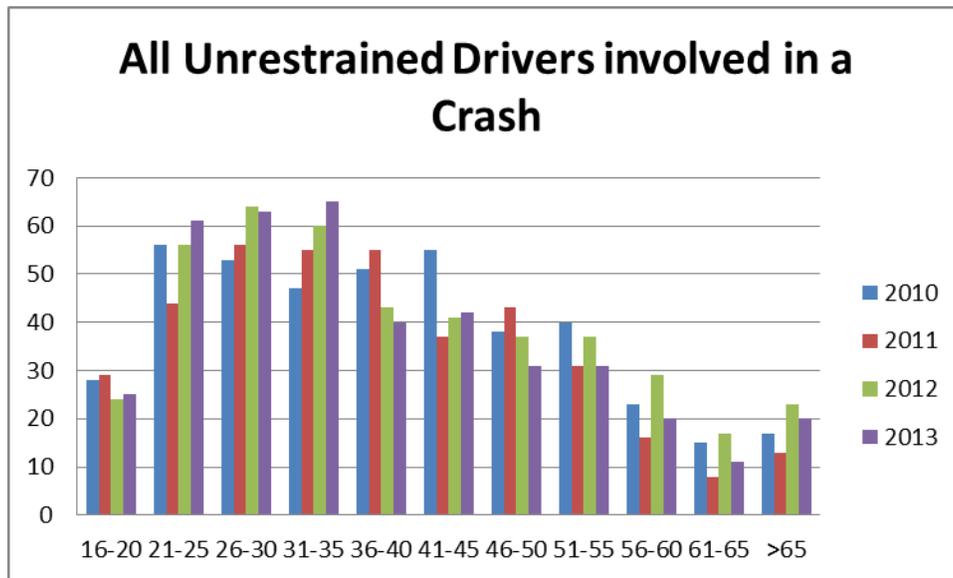


Based on a 3-year average March, May, July, and September are the highest months were occupants were involved in a serious injury crash and were not wearing their seat belts. The Districts Click It or Ticket campaigns runs in May and June, with a mini campaign in March and Child Passenger Safety enforcement conducted in September.

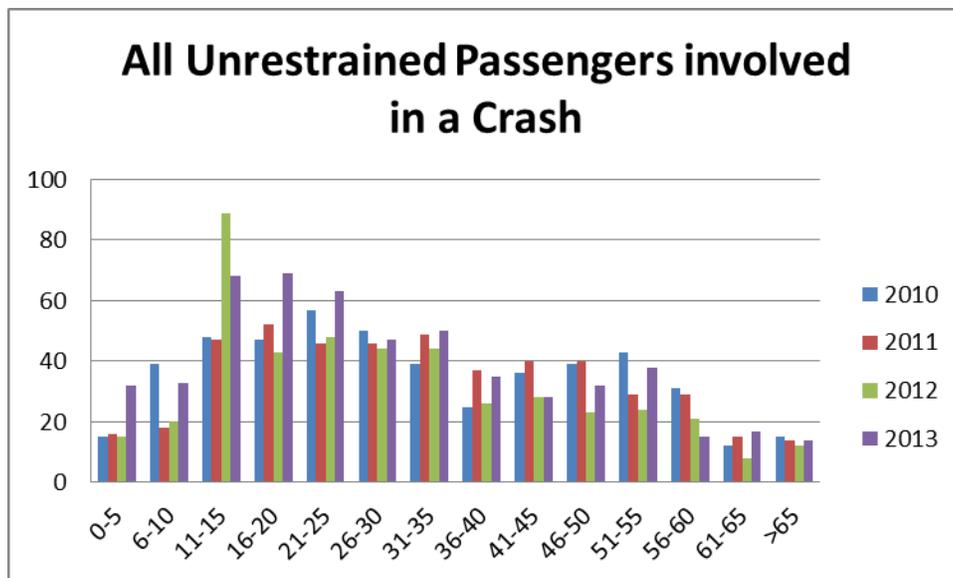


OCCUPANTS THAT ARE UNRESTRAINED

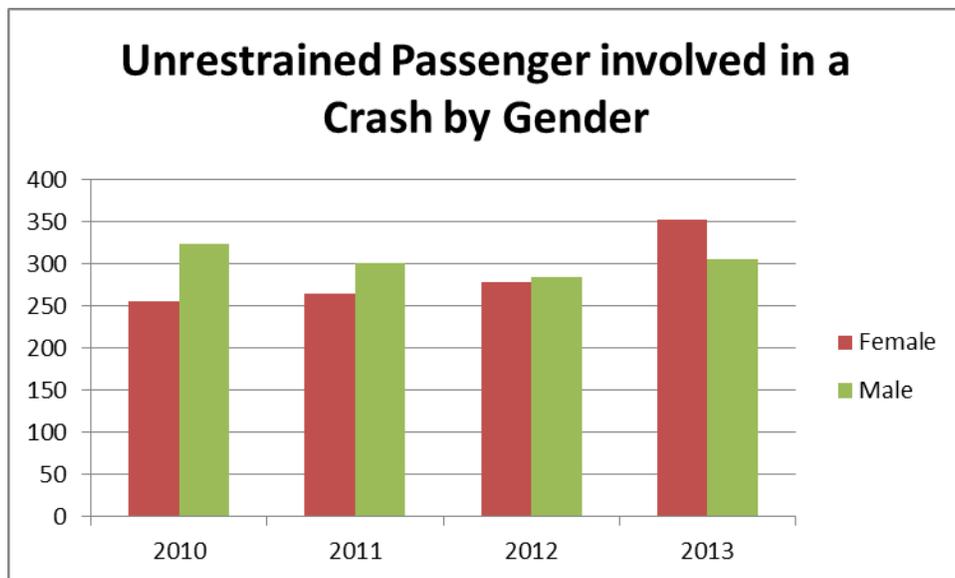
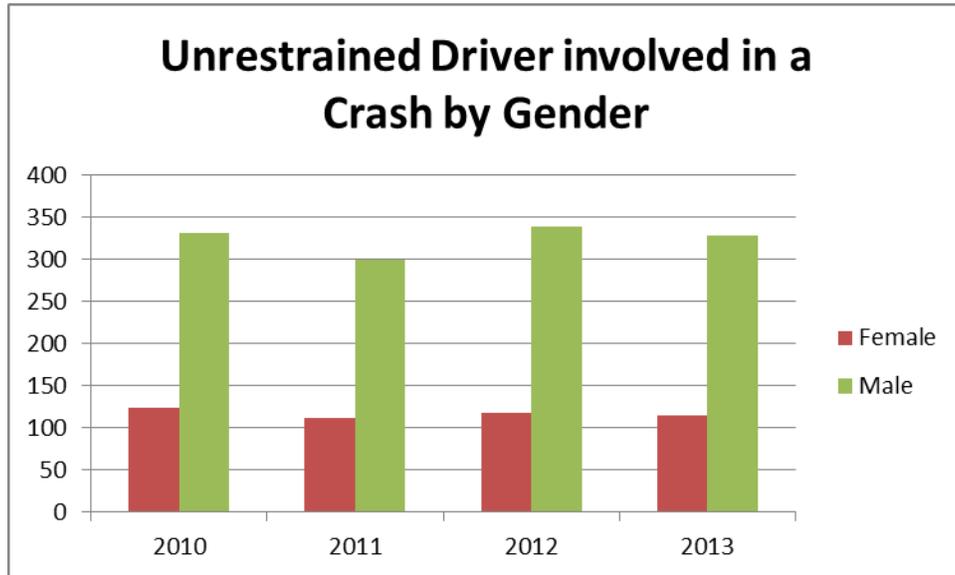
Based on the crash data, drivers between 21 and 35 years old are not wearing their seat belts.



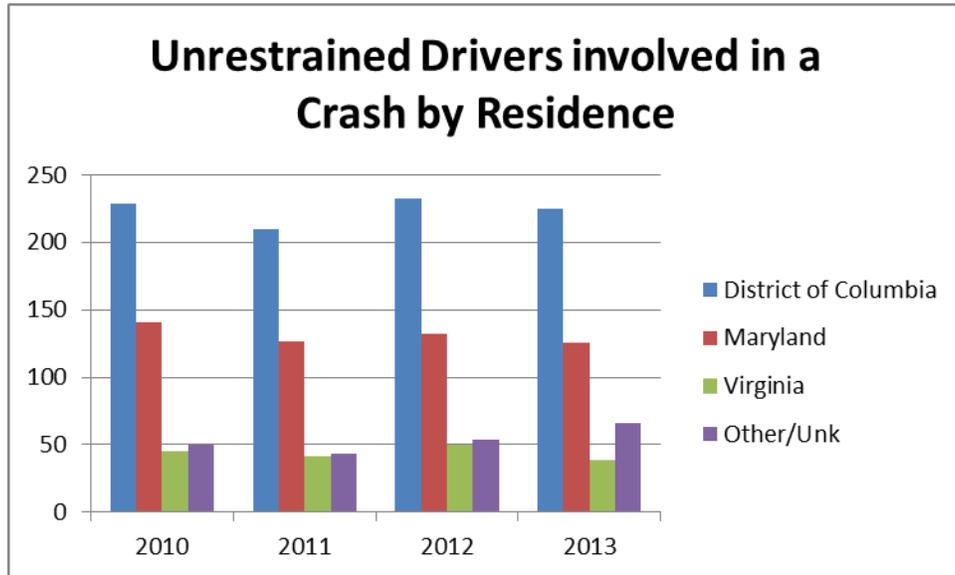
And passengers between the ages 11 and 25 year old are not wearing their seat belts. In 2013, there seems to be an increase in children between the ages of 0 and 10 years old that were involved in a crash were not restrained.



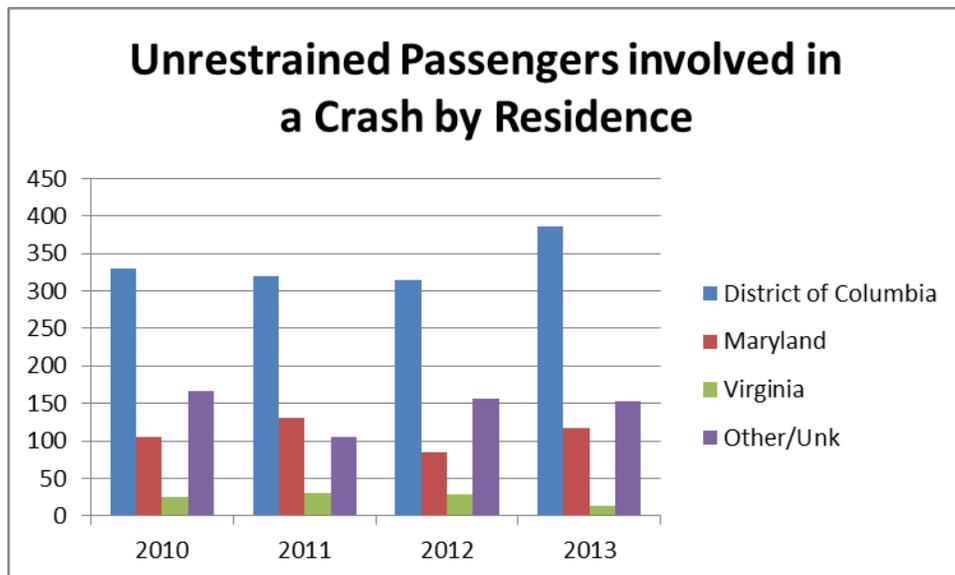
Based on the figures below; more male drivers tend to drive unrestrained compared to female drivers. However there is no significant difference between male and female passengers being unrestrained.



The figure below illustrates that approximately 50 percent of all drivers involved in a crash and were unrestrained lived in the District and 30 percent of all drivers lived in Maryland.

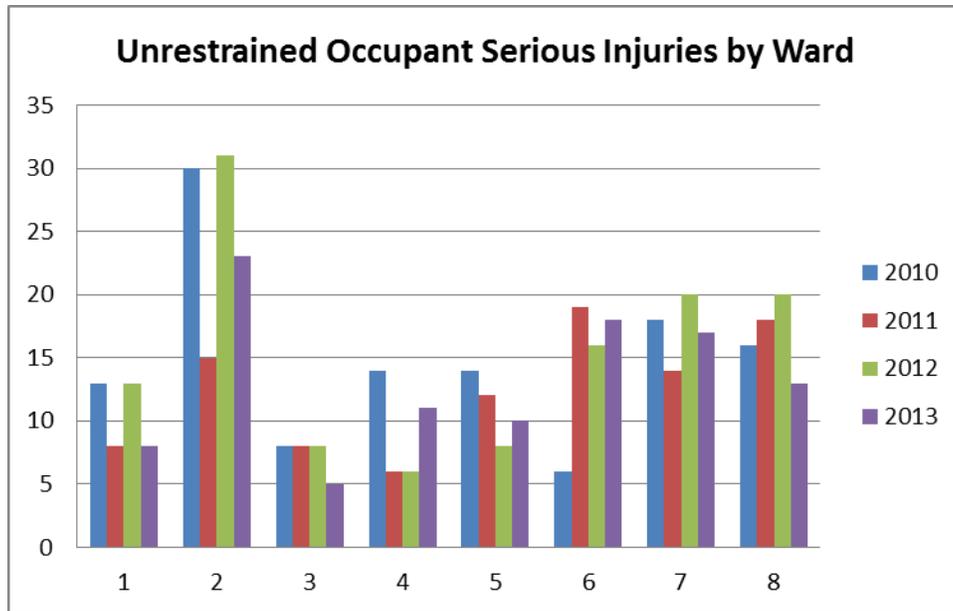


It also revealed that 55 percent of all passengers that were unrestrained lived in the District and 18 percent were from Maryland. Approximately 24 percent of unrestrained passengers were either from other states or unknown.



WHERE ARE THEY OCCURRING?

Wards 2, 6, 7 and 8 appear to have the highest occurrences of serious injuries where drivers and passengers were travelling unrestrained and involved in a crash.



PROGRAM AREA

The primary objective of the annual seat belt usage study is to conduct a comprehensive citywide survey in order to determine the overall seat belt use rate in the District of Columbia, as per Federal requirements. The study has been completed annually for over 20 years. In 2013, the overall seat belt use rate dropped from 92.4 percent in 2012 (95.16 percent in 2011) to 87.46 percent, a statistically significant decrease of 4.94 percent. The reason for the decrease in 2013 was because of the change in the 2013 study which included usage rates among small commercial vehicles (taxi cabs and small commercial trucks). However, the District's seat belt use rate is still slightly higher than the national average of 87 percent in 2013.

Based on the MAP-21 requirements, the District falls under a low seat belt use rate state since its 2013 observation seat belt use was below 90 percent. To qualify for 405 funds the District needs to meet the following criteria:

MUST

1. Submit an OP plan during the first FY
2. Participate in Click It or Ticket It
3. Have an active network of child restraint inspection stations
4. Have a plan to recruit, train, and maintain child safety technicians
5. Maintenance of efforts.

Meet 3 out of 6:

1. Conduct sustained enforcement at a defined level year round
2. Enact and enforce primary belt law

3. Implement countermeasure program for high risk groups
4. Enact and enforce laws for age-appropriate restraint by front and rear occupants
5. Implement a comprehensive occupant protection program, including:
 - a. Program assessment
 - b. Statewide strategic plan
 - c. OP coordinator
 - d. Statewide task force
6. Conduct an OP assessment within 3 years, or by September 1, 2014

Seat belt Laws

The District has one of the most comprehensive seat belt laws in the nation, which went into effect on April 9, 1997. Unlike many other states, District law allows police to stop a vehicle solely because its drivers and passengers are not properly buckled up. The law requires:

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

Click It or Ticket

In 2002, the District adopted the national enforcement and media campaign ***“Click It or Ticket.”*** Click It or Ticket (CIOT) is the most successful seat belt enforcement campaign ever, helping to increase the District’s seat belt usage rate. During each mobilization, officers crack down on motorists who fail to wear their seat belts—both day and night. However, because nighttime passenger vehicle occupants are among the least likely to buckle up and most likely to die in crashes when unrestrained, nighttime enforcement has become a priority of the Click It or Ticket mobilization.

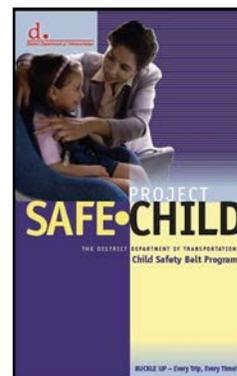


The District of Columbia has made major strides in getting drivers to buckle up and is currently among the national leaders in compliance. In light of the overall high level of compliance, the District and other jurisdictions are turning their focus on nighttime hours, when seat belt efforts can make the most difference in saving lives and preventing injuries.

Child Passenger Safety

The District of Columbia Government has made it easier for District residents to protect their families. Project Safe-Child is a child safety seat program for residents of the District of Columbia. The DC Child Passenger Safety (CPS) Coordinator is responsible for the management of PROJECT SAFE-CHILD.

The purpose of this program is to provide DC residents infant, toddler, and booster seats at a reduced rate, and information and educational materials on properly buckling children.



Child Seat Inspection Stations

Four out of five car seats are installed incorrectly. Correctly used car seats and booster seats are extremely effective, reducing the risk of death in a crash by as much as 71 percent. Parents and caregivers can receive free hands-on help from a Certified Child Passenger Safety Technician to learn how to install their safety seat. The District has at least one inspection station in every Ward. At these locations at least 3 demonstrations/inspections per month are conducted on how to use child safety seats and boosters. See Appendix A for these locations.

The District works with Department of Health - Healthy Start Program, Bright Beginnings and DC Developing Families to reach the underserved resident of the District of Columbia. The District estimates that approximately 35 percent of the District is underserved.

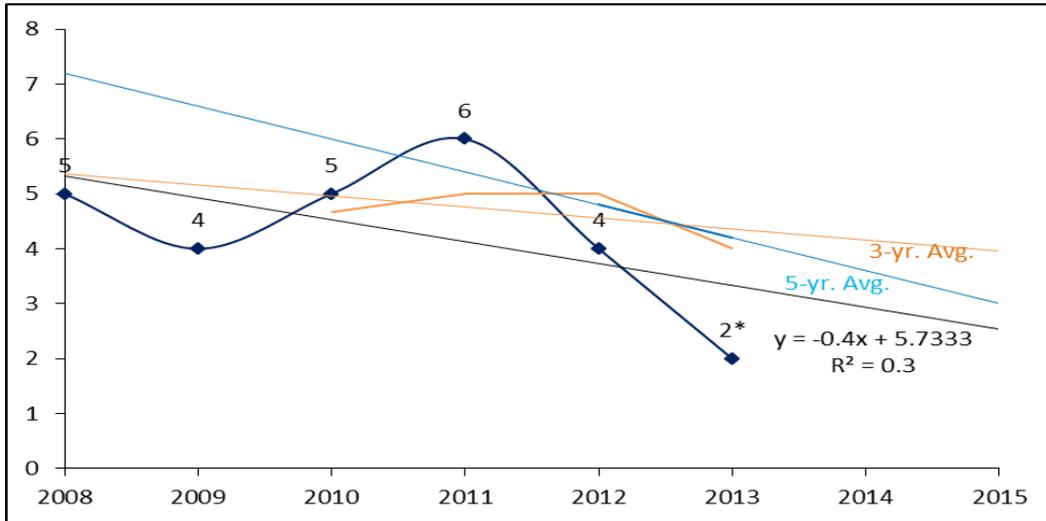
Child Passenger Safety Technicians

The District currently has over 70 National Child Passenger Safety Certified Technicians; at least one at every CPS fitting station. The District will host at least two - 32 hour National Child Passenger Safety Certification Training for Police Officers, Fire and EMS Departments, Health Care and Child Care providers. This is to ensure that current technicians' certifications are kept up to date as well as to recruit new CPS Technicians. See Appendix B.

PERFORMANCE MEASURES

The HSP uses the District's SHSP as a guide towards achieving the District's goal. However the District's SHSP uses the District's data and the HSP uses FARS data. MAP-21 does not require the HSP and the SHSP have the same goal for this emphasis area, however it is included as a reference.

Unrestrained Fatalities (FARS Data)



*MPD Data

Trend line

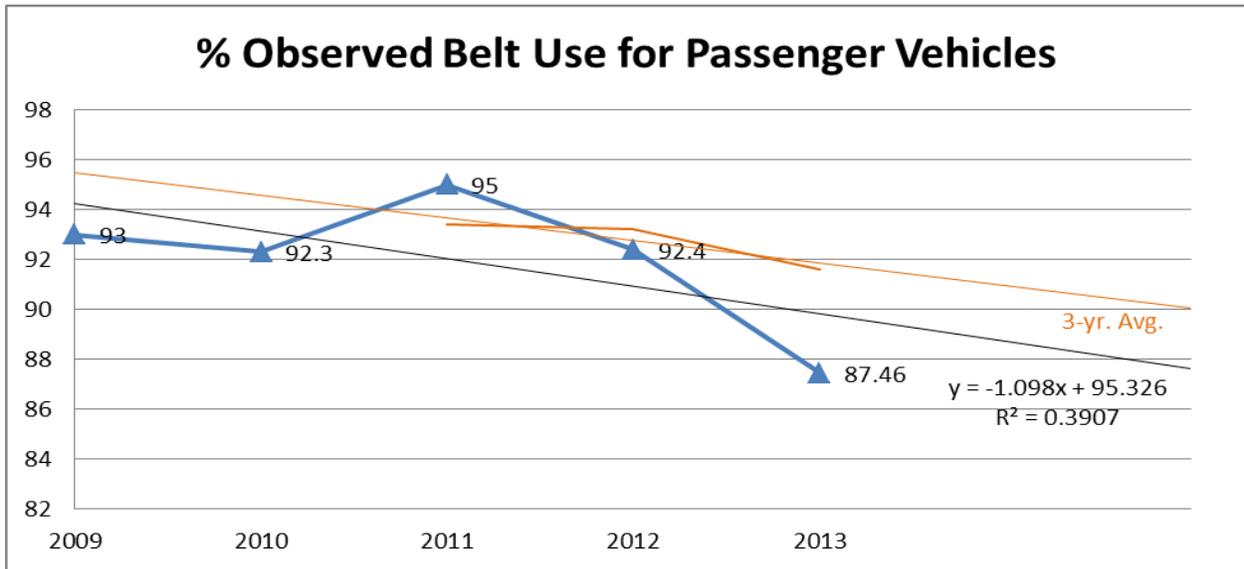
5-yr. Avg.: $y = -0.6x + 7.8$, $R^2 = 1$

3-yr. Avg. $y = -0.2x + 5.56677$, $R^2 = 0.3$

FY2015 goal: To decrease the number of unrestrained fatalities by 25 percent from a three-year (2010-2013) average of 4 to 3 by December 31, 2015.

NOTE: 5-year average (2009-2013) – 4.4. SHSP goal is 5.

Observation Seat belt Use

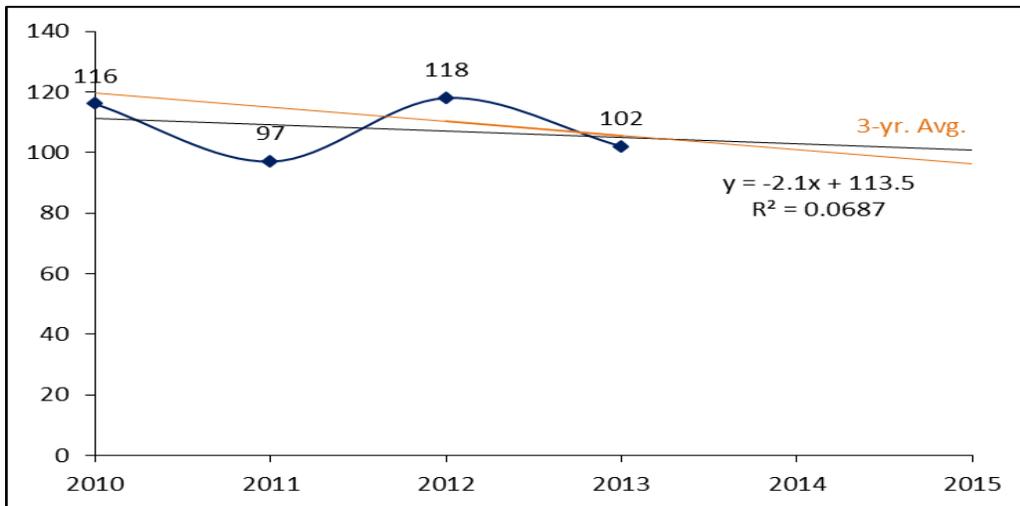


Trend line

3-yr. Avg. $y = -0.9067x + 96.389$, $R^2 = 0.8316$

FY2015 goal: To maintain or increase the observation belt use for passenger vehicles by the three-year (2010-2013) average of 91.6 by December 31, 2015.

Unrestrained Serious Injuries (MPD Data)



Trend line

3-yr. Avg. $y = -4.6667x + 124.33$, $R^2 = 1$

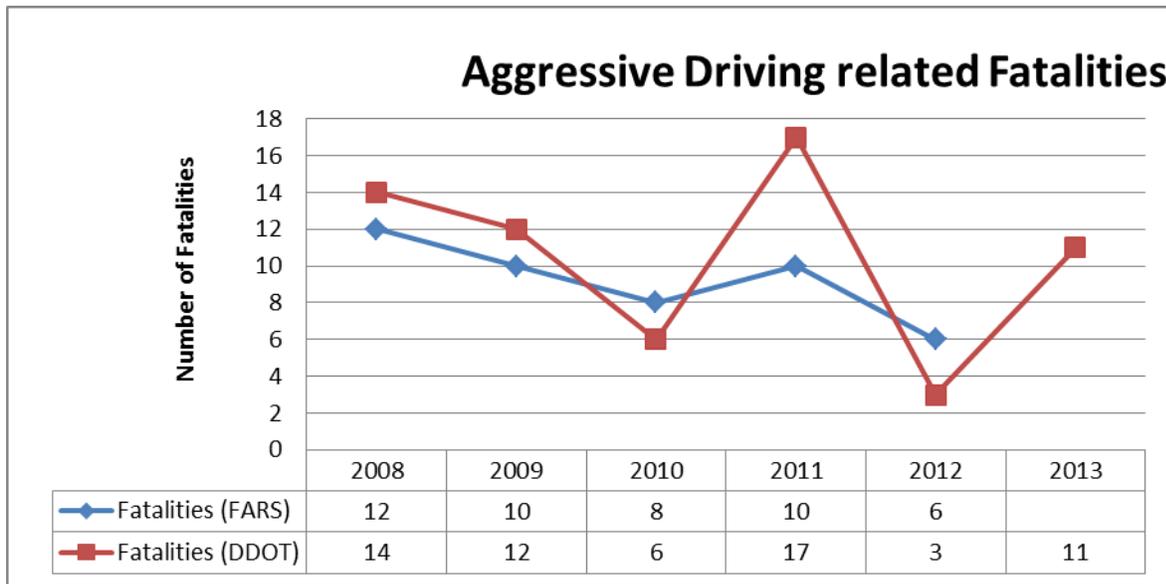
FY2015 goal: To decrease the number of unrestrained serious injuries by 4 percent from a three-year (2010-2013) average of 106 to 102 by December 31, 2015.

Note: SHSP goal is 107.

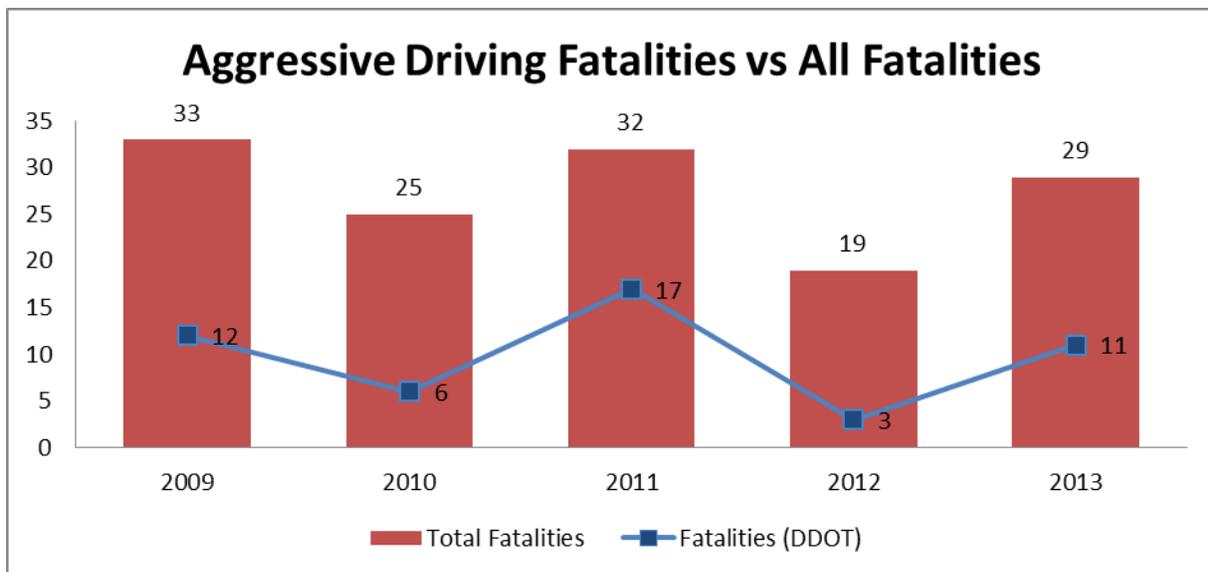
Aggressive Driving

Aggressive driving is increasing as society is moving at a faster pace. This behavior usually involves speeding, as well as other factors, e.g. following too closely or improper lane change. Speeding is the primary contributing circumstance for more than half of all traffic-related fatalities in the District. In 2012, there was a significant decrease in speed-related fatalities, from 17 in 2011 to 3 in 2012, as shown in Figure C-38.

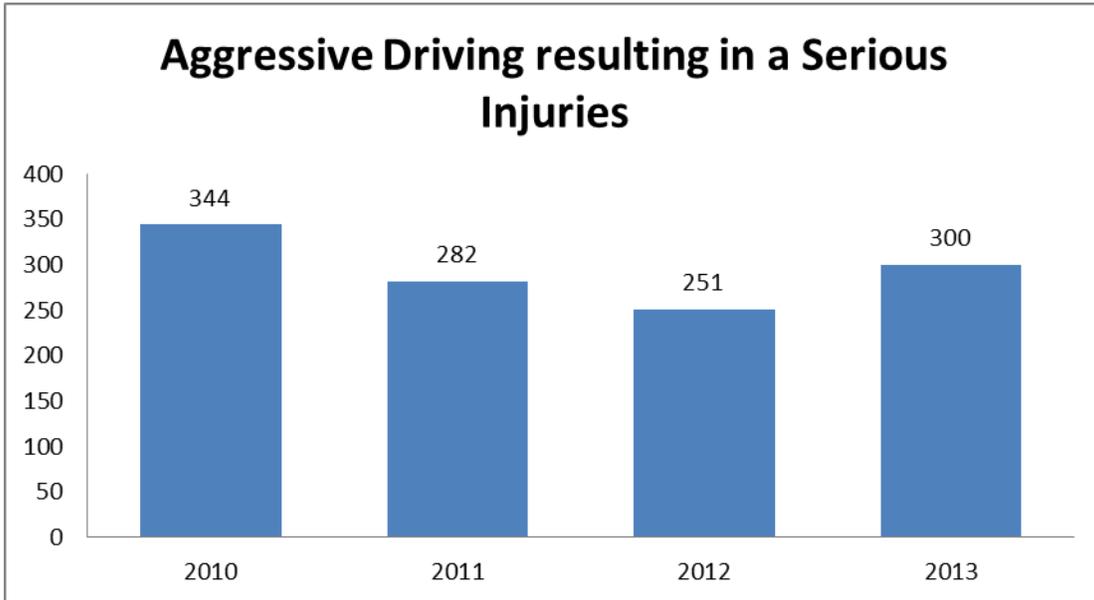
Aggressive driving involves speeding, as well as factors such as following too close, improper lane change and red-light violation behaviors.



In 2013, aggressive driving was a factor for 39 percent of fatalities.

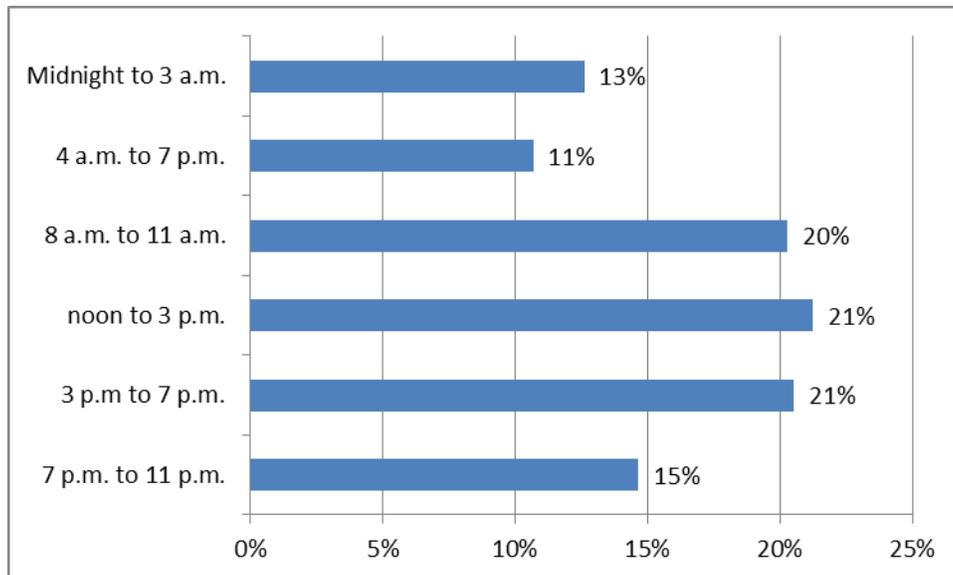
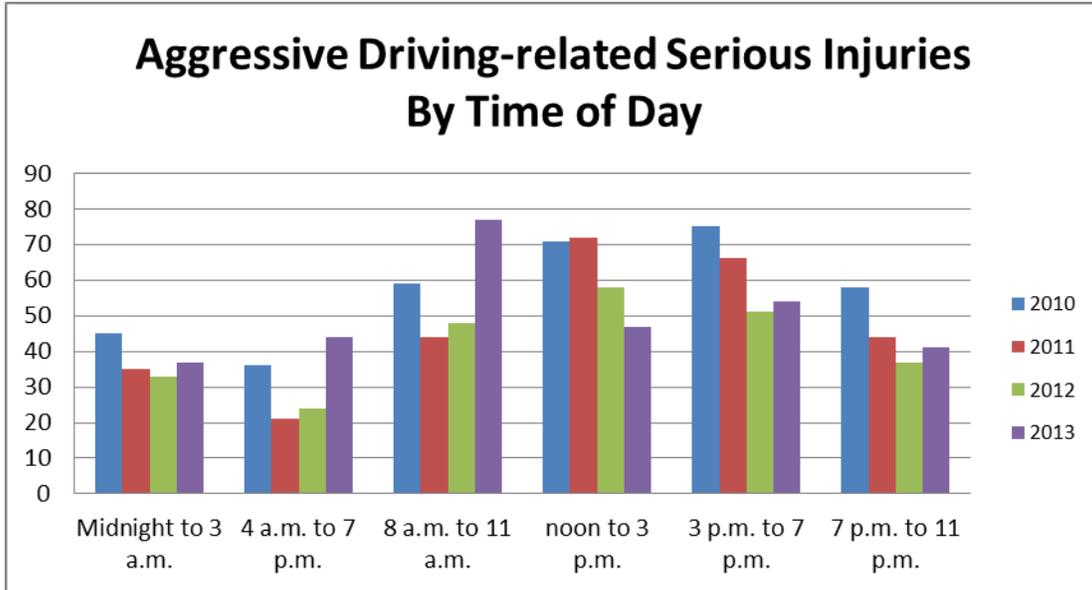


In 2013, 18 percent of all serious injuries (1,688) were a result of an aggressive driver.

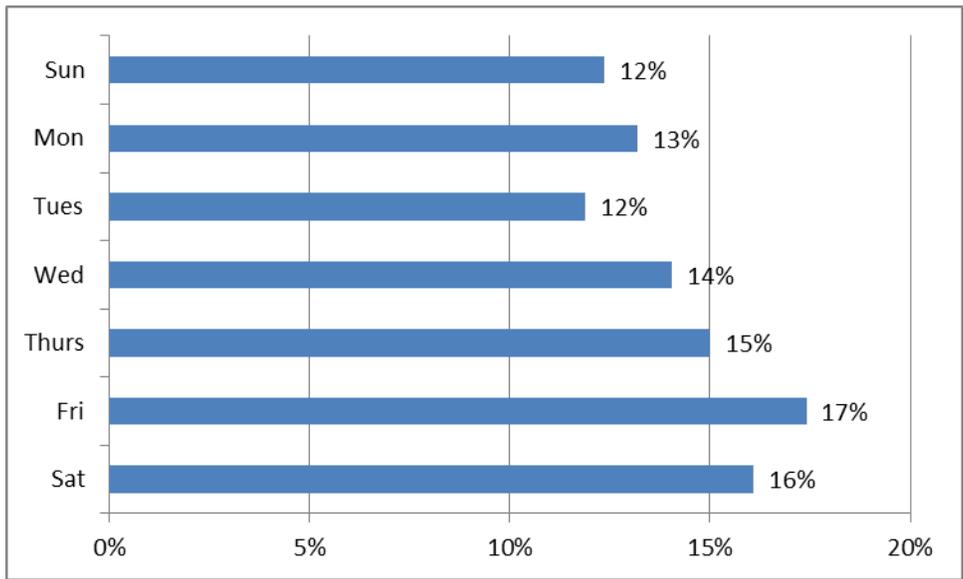
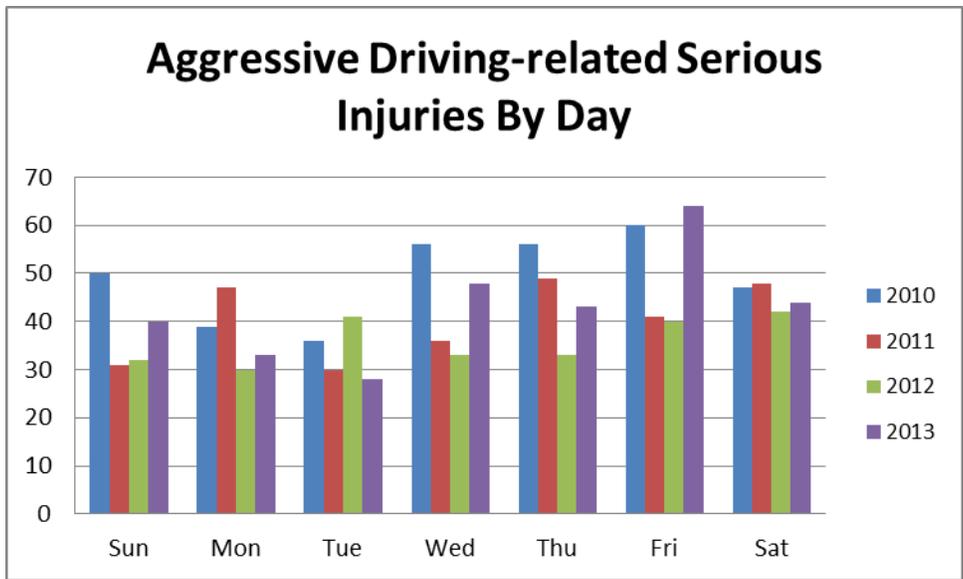


WHEN ARE THEY ARE OCCURRING?

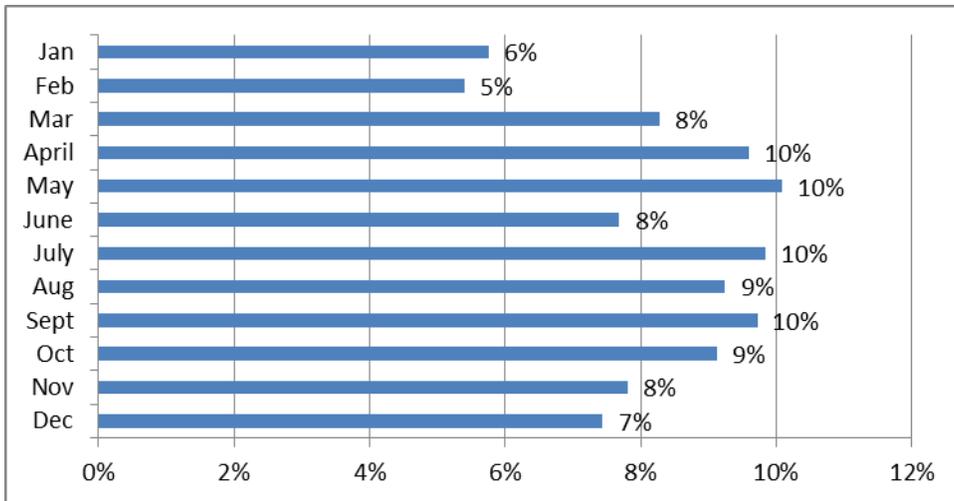
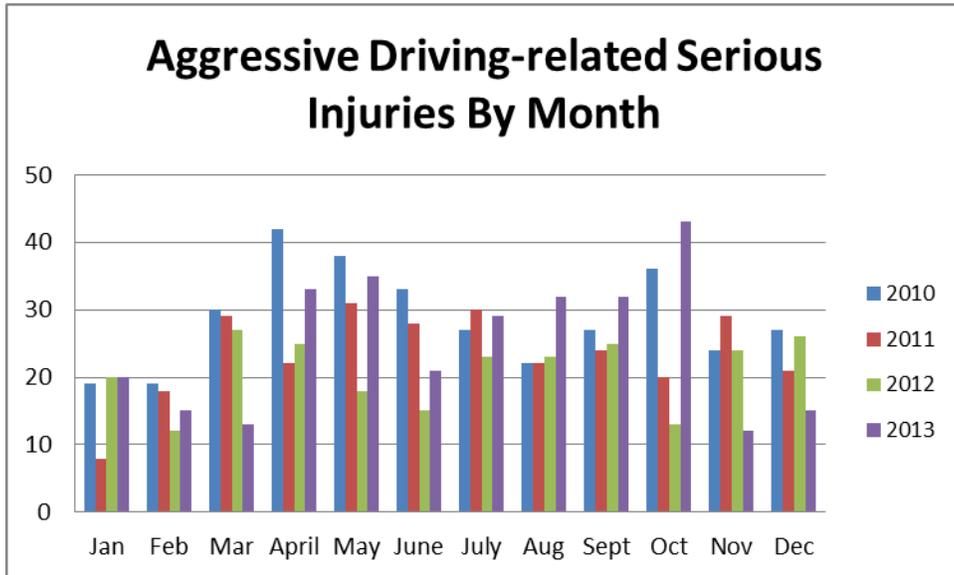
Previous years illustrated the hours between noon and 11 pm were the most dangerous, but there has been a downward trend since 2012. However, based on a 3-year average (2011- 2013), the most dangerous hours for aggressive-related driving is between 8 am and 7 pm (62 percent).



Based on a 3-year average (2011-2013), aggressive driving behavior was higher on Wednesday through Saturdays.

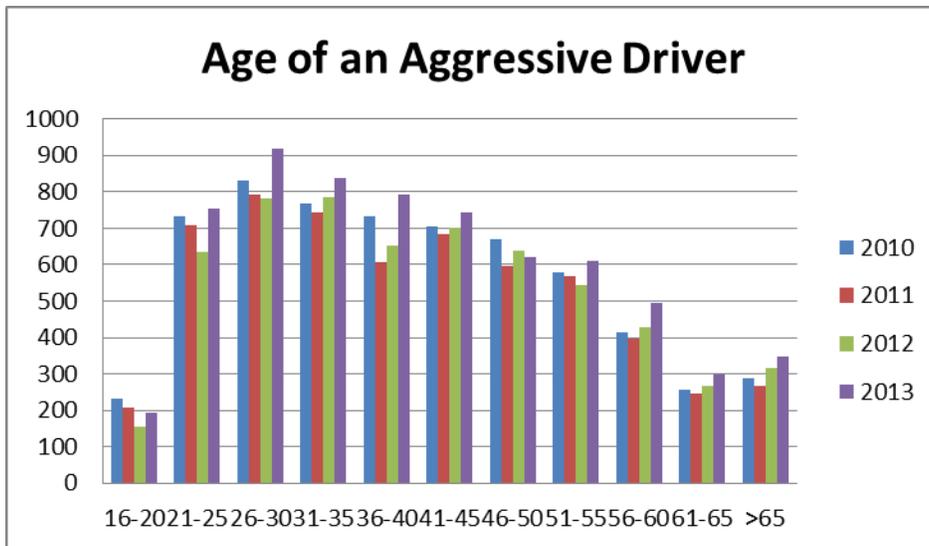
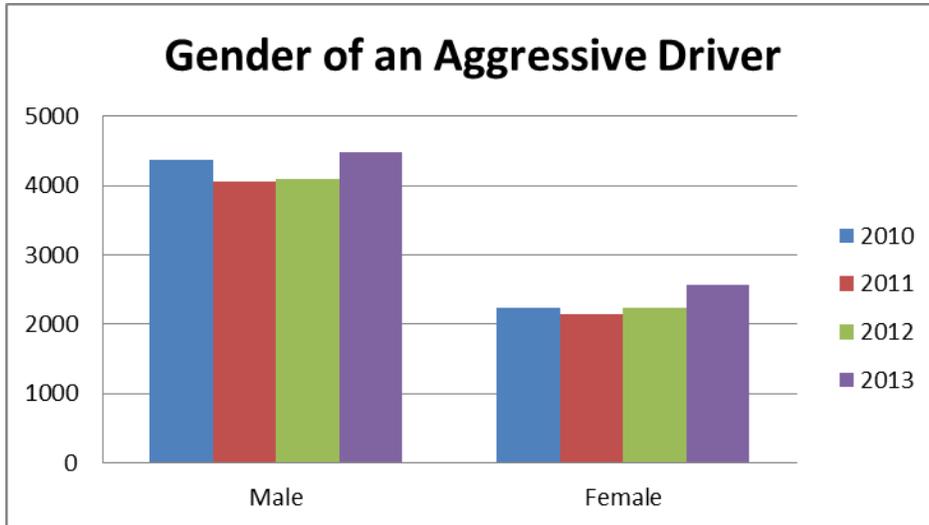


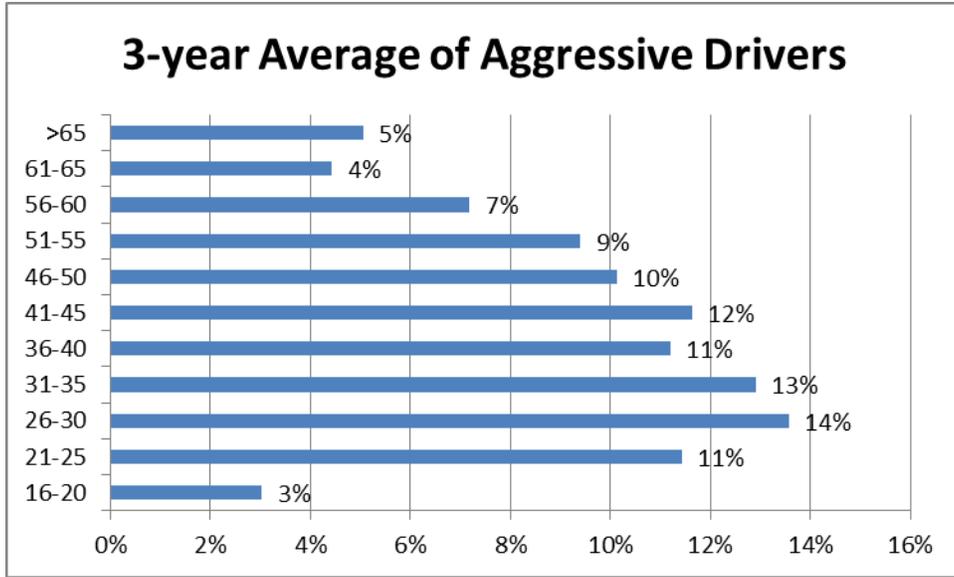
Based on a 3-year average (2011-2013), aggressive driving behavior increased somewhat during April, May, July and September. The Smooth Operator program runs in the District in June, July, August and September.



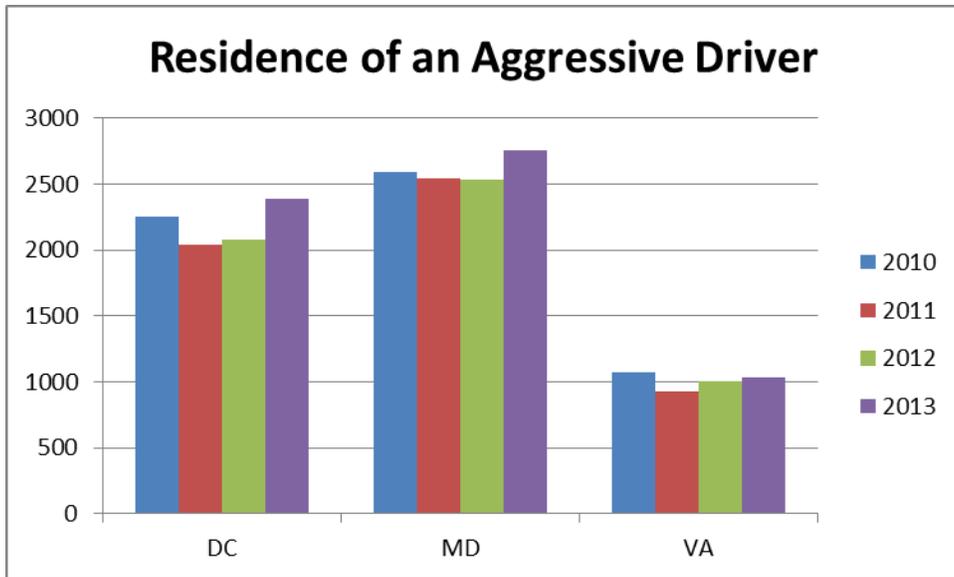
WHO IS DRIVING AGGRESSIVE?

As illustrated in figures below, male drivers between the ages of 26 and 35 years old, have the highest occurrence, followed by drivers between 41 and 45 years old.



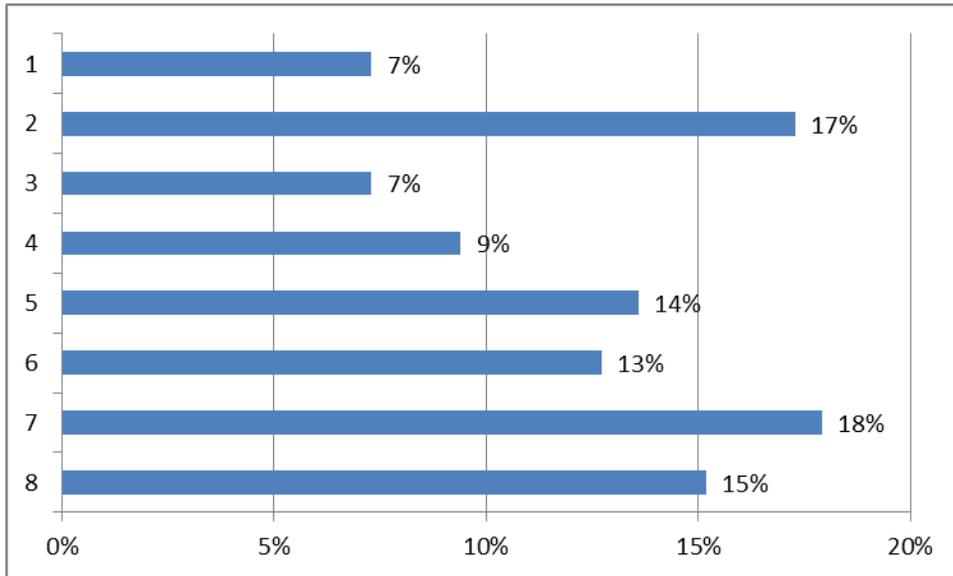
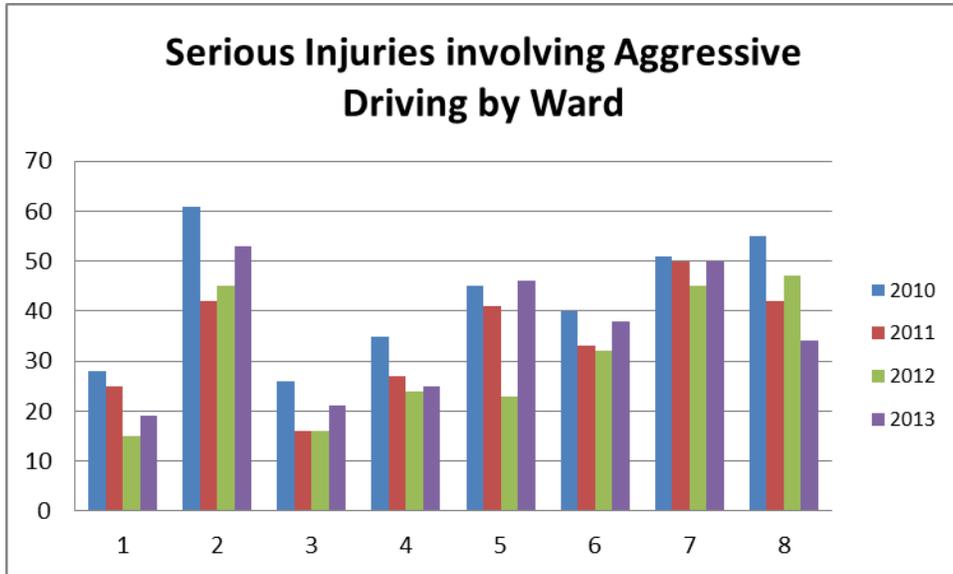


The data further revealed that the Maryland residents account for almost 40 percent of all the District aggressive driver, higher than the District's drivers of approximately 30 percent.



WHERE ARE THEY OCCURRING?

Based on a 3 year average (2011-2013), Wards 2, 7 and 8 appear to have the most number of aggressive driving crashed that resulted in a serious injury.



PROGRAM AREA

In 2013, 11 out of 29 fatalities were due to aggressive driving (approximately 37 percent of all traffic fatalities) and 300 out of 1,655 (approximately 18 percent of all serious injuries).

The District of Columbia, Maryland, public safety officials and law enforcement have formed a partnership in a unique public safety initiative, Smooth Operator. The Smooth Operator Program is a model for a coordinated, intra- and interstate program designed to combat the aggressive driving problem and find short- and long-term solutions for it. It provides education, information, and solutions for the problem of aggressive driving. Smooth Operator describes "aggressive driving" as a combination of unsafe and unlawful actions that demonstrate a conscious and willful disregard for safety. The following offenses are included: running red lights and stop signs; following too closely, or tailgating; changing lanes unsafely; failing to yield the right of way; improper passing; and speeding.

Automated Enforcement

The District's Automated Traffic Enforcement program is straightforward: to reduce traffic violations and, as a result, decrease crashes, prevent injuries and save lives. Over the past few years, traffic safety cameras have contributed to dramatic reductions in red-light running at the intersections where cameras are operational and in aggressive speeding in photo radar enforcement zones. Fewer violations should translate into lower crash and injury rates among both drivers and pedestrians. The cameras have the added benefit of enhancing traffic safety while promoting community policing.

The Metropolitan Police Department's Automated Traffic Enforcement Unit (ATEU) currently operates 47 red-light enforcement cameras, 25 fixed and portable speed enforcement units and 21 mobile speed enforcement units covering the District's 1,500 traffic signals and 1,100 miles of public streets. Since the automated enforcement program started in 2001, traffic fatalities decreased by 73% from 72 deaths in 2001 and 19 deaths in 2012. In 2012, while the number of traffic fatalities increased 7.1% nationally¹, traffic fatalities in the District decreased by 41% over 2011.

In 2013, the District will begin to use automated enforcement to address gridlock, stop signs, speeding at intersections, overweight and over-height, and crosswalk (fail to stop for pedestrian) violations. These new types of enforcement are designed to address the District's higher than average rate of pedestrian fatalities and number of crashes at intersections.

A recent study by the Insurance Institute for Highway Safety (IIHS) found that 9 out of 10 DC residents believe running red lights and stops signs, speeding and not yielding to pedestrians is a serious threat to their personal safety². A large majority of District residents support automated enforcement including 87% support red light cameras and 76% support speed cameras.

(Note that automated photo radar tickets do not carry points.)

¹ US Department of Transportation, NHTSA, "Traffic Safety Facts", December, 2012

² Insurance Institute for Highway Safety, Survey about Pedestrian Safety and Attitudes toward Automated Traffic Enforcement in Washington, DC, April, 2013

Penalties for Speeding

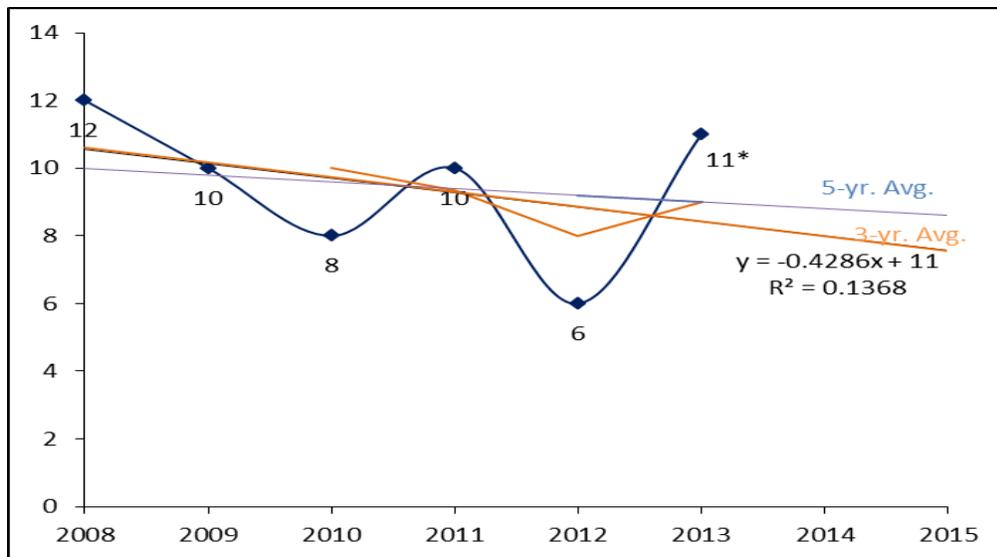
Following are the fines for speeding in DC, based on the number of miles per hour over the posted speed limit.

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

PERFORMANCE MEASURES

The HSP uses the District's SHSP as a guide towards achieving the District's goal. However the District's SHSP uses the District's data and the HSP uses FARS data. MAP-21 does not require that the HSP and the SHSP have the same goal for this emphasis area. However it is included as a reference.

Aggressive Driving Fatalities (FARS)



*MPD DATA

Trend line

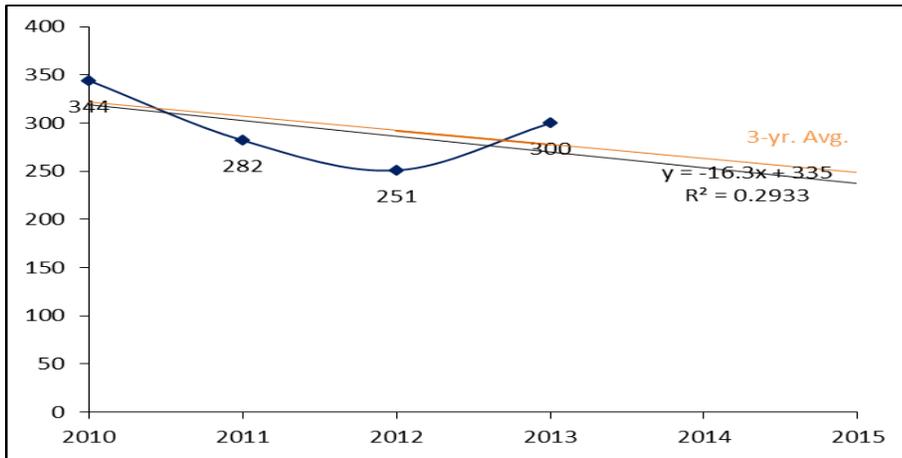
3-yr. Avg. $y = -0.4333x + 11.033$, $R^2 = 0.4507$

5-yr. Avg. $y = -0.2x + 10.2$, $R^2 = 1$

FY2015 goal: To maintain or decrease the number of aggressive driving related fatalities at the 5-year average (2009-2013) of 9 by December 31, 2015.

Note: 3-year average (2011-2013) – 9. SHSP goal is 14.

Aggressive Driving Serious Injures (MPD)



Trend line

3-yr. Avg. $y = -14.667x + 336.33$, $R^2 = 1$

FY2015 goal:

To decrease the number of aggressive driving related serious injuries by 8 percent from a 3-year average (2011-2013) of 278 to 256 by December 31, 2015.

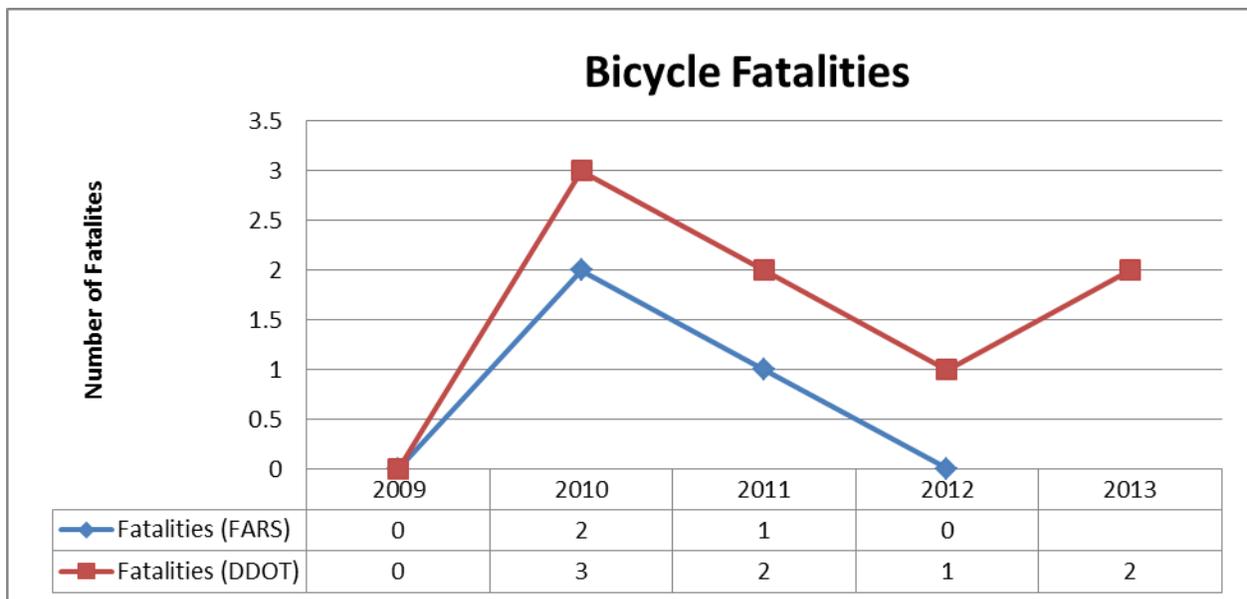
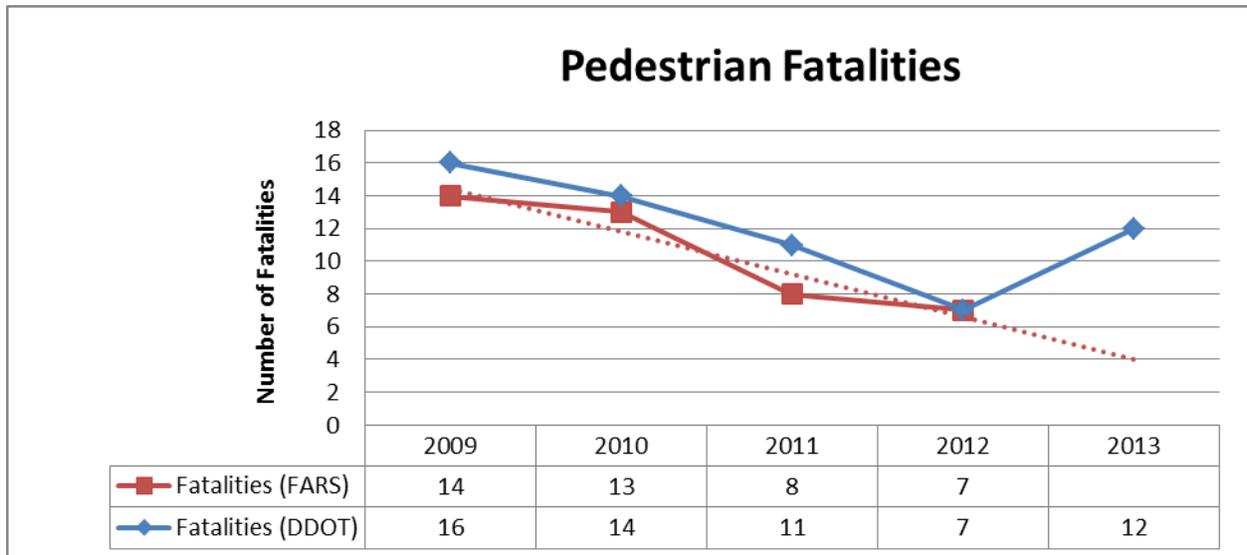
Note: SHSP goal is 285.

Pedestrian and Bicyclists

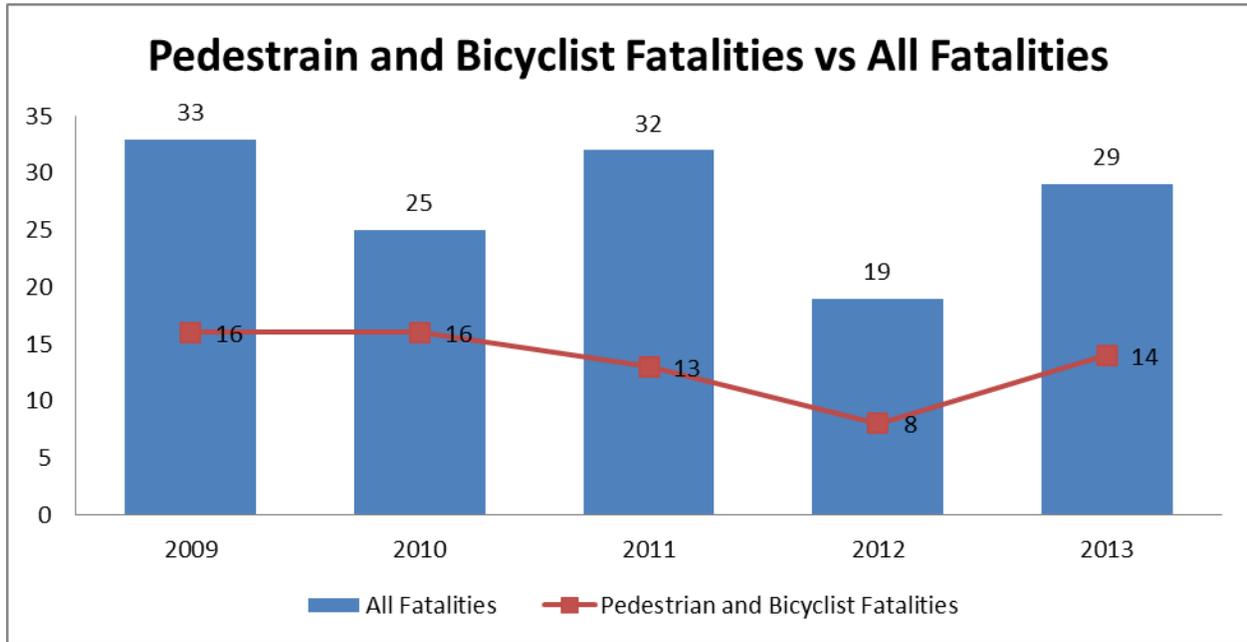
Pedestrians and bicyclists are among our most vulnerable roadway users and when involved in a crash with a motor vehicle, they suffer more serious injuries than vehicle occupants.

Figures below show a 71 percent increase in pedestrian fatalities from 2012 to 2013 and fatalities involving a bicycles increasing to 2 in 2013.

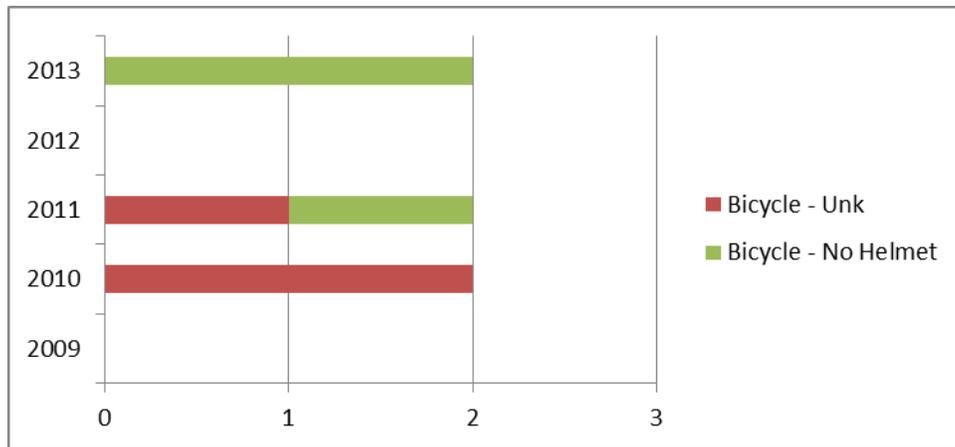
PEDESTRIAN AND BICYCLE FATALITIES



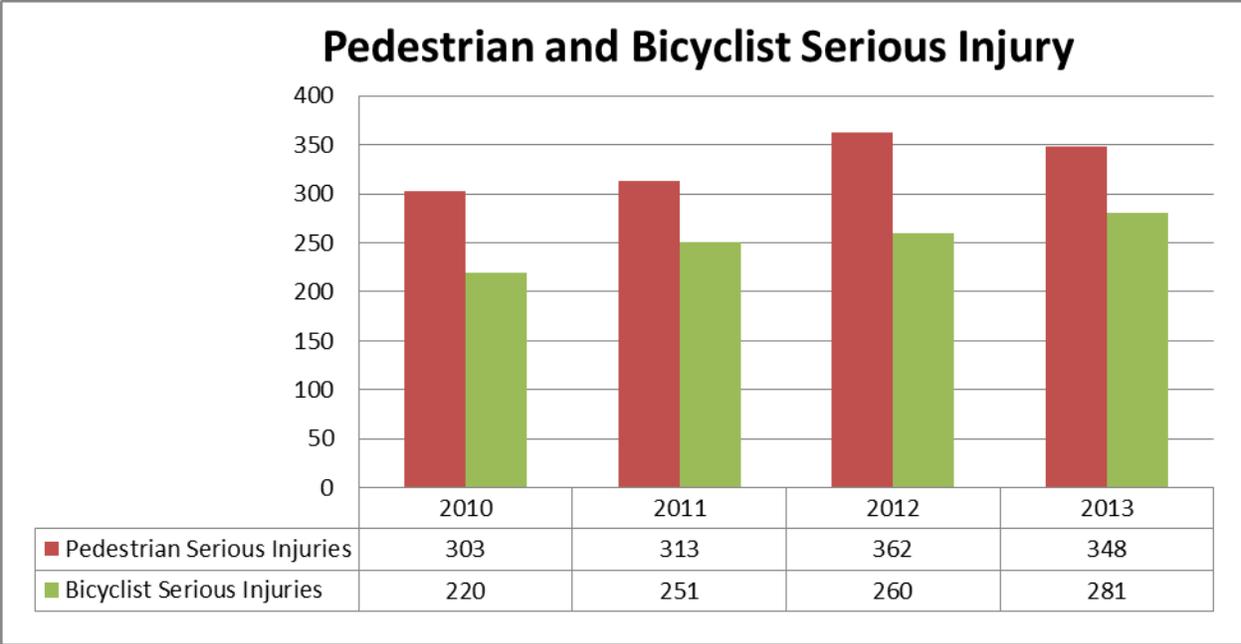
Compared to all fatalities, pedestrian and bicyclist fatalities account for approximately 40 percent of all the fatalities in the District.



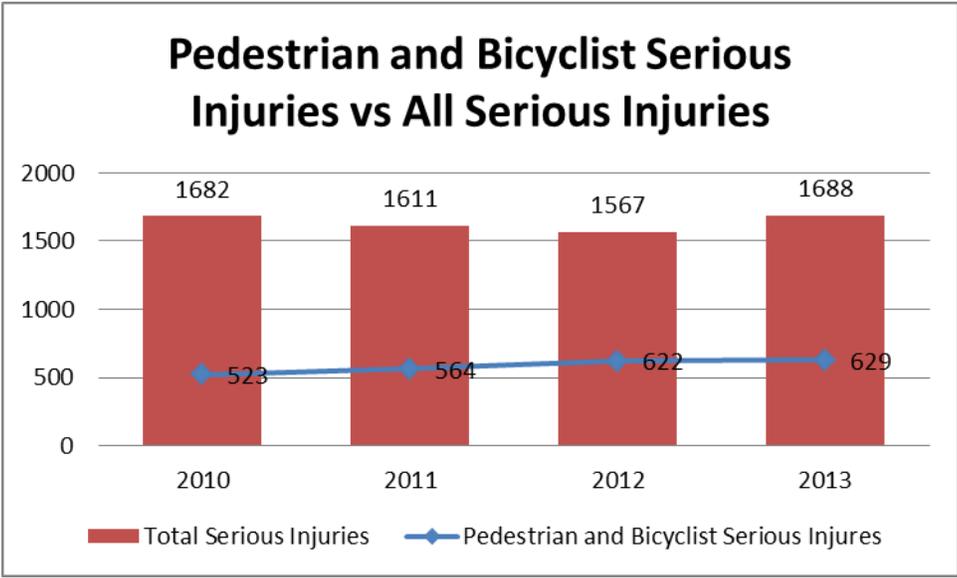
From the District’s fatality data; there was no indication that bicyclists involved in a fatal crash were wearing helmets.



As shown in figure below; in 2013 there was a slight decrease (4 percent) in pedestrian serious injuries compared to 2012. During the same time period, bicyclist’s injuries increased by 8 percent.

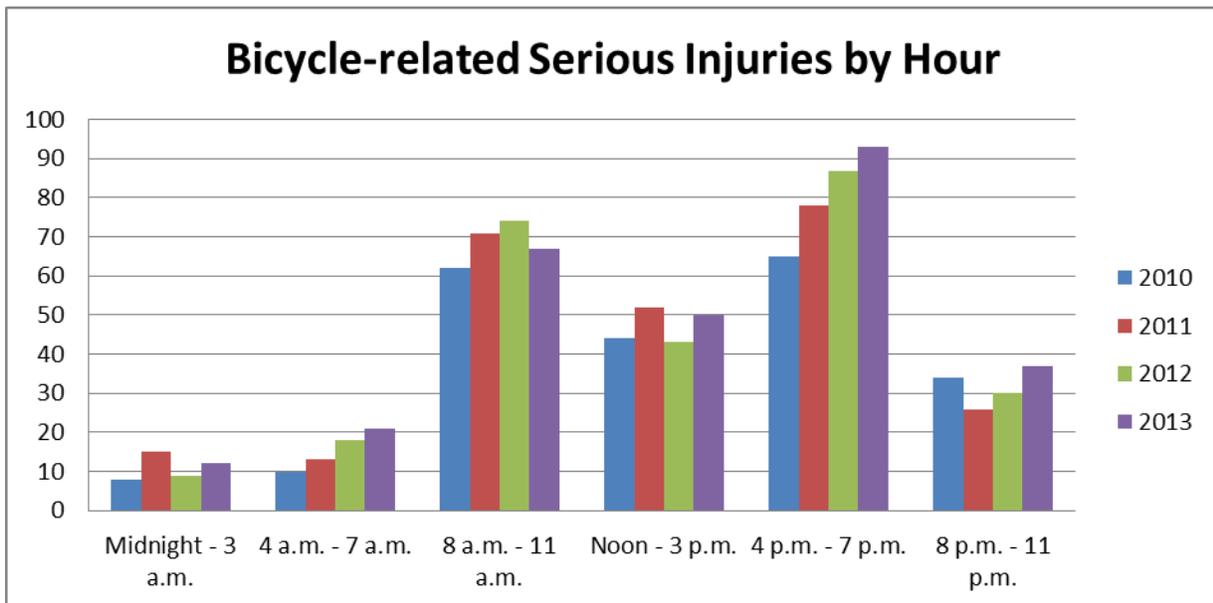
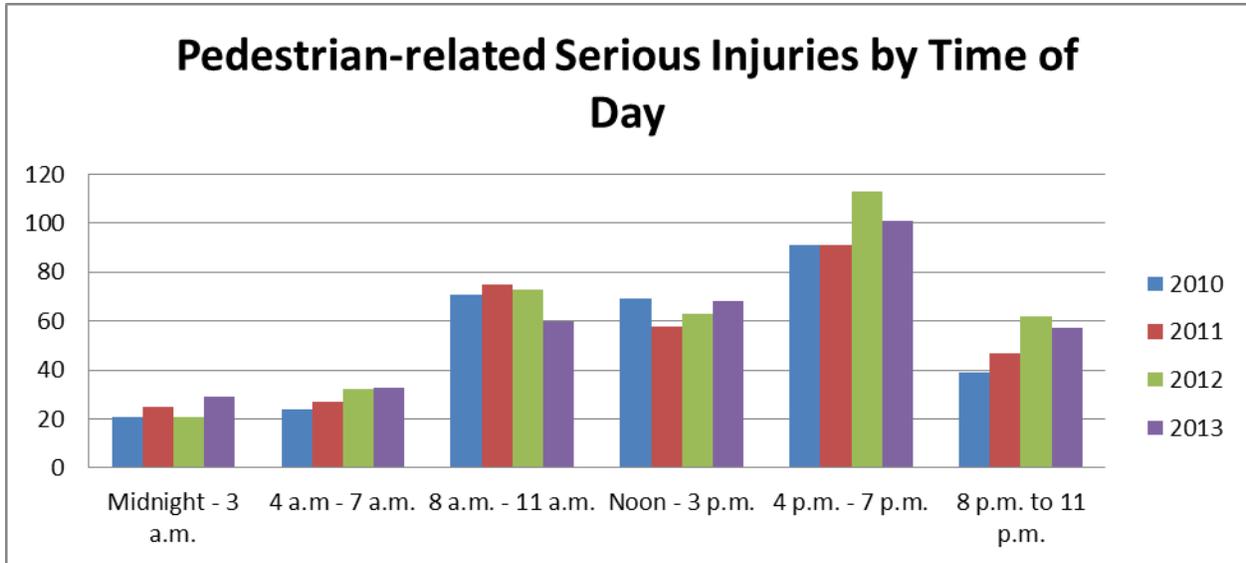


Approximately 35 percent of all serious injuries in the District involved a pedestrian or a bicyclist.

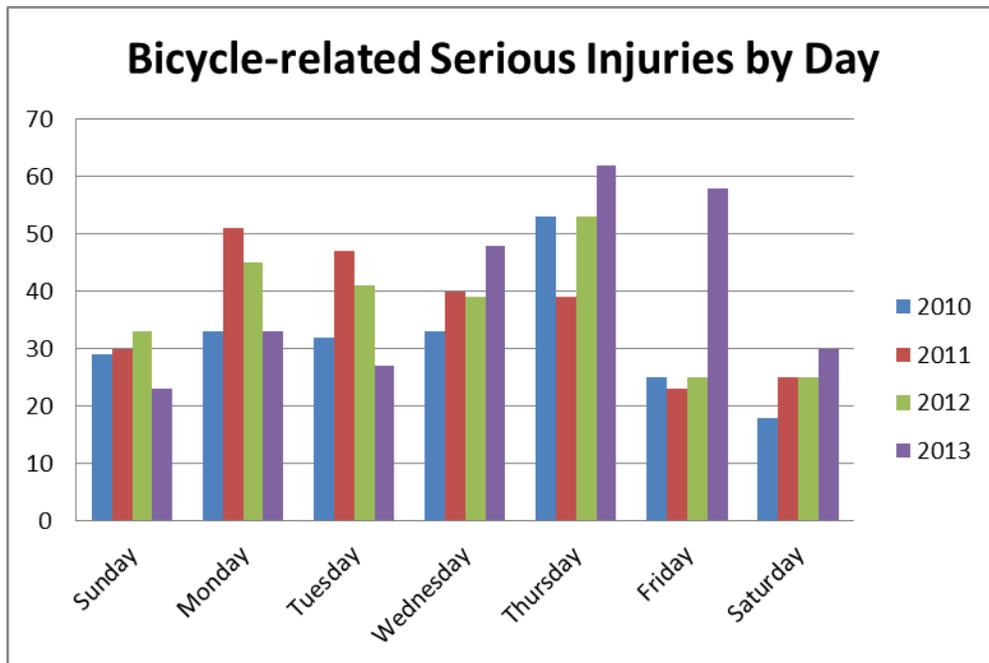
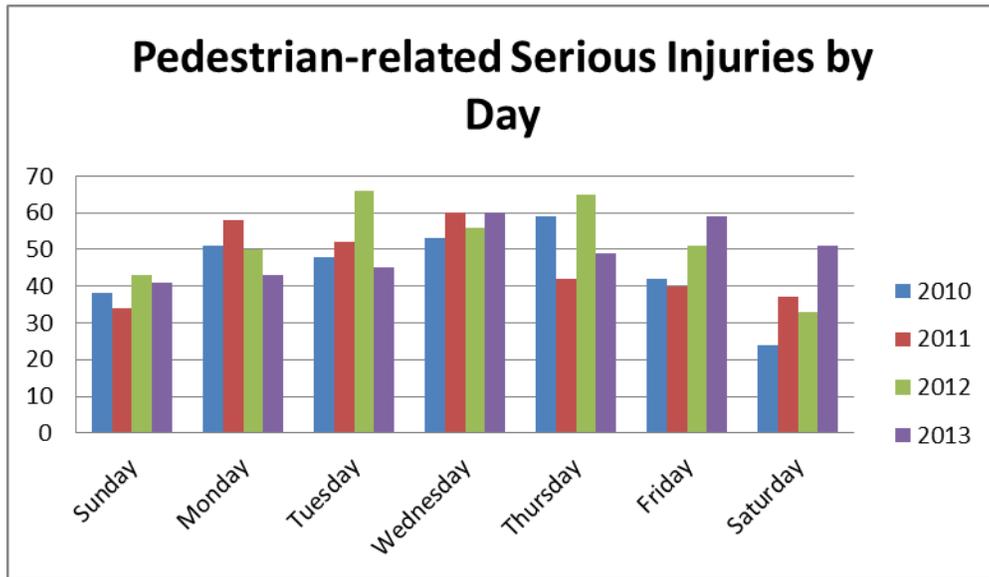


WHEN ARE THEY HAPPENING?

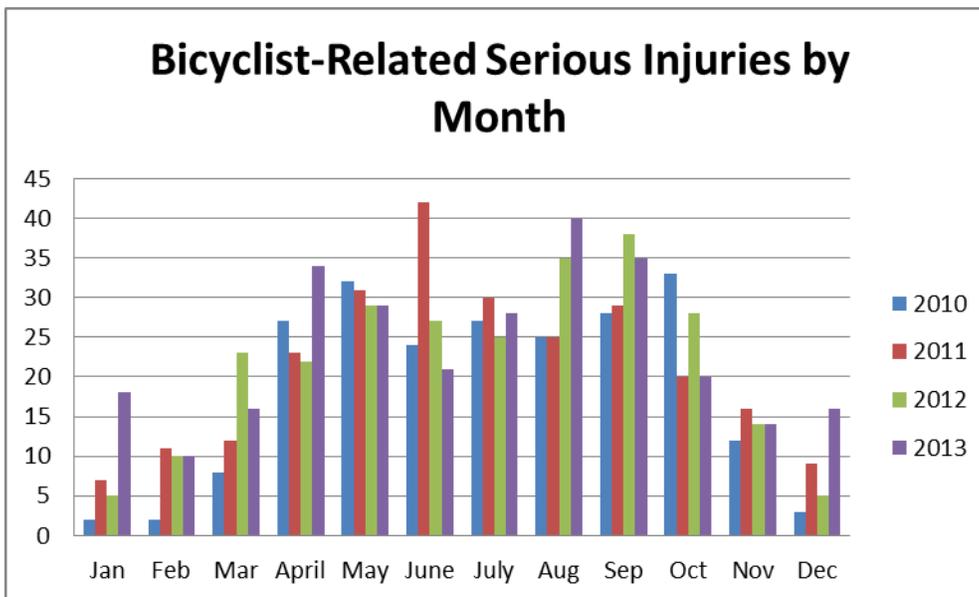
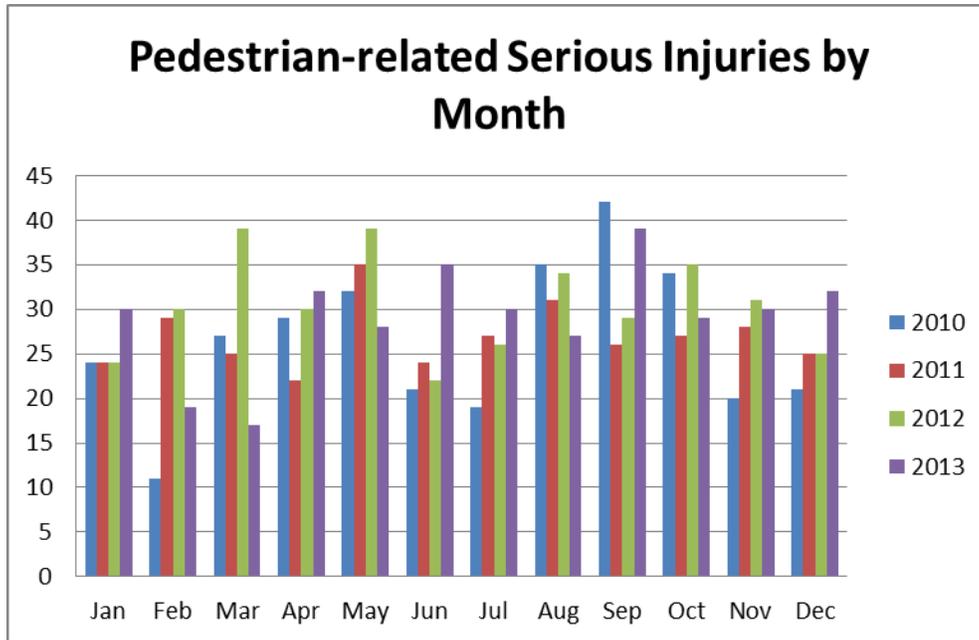
The most dangerous hours where serious injuries occur involving a pedestrian or a bicyclist were between 8 am and 7 pm.



Serious injury crashes involving pedestrians or bicyclists occurred during the work week; Monday thru Friday.

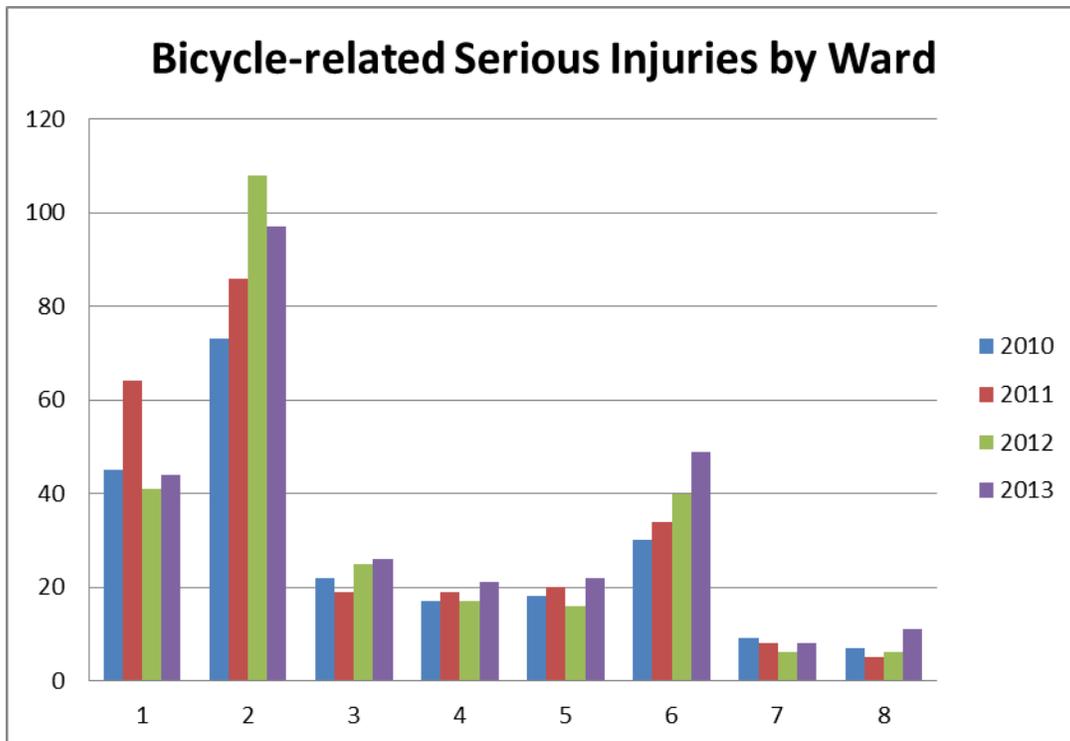
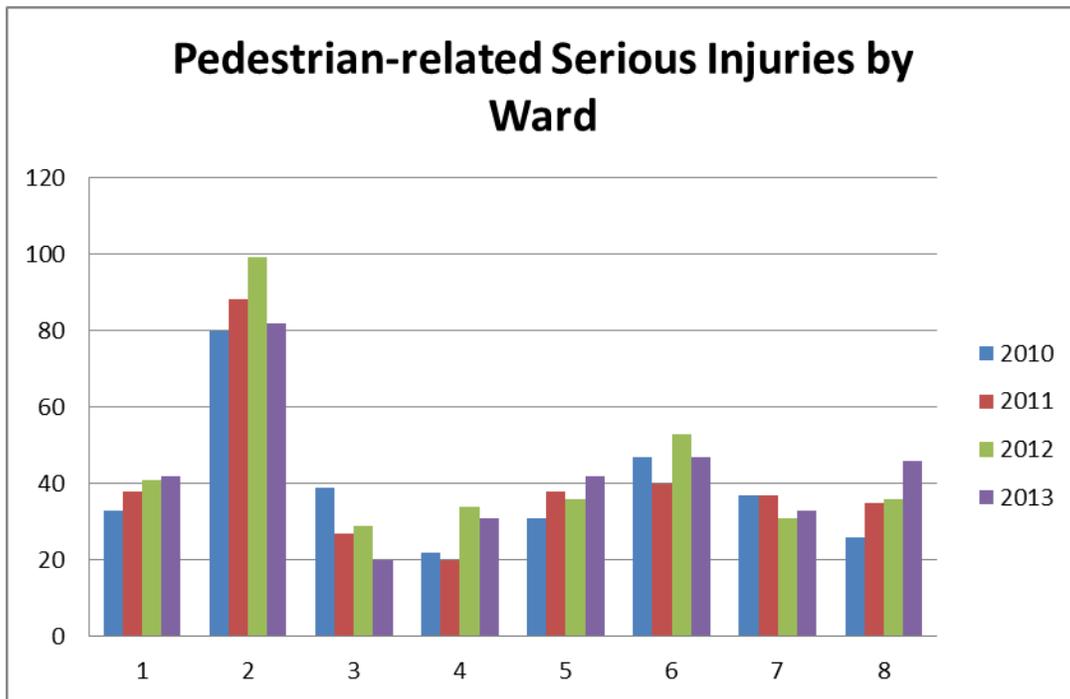


The most dangerous months where pedestrian serious injuries occurred were May, August, September, October and November. The months of May through September showed the highest number of bicycle – related serious injuries.



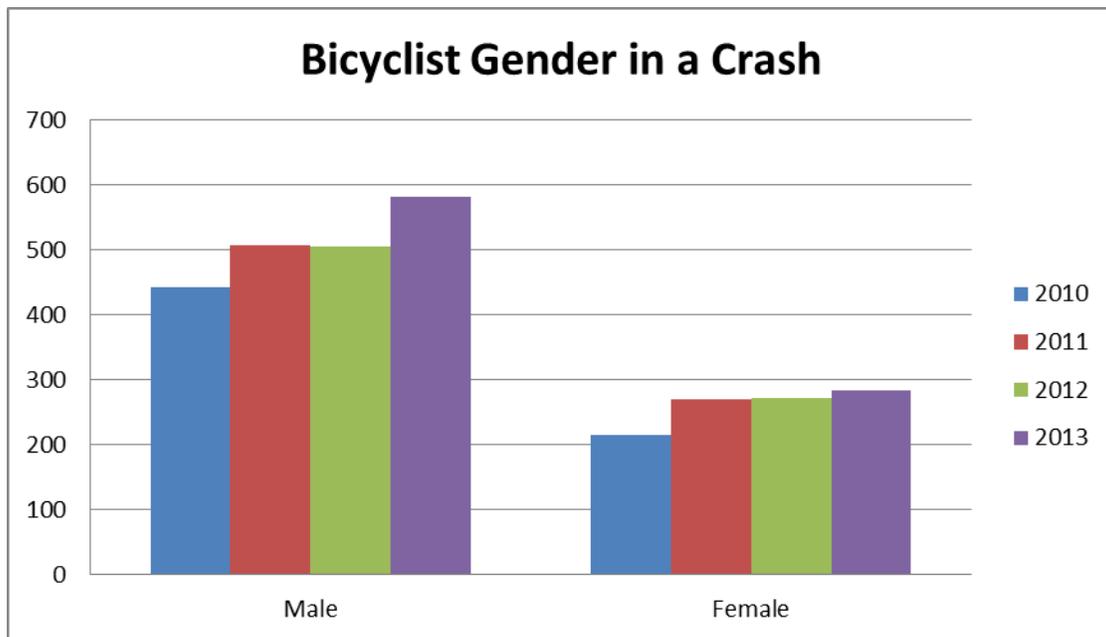
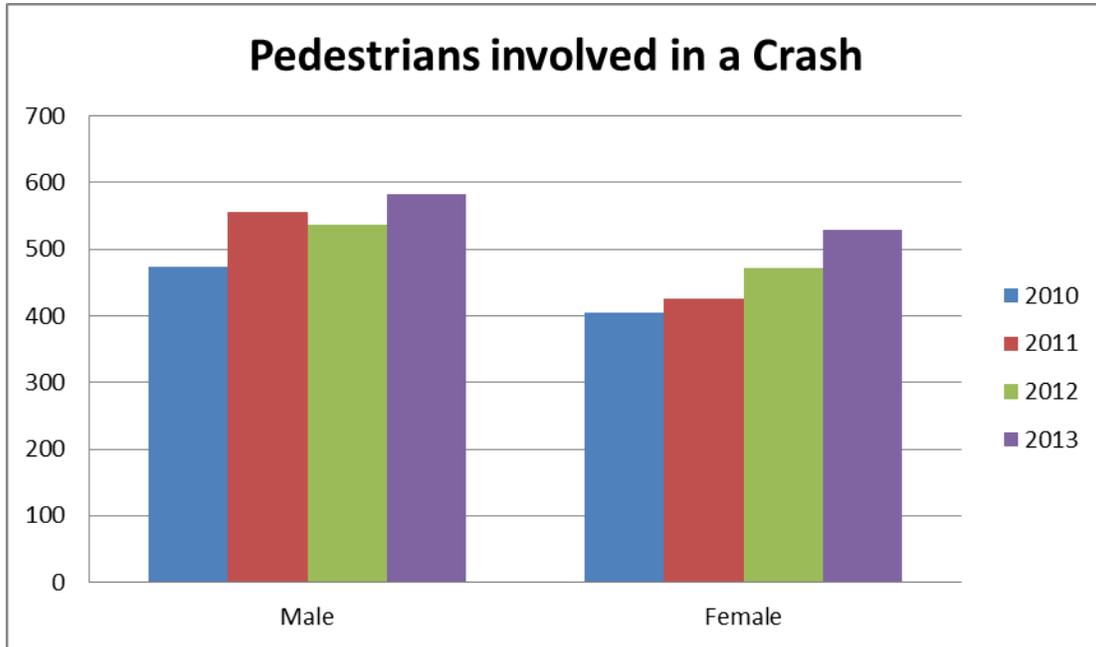
WHERE THEY HAPPENED

Both pedestrian and bicyclist-related serious injury crashes occurred most frequently in wards 1, 2 and 6.

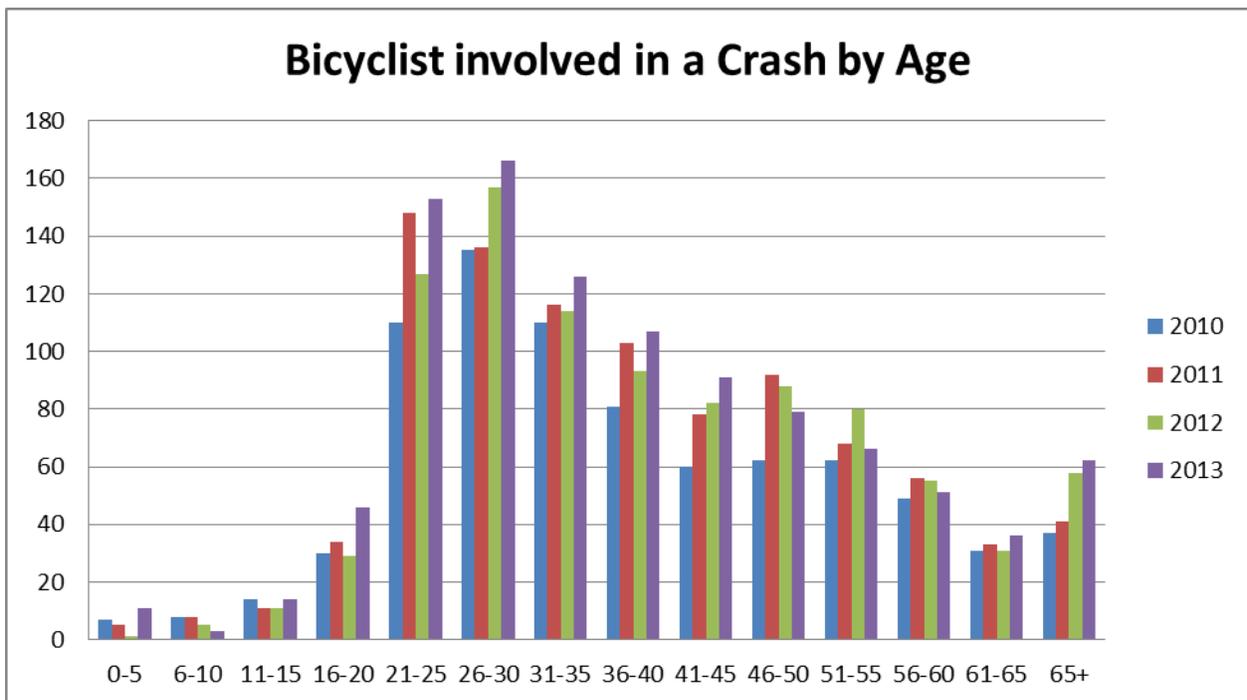
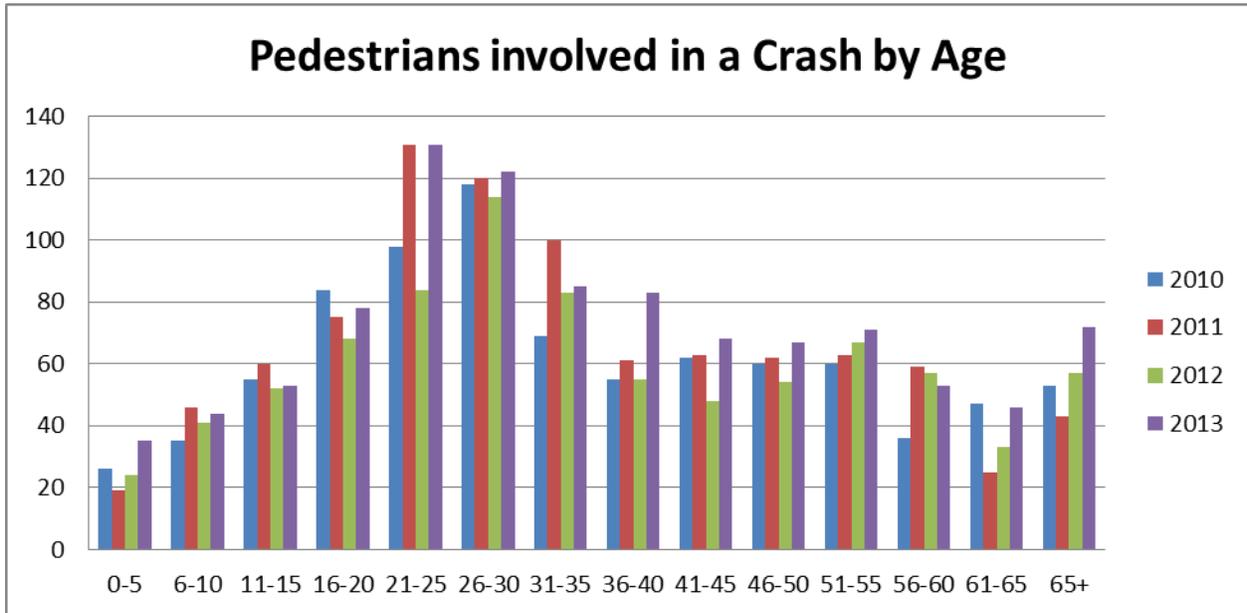


WHO ARE INVOLVED?

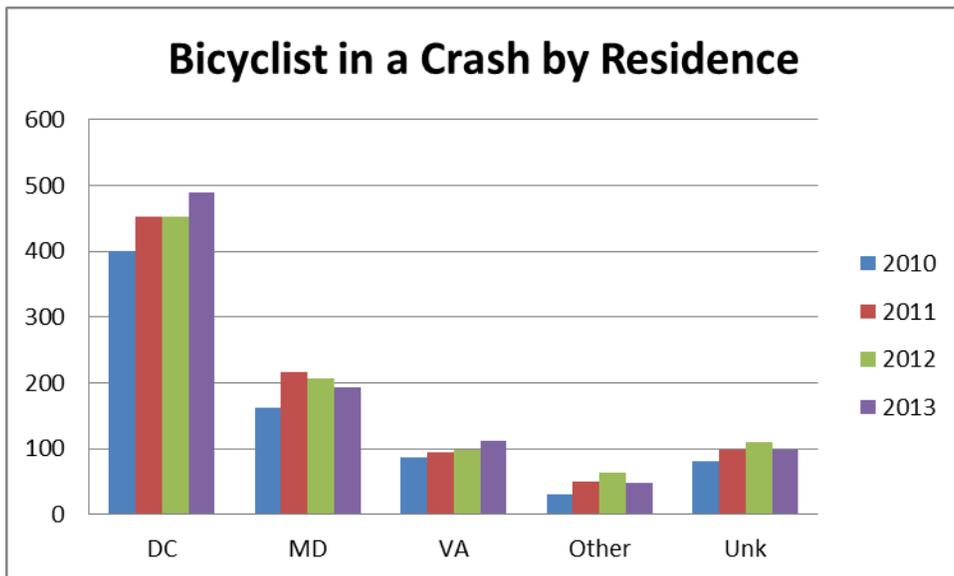
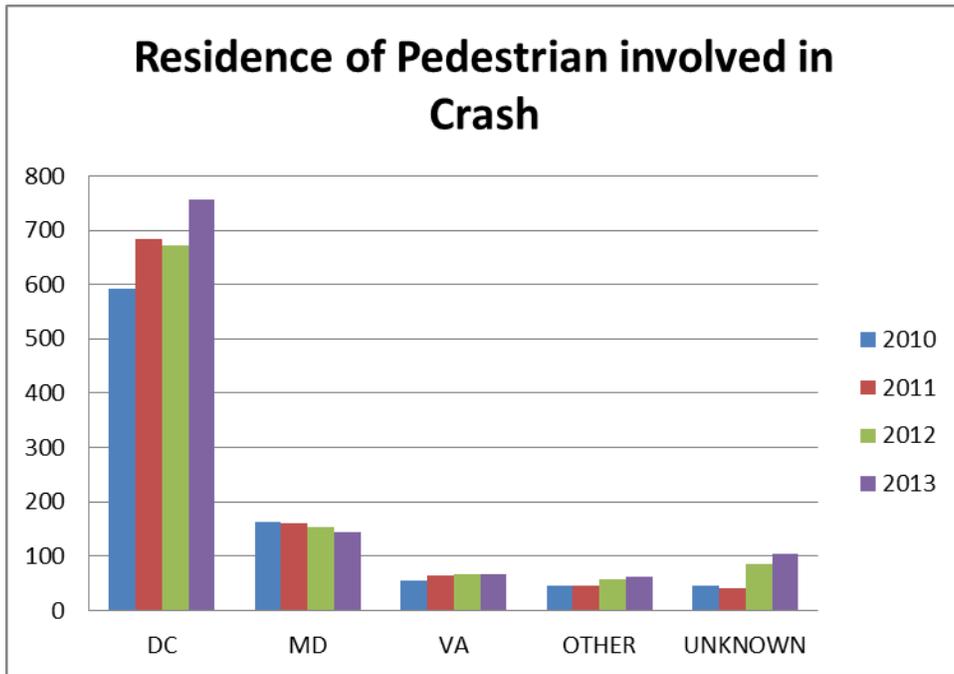
The data revealed that both male and female pedestrians were equally involved in a crash, whereas male bicyclists are more likely to be involved in a crash than a female bicyclist.



As shown in the figures below, pedestrian between 16 and 35 years old and bicyclist ages between 21 and 40 years are the most likely to be involved in a crash.



The figures below illustrates that majority of the pedestrians and bicyclists are resident of the District.



The District joined the Capital Bikeshare program in 2010; during that time the District has added 51 miles of bike lanes (2011) and 175 bikeshare stations in the District. From the Bikeshare database, August 2013 had the highest ridership at 296,333 and as of December 2013 there were 2,551 bicycles in service.



Based on a survey, nearly six in ten respondents use bikeshare to commute to or from work and 40% often make a commute trip by bikeshare.

PROGRAM AREA

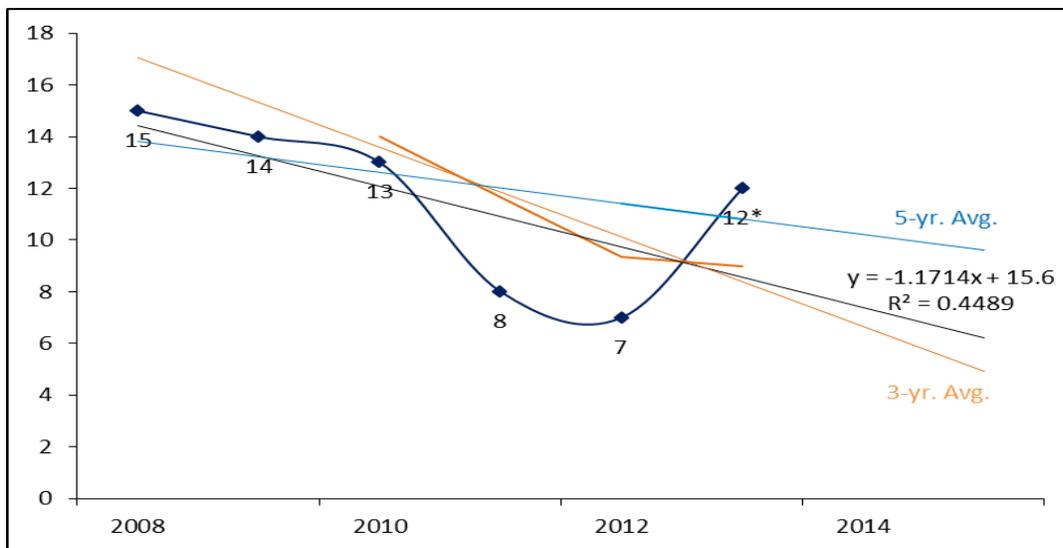
Pedestrian and bicycle safety is an especially significant challenge because many people in the District walk or ride in the area. In addition, the District is the nation's third worst traffic congested-area and is the eighth most popular tourist destination. However, District officials realize that 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.

There is concern that with the added miles of bike lanes and users per day, bicycle injuries and fatalities could rise.

PERFORMANCE MEASURES – PEDESTRIAN

The HSP uses the District's SHSP as a guide towards achieving the District's goal. However the District's SHSP uses the District's data and the HSP uses FARS data. MAP-21 does not require the HSP and the SHSP have the same goal for this emphasis area, however it is included as a reference.

Pedestrian Fatalities (FARS)



*MPD Data

Trend line

3-yr. Avg. $y = -1.7333x + 18.8$, $R^2 = 0.926$

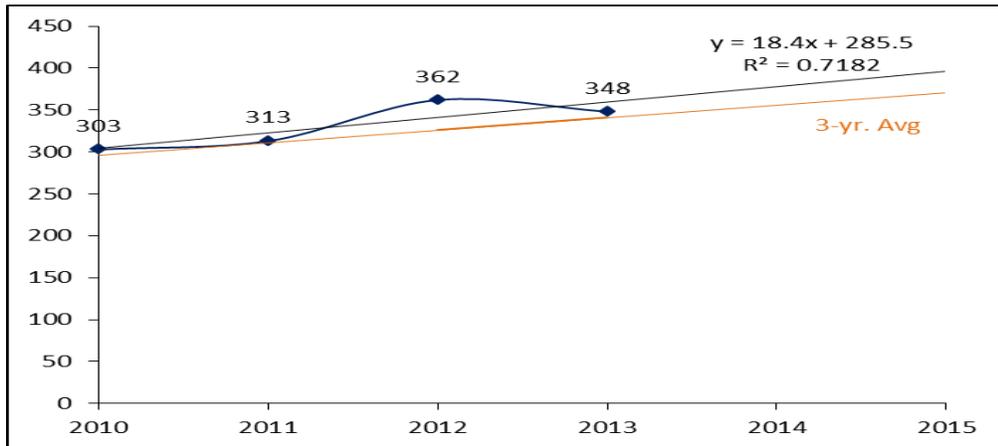
5-yr. Avg. $y = -0.6x + 14.4$, $R^2 = 1$

FY2015 goal:

To decrease the number of pedestrian related fatalities by 11 percent from a 5-year average (2009-2013) of 11 to 10 by December 31, 2015.

Note: 3-year average (2011-2013) – 9. SHSP goal is 13.

Pedestrian Serious Injures (MPD)



Trend line
 3-yr. Avg. $y = 15x + 281$, $R^2 = 1$

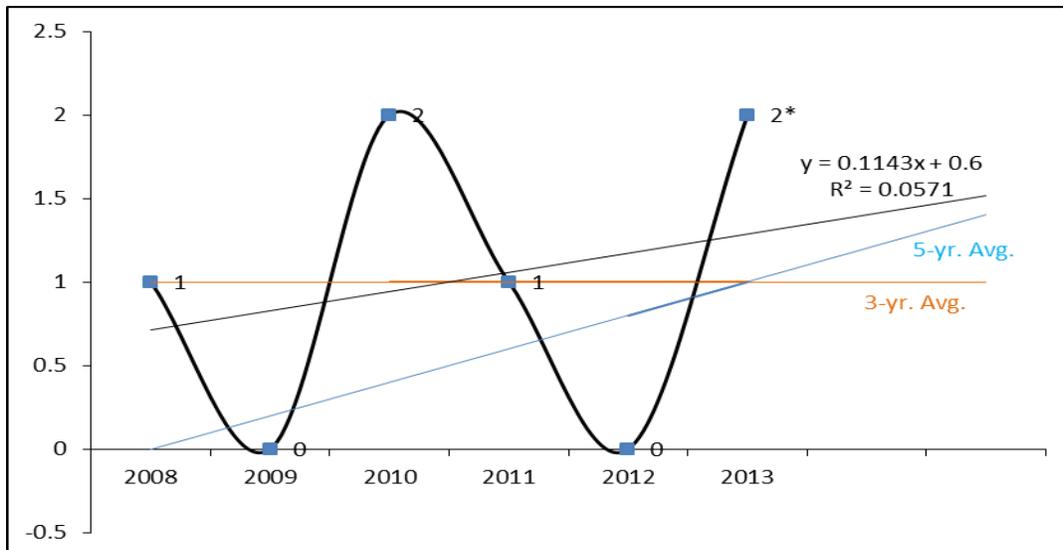
FY2015 goal:

To maintain or decrease the number of pedestrian related serious injuries at the 3-year average (2011-2013) of 341 by December 31, 2015.

NOTE: SHSP goal is 392.

PERFORMANCE MEASURES – BICYCLIST

Bicyclists Fatalities (FARS)



*MPD Data

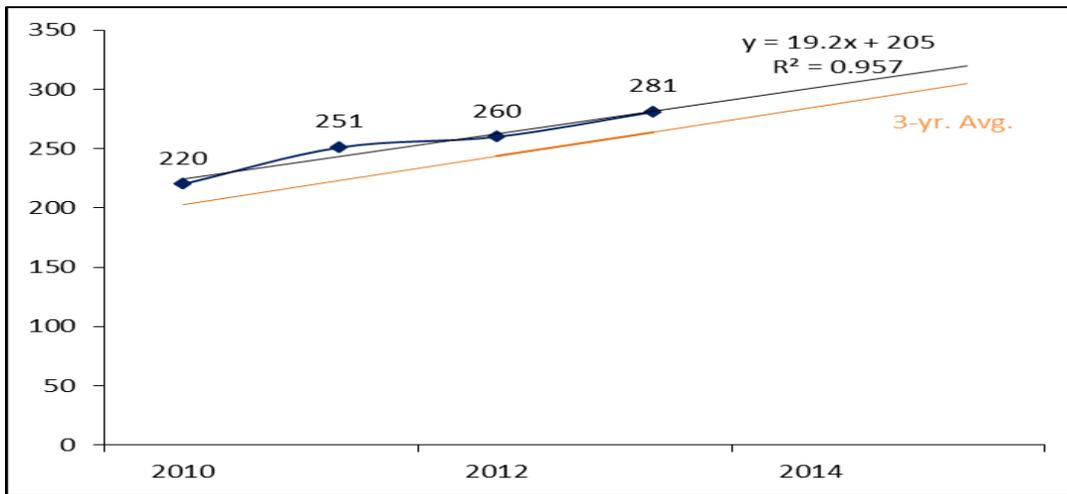
Trend line
 3-yr. Avg. $y = 1$, $R^2 = N/A$
 5-yr. Avg. $y = 0.2x + 0.2$, $R^2 = 1$

FY2015 goal:

To maintain or decrease the number of bicyclist related fatalities at the 3-year average (2011-2013) of 1 by December 31, 2015.

Note: 5-year average (2009-2013) – 1. SHSP goal is 2.

Bicyclist Serious Injures (MPD)



Trend line
3-yr. Avg. $y = 20.333x + 182.67$, $R^2 = 1$

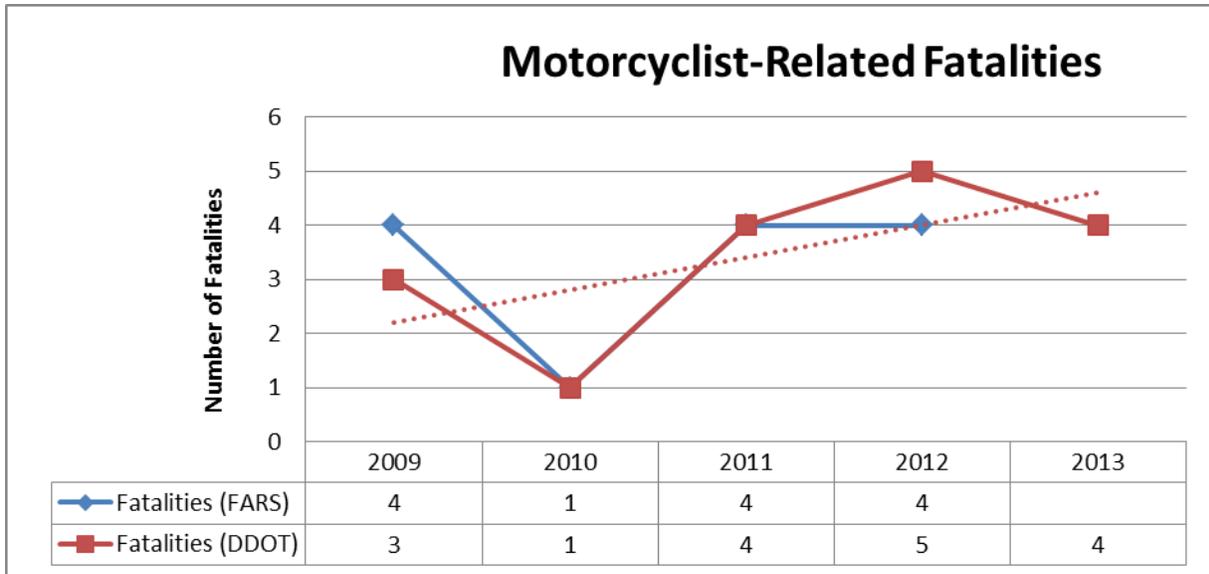
FY2015 goal:

To maintain or decrease the number of bicyclist related serious injuries at the 3-year average (2011-2013) of 264 by December 31, 2015.

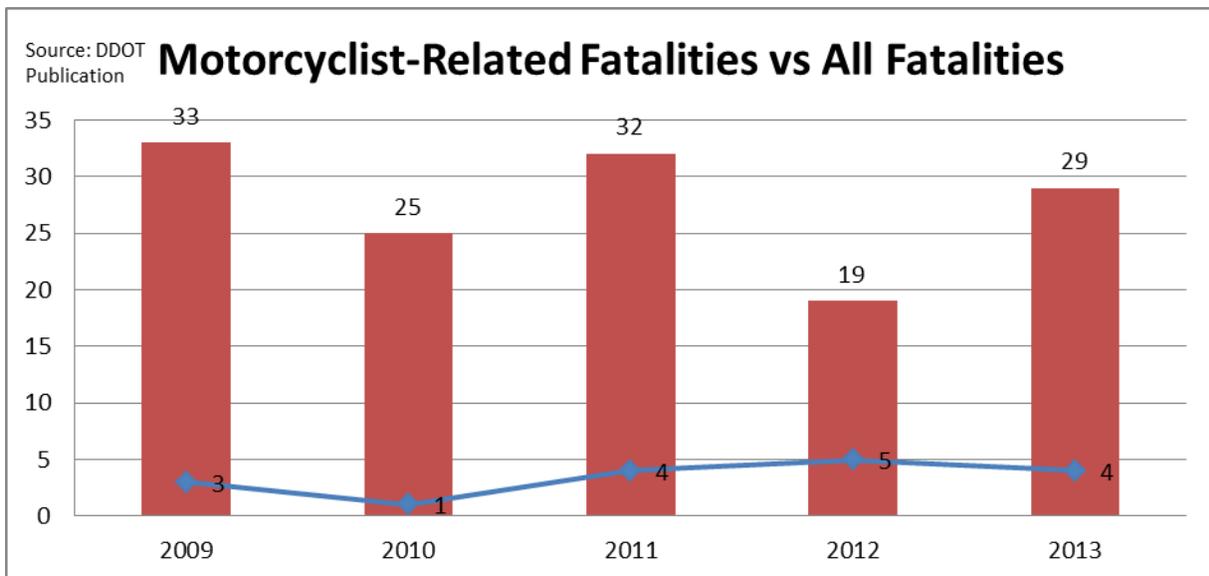
NOTE: SHSP goal is 315.

Motorcyclist Safety

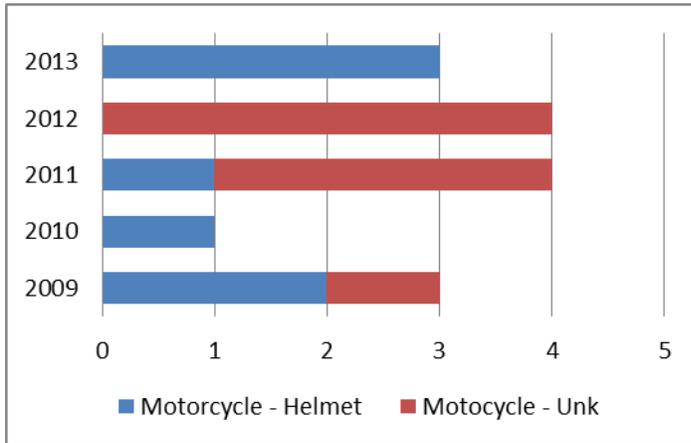
Motorcyclist crashes are a unique and severe problem and as many analyses have demonstrated, motorcyclists are far more likely to be severely injured in a collision than car occupants.



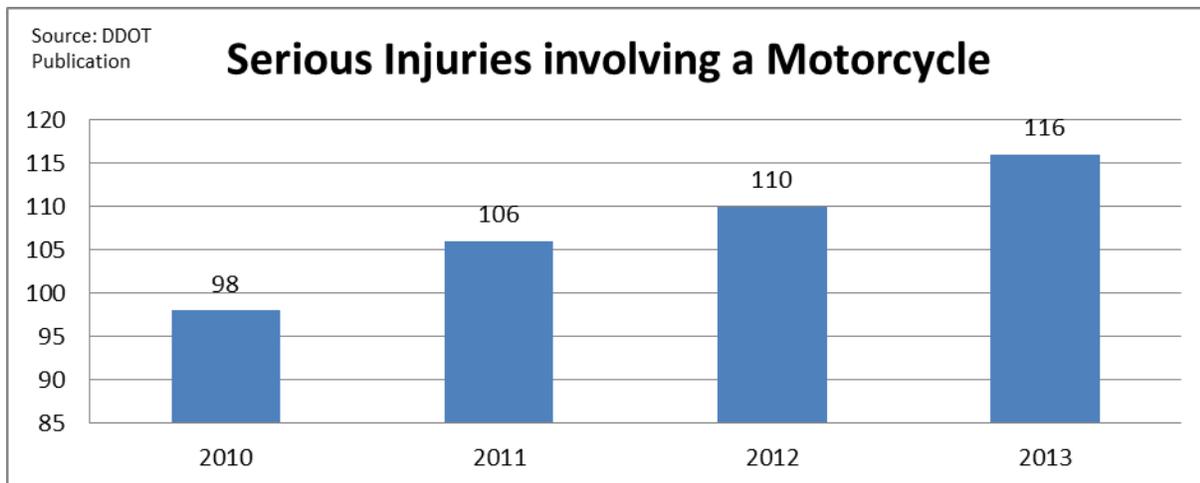
Motorcyclist fatalities accounts for 14 percent of all the District’s fatalities.



The data further revealed that in 2013, motorcyclists involved in a fatality were wearing helmets.

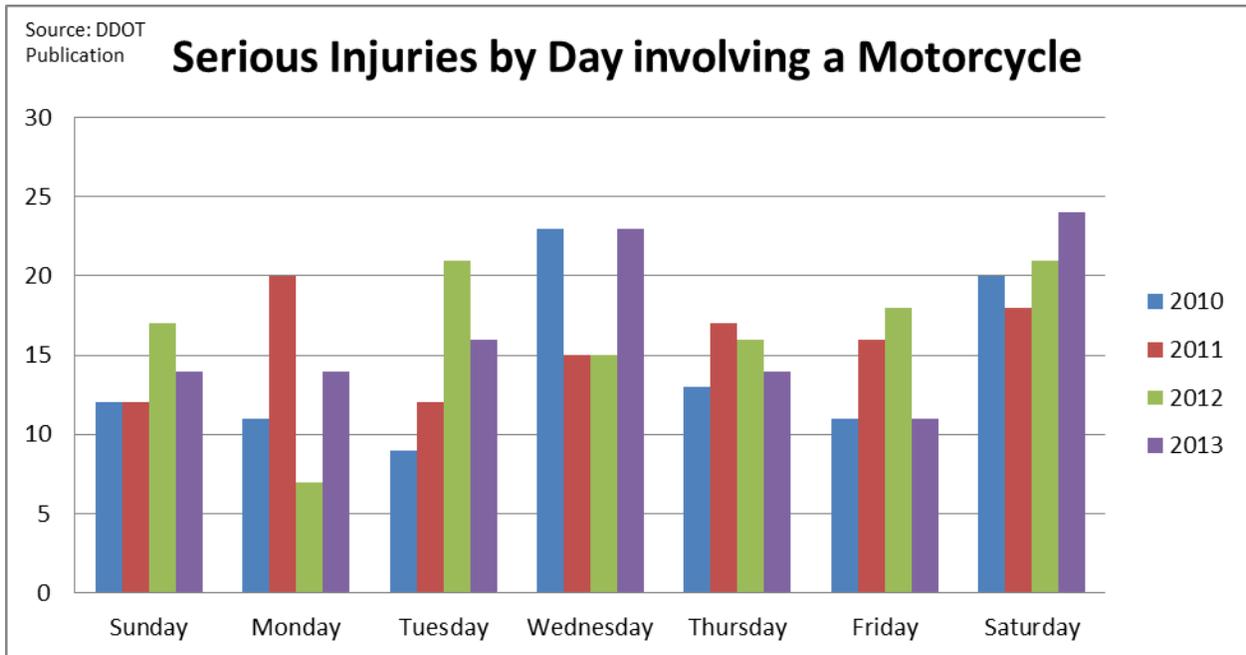
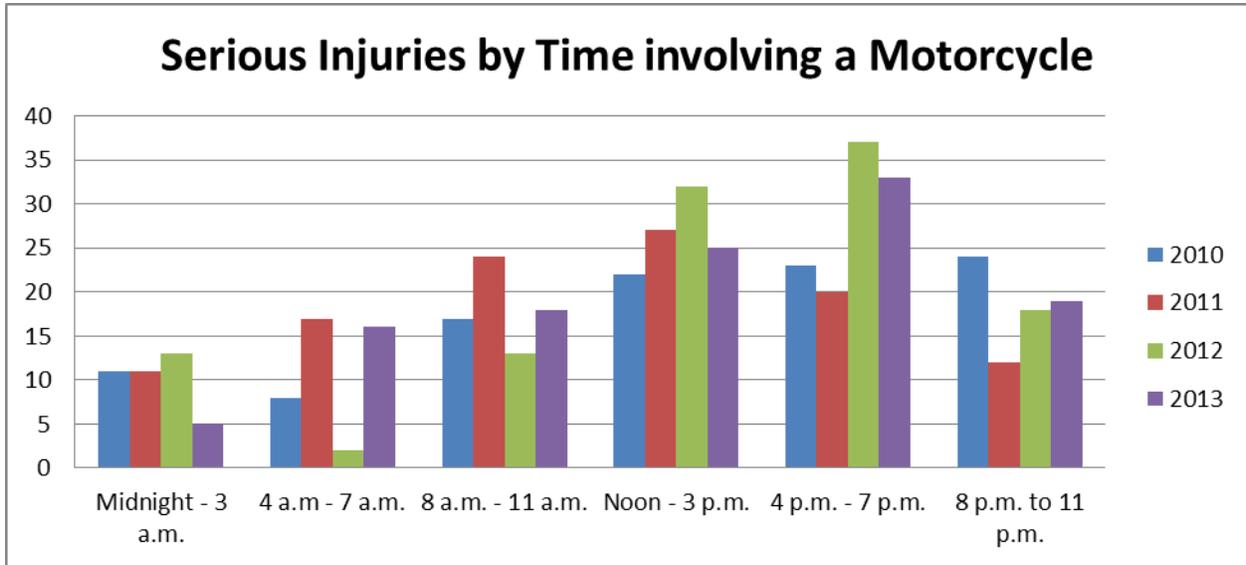


The data shows that in the District motorcyclists involved in a serious injury are increasing; there was a 5 percent increase from 2012 of 110 to 116 in 2013.

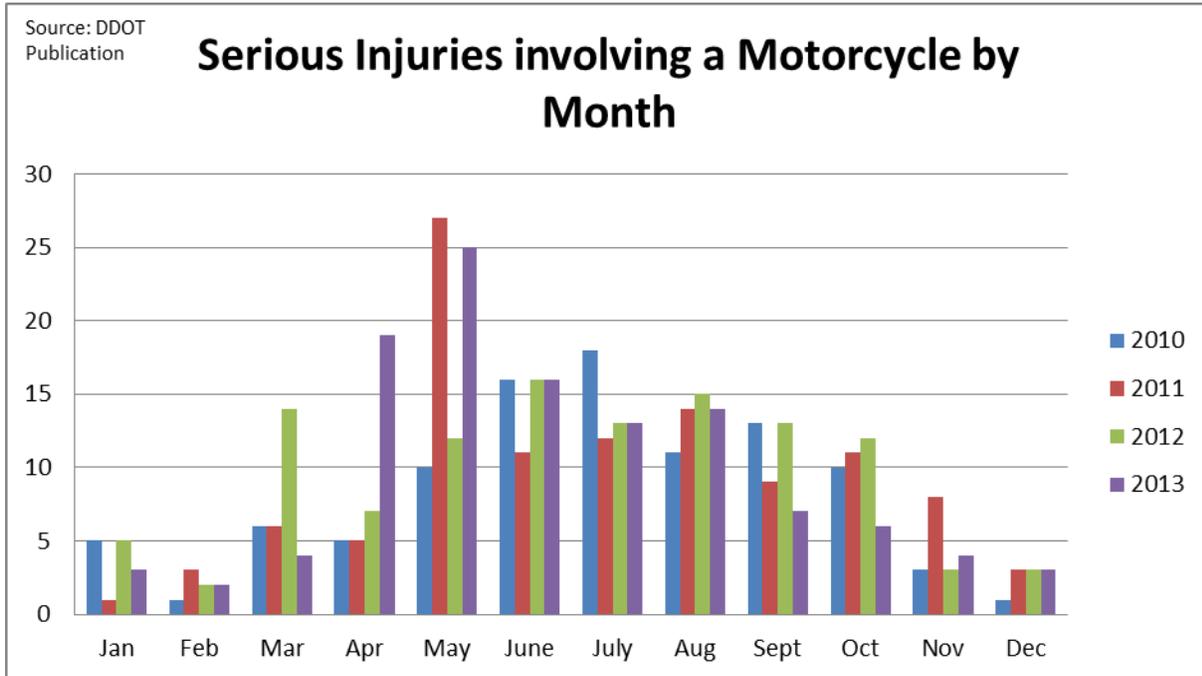


WHEN THEY HAPPENED

The hours where most serious injuries occurred were between noon and 7:00 p.m., on Tuesdays, Wednesdays, Thursdays and Saturdays.

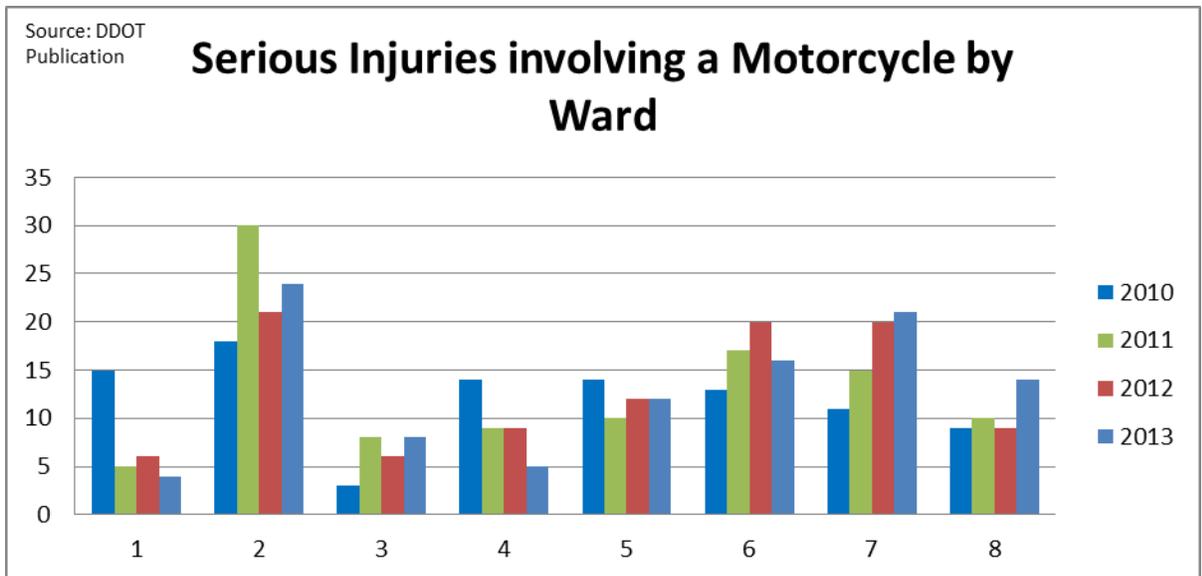


The most dangerous months of the year were May, June July and August.



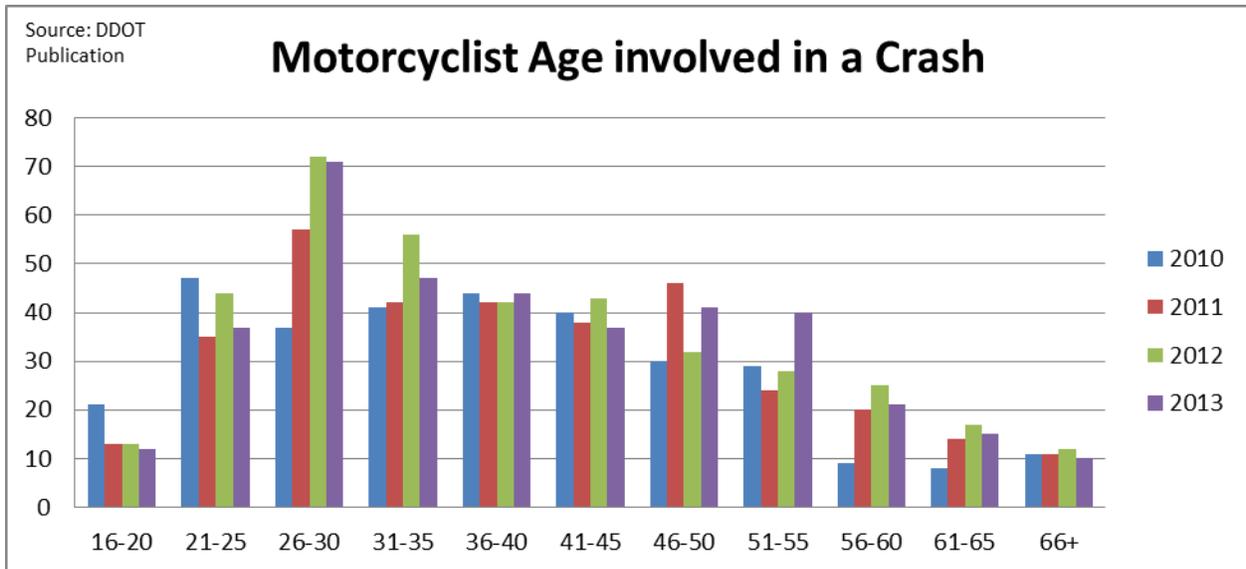
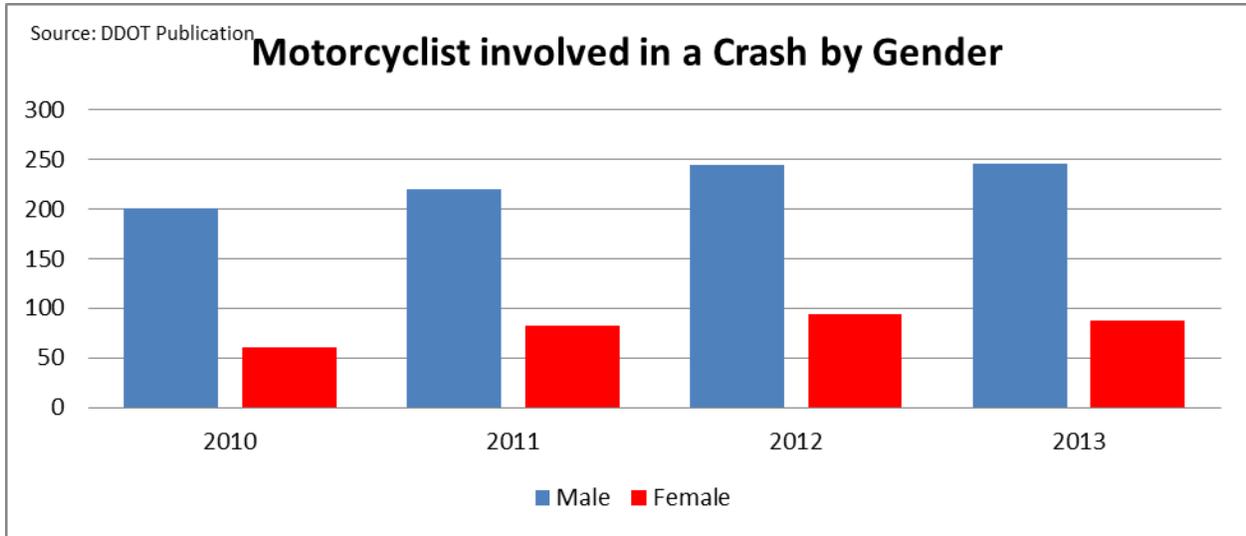
WHERE THEY HAPPENED

Wards 2, 6 and 7 appear to have the most number of motorcyclist-related injuries in the District.

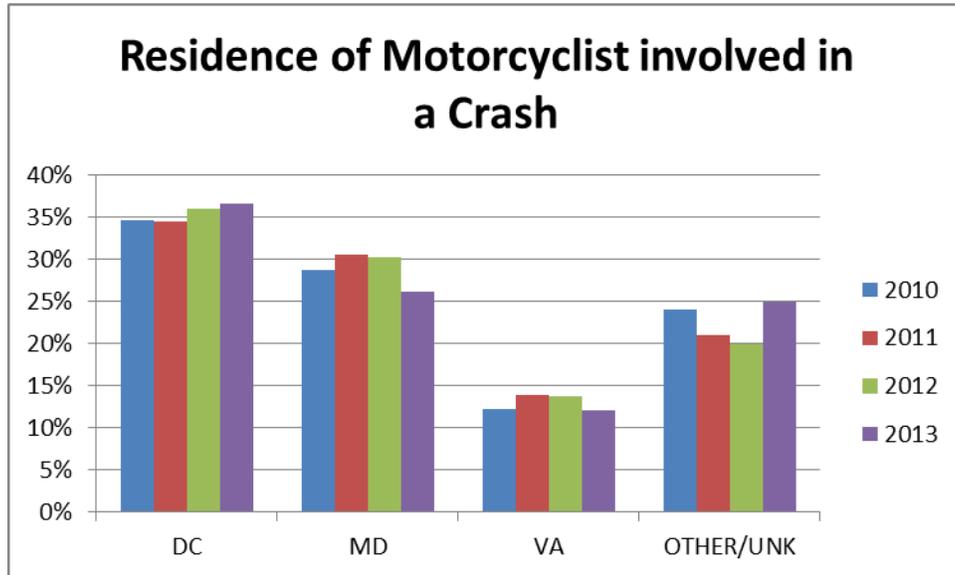


DRIVERS INVOLVEMENT IN CRASHES BY AGE AND SEX

The data also revealed that male drivers between the ages 26 and 40 years old, were more likely to be involved in a serious crash.



The data revealed that 35 percent of all motorcycle operators involved in a crash were resident of the District, with approximately 30 percent being Maryland resident.



PROGRAM AREA

In 2013, 4 out of 29 fatalities involved motorcyclist (approximately 14 percent of all traffic fatalities) and the number of serious injuries involving a motorcyclist increased by 5 percent from 111 in 2012 to 116 in 2013. The data indicates that motorcycle riding is a growing trend in the District and strategies need to be taken to improve their safety.

Motorcyclist's Laws

Safety Helmet	Required by Law
State Funded Rider Ed	Not Available
Eye Protection	Required by law unless equipped with windscreen
Daytime Use of Headlight	Modulating headlight permitted
Passenger Seat	Required if carrying a passenger
Passenger Footrest	Required if carrying a passenger
Passenger Age Restriction	None
Helmet Speakers	No restrictions
Periodic Safety Inspection	Required by Law
Mirror Left (L) Right (R)	One on left side required
Radar Detector	Prohibited to use or possess
Turn Signal	Not required
Muffler	No person shall modify or alter the exhaust system of a motor vehicle or motorcycle in a manner which will amplify or increase the noise emitted by the vehicle above the limits set forth in section b (see

	Maximum Sound Level)
Maximum Sound Level	Maximum allowable A-weighted sound level based on measurements taken at a distance of 50 feet from center line of travel: 1). Less than 35 mph—82 dBA 2). over 35 mph—86 dBA.
State Insurance Requirement	Compulsory Liability (Minimum Limits)(25/50/10)
Handlebar Height	Maximum of 15” above seat – Required by inspection regulations
Rider-Education Waiver	No
Accept Motorcycle Endorsement From Other States	Yes
Accept RiderEd Completion Card From other States	Yes
Lemon Law Coverage	No

All operators living in the District of Columbia must have a valid District driver’s license to operate a motorized two-wheel vehicle in the District and a motorcycle endorsement on one’s regular license is required for all scooters/mopeds with an engine larger than 50 cubic centimeters (50-cc).

Based on NHSTA guidelines to promote motorcycle safety and to minimize motorcycle-related injuries the District has implemented the following:

Program Management - *Each state or political subdivision should identify the nature and extent of its motorcycle safety problem, establish and implement a program to address its concerns, and evaluate the results of its efforts.*

In the District of Columbia, the Highway Safety Office is the lead agency for the motorcycle safety program. It has collected data on motorcycle-related crashes annually; a report analyzing the Motorcycle Crashes between 2009 and 2012 in the District was developed – Improving the Quality of Traffic Records: An Analysis of Motorcycle Crashes in the District of Columbia. This report marks the first attempt to analyze these crashes in some detail and make recommendations for reducing them. To date, most efforts have been directed at limited public information campaigns focusing on motorcycle operators themselves.

Motorcyclist Protective Equipment – *Each State or political subdivision should require the use of protective equipment for motorcycle operators and passengers, to include helmets, protective clothing, and eye protection.*

The District has implemented a Universal Helmet Law requiring the operators and passengers of all motorcycles to wear Federally-endorsed helmets. Additionally, operators of motorcycles without windscreens are required to wear eye protection if such protection is not provided by a helmet with a face shield.

Motorcycle Operator Licensing – *Each State should require a separate motorcycle license or a motorcycle operator endorsement on a driver’s license to operate a motorcycle within its jurisdiction.* The District requires a motorcycle endorsement on all D.C. residents’ drivers licenses to legally operate a motorcycle (or a scooter with an engine displacement larger than 50 cubic centimeters). Although no separate endorsement is

needed to operate a scooter or moped with an engine displacement less than 50 cubic centimeters, a D.C. driver's license is required and operators must be at least 18-years old.

Motorcycle Rider Education and Training – *Each State should establish a motorcycle rider education/training program that uses an appropriate curriculum and certified instructors.*

At present, the District does not have a rider training program, but accepts such training offered in both Maryland and Virginia for endorsement on D.C. licenses. If an applicant for an endorsement has not completed an appropriate rider training course, a demonstration road test is required by the District.

Impaired Motorcycle Operation – *Each State should ensure that programs addressing impaired driving include an emphasis on motorcycle operators.*

The District has initiated an aggressive impaired driving program which focuses primarily on the detection, arrest, and prosecution of drivers having a blood alcohol concentration above the legal limit of 0.08. No special emphasis, however, is placed on motorcycle operators.

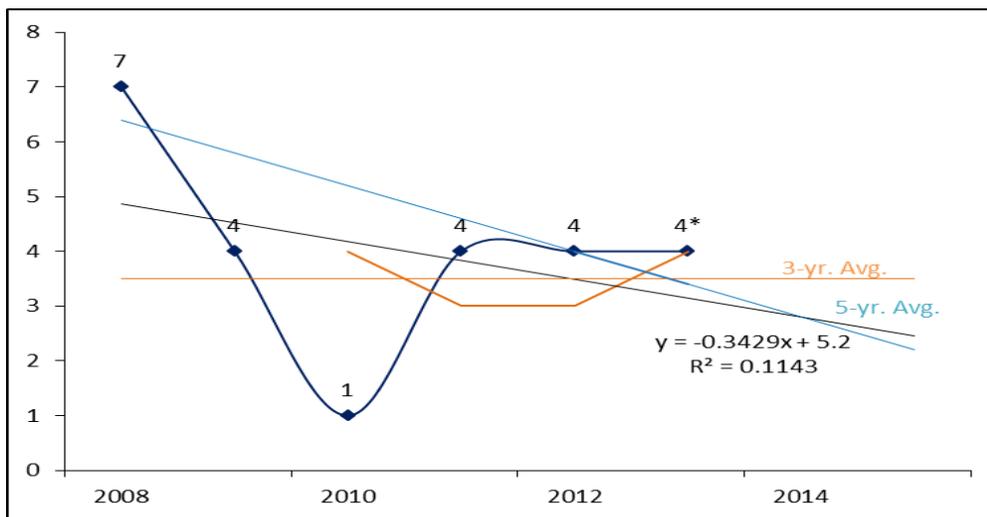
Motorcycle Conspicuity and Motorist Awareness Programs – *Motorcycle awareness programs should emphasize rider (and motorcycle) conspicuity and motorist awareness of motorcycles.*

The District has in the past produced and distributed some brochures specifically for motorcycle operators, but these have focused primarily on applicable District motorcycle laws and rules of the road. Limited spot enforcement efforts did not address conspicuity issues.

PERFORMANCE MEASURES

The HSP uses the District's SHSP as a guide towards achieving the District's goal. However the District's SHSP uses the District's data and the HSP uses FARS data. MAP-21 does not require the HSP and the SHSP have the same goal for this emphasis area, however it is included as a reference.

Motorcyclist Fatalities (FARS)



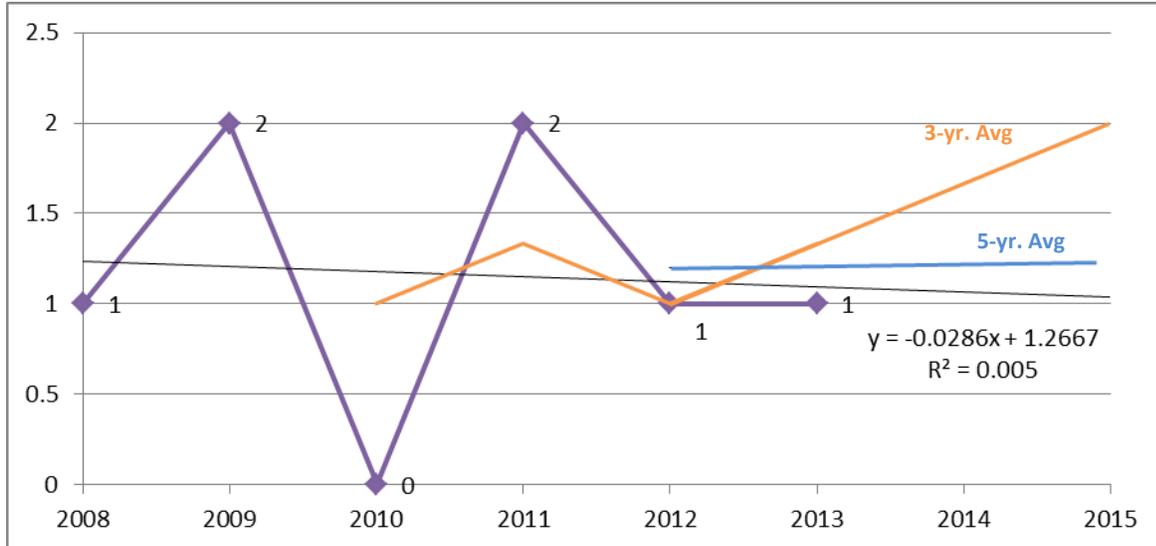
Trend line
 3-yr. Avg. $y=3.5$, $R^2=0$
 5-yr. Avg. $y=0.6x+7$, $R^2=1$

*MPD Data

FY2015 goal: To decrease the number of motorcyclist-related fatalities by 25 percent from a 3-year average (2011-2013) of 4 to 3 by December 31, 2015.

Note: 5-year average (2009-2013) – 3.4. SHSP Goal is 4.

Unhelmet Motorcyclist Fatalities (FARS)

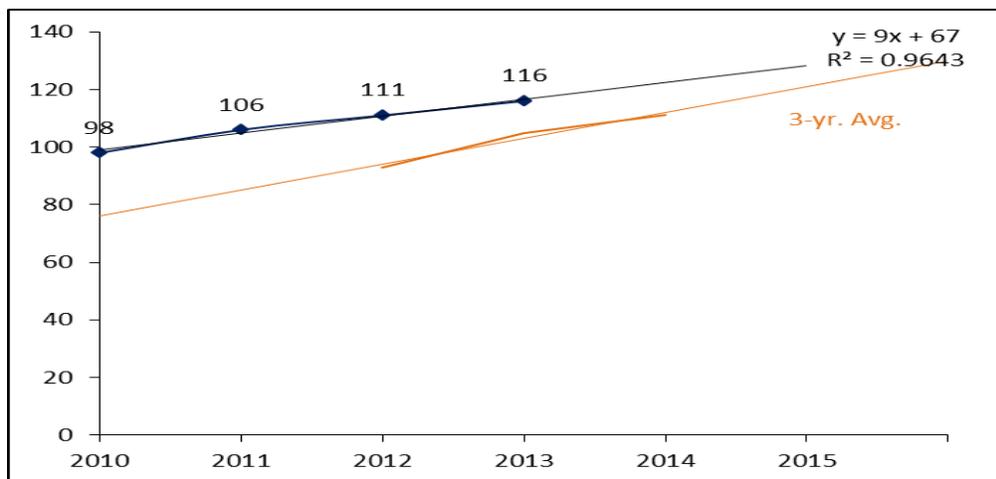


Trend line
 3-yr. Avg. $y=1$, $R^2=N/A$
 5-yr. Avg. $y=0.2x+0.2$, $R^2=1$

FY2015 goal: To maintain or decrease the number of unhelmeted motorcyclist-related fatalities by the 5-year average (2009-2013) of 1 by December 31, 2015.

Note: 3-year average (2011-2013) – 1.3.

Motorcyclist Serious Injures (DDOT)



Trend line
 3-yr. Avg. $y=5.9x+93$, $R^2=0.9847$

FY2015 goal: To maintain or decrease the number of motorcyclist-related serious injuries at the 3-year average (2011-2013) of 111 December 31, 2015.

Note: SHSP Goal is 137.

Traffic Records

In the District of Columbia, on average, each year traffic crashes account for almost 30 fatalities and about 7,000 serious injuries. In 2013, preliminary crash data indicated that traffic crashes resulted in 29 fatalities (19 in 2012; 32 in 2011; 24 in 2010) and 6,929 serious injuries (6,498 in 2012; 7,045 in 2011; 7,068 in 2010).

It is the responsibility of the District of Columbia to reduce crashes, injuries, and fatalities and associated cost by identifying transportation safety issues and developing and implementing effective integrated programs and activities. Since traffic safety data is the primary source of knowledge about the traffic safety environment, human behavior, and vehicle performance, there is an urgent need for the District to collect, process, integrate and use timely, accurate, consistent, uniform, integrated, and accessible traffic safety data.

2007 TRAFFIC RECORDS ASSESSMENT (TRA)

To achieve the objective of improving traffic data quality, the District of Columbia underwent a traffic safety data systems assessment (herein referred to as 'Traffic Records Assessment' {TRA}) in 2005 and an update of that assessment in 2007 and 2012 by a National Highway Traffic Safety Administration (NHTSA) Team.

TRAFFIC RECORDS COORDINATING COMMITTEE

Subsequently, in connection with the 2007 assessment, the District of Columbia established its Traffic Records Coordinating Committee (TRCC) comprising of policy-level representatives from each major system owner (crash, roadway, enforcement/adjudication, driver, vehicle, injury surveillance system/emergency medical system) covering nine District agencies (DDOT, MPD, FEMS, DMV, OCTO, OAG, SCDC, OCME and DOH).

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

TRCC Committee
1. Department of Health
2. Department of Motor Vehicles
3. Department of Transportation
4. Superior Court of the District of Columbia
5. Fire/Emergency Medical Services
6. Metropolitan Police Department
7. Office of the Attorney General
8. Office of the Chief Medical Examiner
9. Office of the Chief Technology Officer

- To provide an ongoing District-wide forum for traffic records and support the coordination of multi-agency initiatives and projects.
- To leverage technology and appropriate government and industry standards to improve the timely collection, dissemination, and analysis of traffic records data.
- To improve the interoperability and exchange of local and regional traffic records data among systems and stakeholders for increased efficiency and enhanced integration.
- To create a user-friendly data system incorporating public and private data sources that better informs traffic-related policy and program decision makers.

2007 TRAFFIC SAFETY INFORMATION SYSTEM STRATEGIC PLAN

In 2007, the TRCC developed the Traffic Safety Information System Strategic Plan (herein referred to as 'Strategic Plan'), which became the guiding document for the TRCC to lay out the goals, objectives, and actions needed to improve the traffic safety data.

The '2007 Strategic Plan' is a 'living document', which needed to be updated on a periodic basis (every five years) to take into account the amount of progress that has (or has not) been made and any other changes in circumstances.

2012 TRAFFIC RECORDS ASSESSMENTS

To determine if progress is being made in achieving the performance measures stated in the 2007 Strategic Plan, it is necessary for the TRCC to assess the current traffic records system environment and review the progress of the past initiatives. Further, legislation requires that States perform a Traffic Records Assessment (TRA) within the past five years for all grant applications after the first year.

To achieve the twin purposes, in February 2012, the DDOT retained the services of a NHTSA assembled team of traffic records professionals to facilitate the District's 2012 TRA. The scope of the 2012 TRA covered only four of the six information categories that comprise the traffic records system—driver, vehicle, citation/adjudication, and injury surveillance.

Roadway and crash data categories were covered separately under the Federal Highway Administration (FHWA) Roadway Safety Data Capability Assessment and FHWA Crash Data Improvement Program (CDIP), conducted in February and September 2012 (reports finalized in 2013). These two programs were considered more intensive and thus provided a comprehensive assessment of these areas.

The 2012 TRA commended the TRCC's efforts and guidance of the DDOT Highway Safety Office (HSO) in achieving much progress in the traffic records system since 2007.

2014 STRATEGIC PLAN

This document is the direct result of one of the major recommendations of the TRA—to update the '2007 Strategic Plan'. This plan, '2014 Strategic Plan', provides the District's TRCC with a basis for moving forward in updating the '2007 Strategic Plan' with recommendations provided in the assessment reports (TRA, Roadway Safety Data, and CDIP) as issues to be addressed. This plan focuses on specific projects that will be undertaken to achieve the vision of the District's TRCC and shall include:

- Identifying priority projects based on recommendations from the 2012/13 assessments.
- Develop performance measures for each quality metric identified in the projects.
- For each project, include information on schedule, benchmarks, budget, etc.

The period intended to be covered by the 2014 Strategic Plan is a five-year period from January 2014 to December 2018. It is anticipated that the 2014 Strategic Plan will be reviewed annually for relevance to current safety data problems in the District.

In developing and implementing projects to address each of the component areas, the TRCC will determine the level of impact and success of efforts and resources expended. The TRCC expects to:

- Secure baseline data from relevant sources to determine the current ‘Crash Picture’ for the District.
- Develop and establish priorities and programming based on critical data analysis and potential emerging safety issues.
- Develop relevant measures of activity and impact, and gather and use such data as the basis for new program development and requests for continuing funding.

An annual report will provide information on the status of all funds awarded under MAP-21, including the list of projects implemented, brief descriptions of activities completed and any problems encountered.

2014 PROPOSED PROJECTS AND PRIORITIZATION

Based on the assessment reports, the 2014 Strategic Plan proposed 20 new projects. Although all recommendations from the assessments are not included in these projects, they do include those with the greatest potential to improve crash data quality for improved safety analysis. The projects are grouped based on similar recommendations provided to the District in the previously mentioned documents and address the crash data, roadway, driver, vehicle, citation/adjudication, and injury surveillance components. The recommended list of projects (prioritized) is shown in Table 1.

Table 1: 2013 Strategic Plan Recommended Projects

	PROJECT	STATUS
CRASH DATA COMPONENT		
1.	Develop a formal crash data quality control program.	Ongoing.
2.	Establish a DMV Traffic Records Safety Coordinator.	Ongoing.
3.	Work with the Department of Interior to obtain data from crashes reported by the US Park Police.	Ongoing.
4.	Revise the PDO crash reporting threshold to include reporting on crashes that result in damage but do not result in a vehicle being towed.	
ROADWAY DATA COMPONENT		
1.	Develop a Transportation Integrated Enterprise Solution (TIES)*	Ongoing.
2.	Update OCTO planimetric data.	Ongoing.
3.	Develop a comprehensive dataset and a quality control program designed to support the District’s road safety programs.	Ongoing.
4.	Adopt ESRI Roads and Highway Module.	Ongoing.
5.	Develop an Enterprise Routing Network.	Ongoing.
6.	Revamp the Street Inventory System (SIS).	
VEHICLE DATA COMPONENT		
1.	Complete the National Motor Vehicle Title Information System (NMVTIS) for the District.	

2.	Establish a web and FTP application to allow jurisdictions to electronically report convictions to the District.*	
3.	Update the legacy vehicle system to a more robust platform with increased functionality.*	
DRIVER DATA COMPONENT		
1.	Enter the backlog of “manual/paper” traffic convictions received from other jurisdictions into the DMV Destiny system.	Ongoing.
2.	Create brochures and PSAs to inform, educate and improve drivers’ understanding of information provided on the DC Driver’s Record.	Ongoing.
3.	Develop an effective communications link between DMV and the Court regarding the Ignition Interlock program.	
4.	Evaluate the impact of the Graduated Driver License program, both in terms of reduction in injury and fatality crashes, and in terms of the level of enforcement of the law’s provisions.	
5.	Establish an interface between MPD and DESTINY to electronically capture traffic arrest data (3340 Prop. Suspension Notices).*	
6.	Update the legacy driver system to a more robust platform with increased functionality.*	
ENFORCEMENT/ADJUDICATION DATA COMPONENT		
1.	Develop a linked dataset including crash and citation data district-wide to determine the impact of various countermeasures on crash incidence and severity.	
2.	Implement consolidated notices that include all ticketed violations whenever customers are sent a notice.*	
3.	Complete the electronic citation system.*	
INJURY SURVEILLANCE DATA COMPONENT		
1.	Develop applications to allow Fire and Emergency Medical Services (FEMS) to send preliminary information regarding patient condition to the hospital, and allow the public to notify FEMS of traffic crashes.	Ongoing.
2.	Finalize and implement the centralized electronic trauma data repository.*	Ongoing.
3.	Develop/enhance the centralized electronic Hospital Discharge Data (HDD).*	
4.	Develop a centralized electronic ER data repository.*	
5.	Establish Crash Outcome Data Evaluation System (CODES).*	Ongoing.
* — Carried over from 2007 Strategic Plan		

The TRCC wishes to point out that many projects are multi-year; prioritization may overlap, and represents the best case at this time.

E. Highway Safety Strategies and Projects

This section describes the projects and activities the District plans to implement to reach the targets identified in the Highway Safety Plan.

Program Management

The Planning and Administration program area includes those activities and cost necessary for the overall management and operations of the HSO. These activities include:

- Identifying the District's most significant traffic safety problems.
- Prioritizing problems and developing methods for the distribution of funds,
- Developing the annual Highway Safety Plan (HSP) and Annual Report.
- Recommending individual grants to be funded.
- Developing planned grants.
- Monitor grants.
- Evaluating accomplishments.
- Preparing a variety of program and grant reports.
- Participating on various traffic safety committees and task forces.
- Generally promoting and coordinating traffic safety in the District.
- Conducts annual District-wide observational seat belt use surveys.
- Serve as the TRCC Coordinator:
 - Provide the primary point of leadership and accountability for the Traffic Safety Information Systems activity within the District.
 - Prepare a plan for the implementation of traffic safety data improvements.
 - Recommend forming interagency project teams to develop implementation plans for carrying out the objectives of the plan.
 - Responsible for coordinating and scheduling the TRCC, in addition to tracking the progress of implementing the State's traffic records strategic plan.
 - Review programs, regulations, projects, and methodologies for conformance with the mission and goal of the TRCC and for conformance with national policy on traffic safety information systems.
 - Provide executive guidance and coordination for programs, projects, and regulations as they become operational.
 - Receive periodic updates from the project teams.
 - Approve and implement other tasks in furtherance of the TRCC goals to achieve quality traffic safety data from state traffic safety information systems.
- Participates on the SHSP Updates.

TARGET

- To maintain the number of traffic-related fatalities at 26 by December 31, 2015.
- To decrease the number of traffic-related serious injuries by 8 percent from a three-year (2011-2013) average by 1,623 to 1,497 by December 31, 2015.
- To maintain the death mileage rate of 0.7 by December 31, 2015.

Project Number	PA-2015-01
Project Title	Planning and Administration
Project Goals/Description	Program administration - Salaries, benefits, travel, services, supplies, and office equipment will be funded for administrative personnel: HSO Coordinator, Project Assistants and Research Analyst.
Budget	\$45,000, Section 402

Table D- 1: PROGRAM MANAGEMENT: Budget Summary

Project Number	Project Title	Budget	Budget Source
PA-2015-01	Planning & Administration	\$45,000.00	402

Impaired Driving Program Area

Based on the data analyses outlined in the HSP (Section D), the trend suggests the need to emphasize strategies such as:

- Increase nighttime enforcement checkpoints for DUI violations on Thursdays, Fridays, Saturdays and Sundays between 8:00 pm to 3:00 am., focusing on travel thru Wards 2, 4, 6, 7 and 8;
- Strengthen BAC and Drug detection methods;
- Increase the prosecution of DUI offenders;
- Educate drivers between the ages of 21 and 35 on the dangers of drunk driving;
- Evaluate alcohol-related injuries and fatalities data to determine the crash problem.

PROJECT ACTIVITIES

Metropolitan Police Department – Alcohol Enforcement

Enforcement times and locations are based on a data-driven approach described earlier in the HSP; the data analyses are designed to identify who is involved in crashes, when and where. MPD has a Traffic Safety Specialist that is in constant communication with the HSO to ensure activities can be monitored and adjusted based on the data or changes in highway safety.

- Develop a Breath Testing Program that follows National Highway Traffic Safety Administration (NHTSA) and the American Society of Crime Laboratory Directors (ASCLD) standards. The program and its product will be accepted by the OAG in prosecutions and investigations related to impaired driving arrests by MPD. OCME will design the program, test, maintain, and track all breath alcohol instruments used in making these impaired driving arrests. The program will have a best practices foundation regarding procedures, manuals, and quality assurance. It will operate from clear standards that eliminate discretion and ensure each test's reliability to a reasonable degree of scientific certainty.³
- Obtain accreditation for the Breath Testing program products by ASCLD/LAB-International.
- Conduct 2,296 man-hours for alcohol enforcement for sobriety checkpoints and saturation patrols (bet 2100-0500) in hotspot locations including jurisdictional border locations with Maryland and Virginia.⁴
- Participate during NHTSA Region 3 Checkpoint Strikeforce impaired driving campaigns, between January thru July 2015, providing 560 man-hours of high visibility enforcement.⁵
- Participate in the 2015 National Crackdown impaired driving campaign between August 21th thru September 7th, providing 700 man-hours of high visibility enforcement.⁶
- Conduct two border to border enforcement at four locations; approximately 600 man-hours of enforcement.⁷
- Conduct SFST Training to 200 officers and refresher train 200.

³ Uniform Guidelines for State Highway Safety Programs, Guideline No. 8, Section B

⁴ Countermeasures that Work, Seventh Edition, 2013, Ch. 1, Section 2.2

⁵ Countermeasures that Work, Seventh Edition, 2013 Ch. 1, Section 2.2

⁶ Uniform Guidelines for State Highway Safety Programs, Guideline No. 8, Section C

⁷ Countermeasures that Work, Seventh Edition, 2013, Ch. 1, Section 2.2

- Conduct Intoximeter training to 120 officers.
- Educate six officers on various workshops meeting, training and conferences on Major Crash and Traffic Safety.
- Conduct 2500 man-hours of enforcement on Cops in shops of misrepresentation of age while purchasing alcohol and the selling of alcohol to minors.
- Maintain MPD's alcohol van and supplies for the breath program

Office of the Attorney General (OAG) – DUI Prosecutor

The Criminal Section of OAG seeks to deter impaired driving offenses through an additional DUI Prosecutor position and a paralegal position. The focus of the additional DUI Prosecutor will be the same as the existing DUI Prosecutor: to keep criminal violation of any traffic laws and resulting deaths, property damage, and physical injuries to a minimum by:

- Assist in training OAG attorneys and law enforcement, the judiciary and the public on what the law is and how to prosecute impaired driving cases.⁸
- Prepare legal pleadings for cases assigned to the DUI Prosecutors.⁹
- Assist in improving the laws in the District so that adequate punishment is available which would serve as a deterrent, including reviewing and drafting legislation.¹⁰
- Serve as a resource for prosecutors, law enforcement and judges by offering expertise and assistance in prosecuting impaired driving offenses.¹¹
- Assist in improving the breath, blood, and urine testing program.¹²

The DUI Paralegal will provide support on DUI cases by:

- Provide general assistance with cases and with the preparation of legal pleadings on DUI cases.¹³
- Maintain statistical information on DUI cases not captured by OAG's case management system.¹⁴
- Maintain records of toxicology test results.¹⁵

Office of the Attorney General (OAG) – TRSP Prosecutor

The Criminal Section of OAG seeks to deter impaired driving offenses through the TRSP position. The focus of the TRSP will be to keep criminal violation of any traffic laws and resulting deaths, property damage, and physical injuries to a minimum by:

- Training: Enhance law enforcement and prosecutor training in impaired driving, including drug impaired driving, and other traffic safety issues¹⁶.

⁸ Countermeasure that Work, 7th Edition, 2013, Ch. 1, Section 3.1

⁹ Highway Safety Uniform Guidelines, No.8, Section D

¹⁰ Countermeasure that Work, 7th Edition, 2013, Ch. 1 Section 1.5

¹¹ Highway Safety Uniform Guidelines, No.8, Section D

¹² Countermeasure that Work, 7th Edition, 2013, Ch. 1, Section 2.3.

¹³ Highway Safety Uniform Guidelines, No. 8, Section D

¹⁴ Highway Safety Uniform Guidelines, No. 8, Section VI

¹⁵ Highway Safety Uniform Guidelines, No. 8, Section VI

¹⁶ Countermeasures that Work, 7th Edition, 2013, Ch. 1, Section 3.1

- District-wide Resource: Assist and serve as a resource to law enforcement officials and prosecutors by offering expertise for prosecuting traffic safety offenses¹⁷. Improve breath, blood, and urine testing program¹⁸. Develop and enhance the District's impaired driving programs and cooperation to improve awareness and enforcement of impaired driving offenses¹⁹.
- Intra-office Support: provide legal and technical support in the prosecution of impaired driving cases.²⁰
- Legislative Support: Strengthen the laws in the District so that adequate punishment is available which would serve as a deterrent, including working with the Executive Office of the Mayor to draft such legislation.

Office of the Chief Medical Examiner (OCME)

- Agency will develop a new testing method and protocol which addresses driving under the influence of drugs in the District of Columbia. Protocol will be based on (see attached paper). Agency will review relevant literature, establish an analytical design using in-house technologies, and perform experiments to establish a functional toxicology testing method for prevalent compounds in the Washington Regional Area.²¹
- Agency will dedicate personnel resources to the project in order to facilitate method validation and testing it in a timely manner.
- In January 2015, the laboratory will begin full validation of the analytical method using established practices established by the Scientific Working Group for Forensic Toxicology (SWGTOX) Standard Practices for Method Validation in Forensic Toxicology (see attached reference). ²²
- Once the method is fully validated, the agency will implement it on forensic driving under the influence specimens. Data from this phase will be used in forensic reports as well as statistical reports for grant purposes. In addition, casework turnaround time will be measured and compared to previous casework
- Findings from the method validation and study will be presented to stakeholders (DDOT, OAG, and MPD)

Washington Regional Alcohol Program (WRAP)

- Release the "2014 How Safe Are Our Roads?" report prepared through a contract with the Metropolitan Washington Council of Governments or other similar agency. This detailed report represents an overall picture of the greater Washington-area in the areas of impaired driving deaths, crashes, fatalities and injuries.²³

¹⁷ Highway Safety Programs Uniform Guidelines #8, Section B

¹⁸ Countermeasures that Work, 7th Edition, 2013, Ch. 1, Section 2.3

¹⁹ Highway Safety Programs Uniform Guidelines #8, Section I

²⁰ Countermeasures that Work, 7th Edition, 2013, Ch. 1, Section 3.1

²¹ Uniform Guidelines for State Highway Safety Programs No. 8, Section III

²² Countermeasures that Work, Seventh Edition, Ch.1, Section 7.1

²³ Countermeasures that Work, 7th Edition, 2013, Ch. 1, Section 5.2

- Produce two newsletters and one annual report highlighting and communicate WRAP's programs and efforts for the continued need for traffic safety initiatives.²⁴
- WRAP's SoberRide® Campaign is a zero alcohol-related traffic fatalities during the running times of the SoberRide® campaigns in the service areas. The campaign provides free cab rides home to would-be drunk drivers in Greater Washington. Produce printed materials in both English and Spanish to be distributed for the seasonal media campaigns.²⁵
- Conduct WRAP's winter award program recognizing area law enforcement officers who have gone above the call of duty in the fight against impaired driving. Invitations to be printed and mailed to WRAP database.²⁶
- Conduct WRAP's annual fall awards program recognizing individuals and corporations who have greatly aided in WRAP's programs and activities for the fiscal year ending September 30, 2014.²⁷
- Update and maintain WRAP's websites (www.wrap.org and www.soberride.com) with current news releases, upcoming events and program information.²⁸
- Continue to serve as a resource for referrals to a host of audiences regarding the issues of impaired driving and underage drinking as well as explore opportunities to better compile and disseminate such information.²⁹
- Attend annual 2015 Lifesavers Conference in Chicago, IL and/or 2015 GHSA Annual Meeting in Nashville, TN.³⁰
- Promote and conduct educational programs and related events in District of Columbia high schools and within the youth community groups on risky behaviors and the consequences associated with underage drinking and impaired driving.³¹
- Expand WRAP's role to help serve as a coordinator and resource for local high school organizations promoting alcohol and drug-free lifestyles to their peers.³²
- Promote and conduct prom and graduation activities around mid-April through May increasing awareness, through various medium (media, schools, PTA/PTOs, etc.) of consequences of underage drinking and drunk driving to include: distributing to high schools WRAP's 2015 "Parent Guide to Selecting a Limousine Service" (in an effort to prevent underage drinking during that year's prom and graduation season); calling attention to the perils of drunk driving by advocating that high schools call for a "Moment of Silence" on May 14, 2015 in commemoration of this country's worst drunk driving crash occurring near Lexington, Kentucky on that date in 1988; and continuing to serve as a resource for area high school students, faculty and student parents on underage drinking prevention data, programs and efforts.³³

²⁴ Countermeasures that Work, 7th Edition, 2013, Ch. 1, Section 5.2

²⁵ Countermeasures that Work, 7th Edition, 2013 Ch. 1, Section 5.2 and 5.4

²⁶ Highway Safety Program Uniform Guidelines #8, Section IV

²⁷ Highway Safety Program Uniform Guidelines #8, Section IV

²⁸ Highway Safety Program Uniform Guidelines #8, Section IV

²⁹ Countermeasures the Work, 7th Edition, 2013, Ch. 1, Section 6.5

³⁰ Highway Safety Programs Uniform Guidelines #8, Section I.

³¹ Countermeasures that Work, 7th Edition, 2013, Ch.1, Section 6.5

³² Countermeasures that Work, 7th Edition, 2013, Ch. 1, Section 6.5

³³ Countermeasures that Work, 7th Edition, 2013, Ch. 1, Section 6.5

- Continue WRAP's leadership role in local, regional and national coalitions concerning traffic safety and alcohol related issues.³⁴
- In balance with private sector support, produce and distribute the 2014 edition of WRAP's annual educational guide on underage drinking laws, consequences, tips, information and more.³⁵
- In balance with private sector support, produce and distribute the 2014 edition of WRAP's annual reference guide on regional impaired driving laws, related facts and statistics.³⁶
- Promote and conduct WRAP's Safe and Vital Employees (SAVE) initiative educating local employees and military personnel about impaired driving laws and consequences.³⁷
- Participate in an event during National Institute on Drug Abuse's (NIDA) National Drug Facts Week where District of Columbia students will learn factual information on alcohol, drugs and drug abuse through fun activities and a expert panel discussion. A panel of experts will be on hand to answer questions youth have about alcohol and drugs.³⁸
- Annual audit by outside accounting firm³⁹
- Continue WRAP's leadership role in DC Office of the Attorney General's convened monthly DUI Enforcement meetings coordinating DUI enforcement activities in city and amongst prosecutorial (AOAG, USDOJ), law enforcement (MPD, USPP, USSS and USCP) and other (OFTS< MDSAA, NDAA) partners.⁴⁰

Checkpoint Strikeforce Regional Impaired Driving Campaign – Paid Media

- 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.

TARGET

- To maintain the number of alcohol-impaired related fatalities at the five year average (2009-2013) of 8 by December 31, 2015.
- To decrease alcohol impaired driving serious injuries by 4 percent from a three-year (2010-2012) weight average of 51 to 49 by December 31, 2015.

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

³⁴ Highway Safety Programs Uniform Guidelines #8, Section I

³⁵ Highway Safety Programs Uniform Guidelines #8, Section IV

³⁶ Countermeasures that Work, 7th Edition, 2013, Ch. 1, Section 5.2

³⁷ Highway Safety Programs Uniform Guidelines #8, Section IV

³⁸ Highway Safety Programs Uniform Guidelines #8, Section I

³⁹ Highway Safety Program Uniform Guidelines #8, Section I

⁴⁰ Highway Safety Program Uniform Guidelines #8, Section I

Project Number	M60T-2015-01 – Impaired Driving
Project Title	Alcohol Enforcement – MPD
Project Goals/Description	<p>To increase the accuracy of impaired driving arrest and prosecution by redeveloping a Breath Testing Program that follows National Highway Traffic Safety Administration (NHTSA) and the American Society of Crime Laboratory Directors (ASCLD) standards.</p> <p>To maintain the number of alcohol-impaired related fatalities at the five year average (2009-2013) of 8 by December 31, 2015.</p> <p>To decrease the number of impaired related serious injuries by 4 percent from a three-year (2010-2013) average of 51 to 49 by December 31, 2015.</p>
Budget	\$350,000, Section 405

Project Number	M60T-2015-01 Impaired Driving
Project Title	Office of the Chief Medical Examiner
Project Goals/Description	Develop a fully validated method specifically for testing drugs and implement method into routine casework (will improve OAG case on impair driving) and reduce turnaround time for drug positive casework
Budget	\$100,000, Section 405

Project Number	M60T-2015-01 Impaired Driving
Project Title	Washington Regional Alcohol Program (WRAP)
Project Goals/Description	To increase knowledge and awareness of the dangers of alcohol by promoting healthy decisions through direct educational programs at local public and private high schools and community groups in the District of Columbia.
Budget	\$100,000, Section 405

Project Number	M60T-2015-01 – Impaired Driving; K8-2015-01
Project Title	Office of the Attorney General
Project Goals/Description	<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"> • DUI prosecutor is essential for the effective and efficient prosecution of DWI, DUI, and other serious offenses. • The Traffic Safety Resource Prosecutor (TRSP) seeks to improve interagency

	<p>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.</p> <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>
Budget	\$550,000, Section 405

Project Number	M6OT-2015-01
Project Title	Alcohol Enforcement – Equipment
Project Goals/Description	To support enforcement agencies with training, equipment and education that will effectively improve the highway safety.
Budget	\$100,000 – Section 405d

Project Number	M6OT-2015-01 Impaired Driving Media
Project Title	Paid Advertising – Checkpoint Strikeforce Regional Impaired Driving Campaign
Project Goals/Description	<p>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.</p> <p>Media Strategies: Radio and Internet</p>
Budget	\$225,000, Section 405d

Table D- 2: IMPAIRED DRIVING PROGRAM AREA - Budget Summary

Project Number	Project Title	Budget	Budget Source
M6OT-2015-01 Impaired Driving	Alcohol Enforcement – MPD	\$200,000.00	Section 405
		\$250,000.00	Section 405
	Office of the Chief Medical Examiner	\$100,000.00	Section 405
	Washington Regional Alcohol Program	\$100,000.00	Section 405
	Office of the Attorney General	\$300,000.00	Section 405

	Alcohol Enforcement – Equipment/Training/Travel	\$100,000.00 \$100,000.00	Section 402
PM 405(d)	Paid Advertising – Checkpoint Strikeforce Regional Impaired Driving Campaign	\$225,000.00	Section 405(d)
402 Total		\$200,000.00	
405 Total		\$1,175,000.00	
Total All Funds		\$1,375,000.00	

Occupant Protection Program Area

Based on the data analyses outlined in the HSP (Section D), the trend suggests the need to emphasize strategies such as:

- Increase daytime and nighttime enforcement on seat belt usage;
- Determine methods to reduce the number of unrecorded or unknowns for seat belt usage in crash reporting, working with MPD;
- Provide assistance to low income families on purchasing a child safety seat and increase inspections for proper installation.
- Educate the public on the benefits of wearing a seat belt.

PROJECT ACTIVITIES

Metropolitan Police Department – Occupant Enforcement

Enforcement times and locations are based on a data-driven approach described earlier in the HSP; the data analyses are designed to identify who is involved in crashes, when and where. MPD has a Traffic Safety Specialist that is in constant communication with the HSO to ensure activities can be monitored and adjusted based on the data or changes in highway safety.

- Perform 2 border to border seatbelt enforcement activities in conjunction with Prince Georges, Montgomery and Arlington County Police.⁴¹
- Conduct a total of 3,000 man-hours of enforcement on day and or nighttime safety compliance checkpoints, traffic safety and saturation patrol enforcement at high hazard locations and enhanced enforcement targeting commercial vehicles during the FY2015.⁴²
- Conduct 1,920 man-hours of nighttime seat belt enforcement during 2015 CIOT mobilizations.⁴³
- Perform a total of 50 CPS seat inspections at designated locations such as police district, firehouse, schools and other community centers.⁴⁴

Child Passenger Safety (CPS)

- Provide at least 1,200 child seats and a 2-hour workshop to parents and caregivers, families at the nine distribution locations within the District.⁴⁵
- Participate in at least 30 events, such as, Tots to Teens, Fitness for your Health Expo, Safe Kids Week, Child Passenger Safety Week, Community Health Fairs distributing safety materials and brochures on the importance of Buckling Up.⁴⁶
- Conduct at least 3 demonstrations/inspections per month on how to use child safety seats and boosters

⁴¹ Countermeasures that Work, Seventh Edition, 2013, Ch. 2 Section 2.1

⁴² Countermeasures that Work, Seventh Edition, 2013, Ch. 2, Section 2.2

⁴³ Countermeasures that Work, Seventh Edition, 2013, Ch. 2, Section 3.1

⁴⁴ Countermeasures that work, Seventh Edition, 2013, Ch. 2, Section 5.1

⁴⁵ Countermeasures that Work, Seventh Edition, 2013, Ch. 2, Section 6.2

⁴⁶ Countermeasures that Work, Seventh Edition, 2013, Ch. 2, Section 6.2

at the nine fitting stations within the District.⁴⁷

- Conduct booster seat presentations at 5 elementary schools in the District, teaching the safety and procedures when traveling in a motor vehicle. Law enforcement officers will be the guest speakers to deliver vehicle safety messages to over 2500 District's students.⁴⁸
- Host two 24 hours National Child Passenger Safety Certification Training to Police Officers, Fire and EMS Departments, Health Care and Child Care providers with the necessary knowledge to explain installation procedures to parents and caregivers. Increasing the number of the District's certified technicians from 82 to 115 in FY2015.⁴⁹
- Host one recertification class to at least 5 expired certified personnel with the current NHTSA updates and guidelines to maintain and enhance provider skill.⁵⁰

Click It or Ticket - Paid Media

- Click It or Ticket Campaign⁵¹
 - 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 Campaign⁵²
 - 100 TRPs per week during enforcement weeks via radio.
 - Develop and distribute 25,000 brochures, translated in Spanish, Amharic, Chinese, Korean and Vietnamese.

Young Driver Education Safety Program – Associates for Renewal in Education

- Provide driver safety education and training to 600 youth in the District of Columbia Middle and High Schools, Collaboratives, Youth Development program, group homes, and the Summer Youth Employment Program.
- Promote driver safety through radio announcements (popular radio program).
- Increase by 50% the number of During National Emergency Medical Services and National Click It or Ticket It weeks, 1,000 teens will be targeted to take the Teen Safe Driving Pledge "sign-offs".
- Teens and young adults taking the on-line Teen Safe Driver pledge through increased community outreach such as flyer distribution at schools, recreation centers, and churches; postings on local youth and parent listservs and blogs.
- During ARE's annual Community Safety & Fun Day (September 2013), 300 participants will receive driver safety materials.

⁴⁷ Countermeasures that Work, Seventh Edition, 2013, Ch.2, Section 7.3

⁴⁸ Countermeasures that Work, Seventh Edition, 2013, Ch. 2, Section 6.2

⁴⁹ Countermeasures that Work, Seventh Edition, 2013, Ch. 2, Section 4.1

⁵⁰ Countermeasures that Work, Seventh Edition, 2013, CH. 2, Section 4.1

⁵¹ Countermeasures that Work, Seventh Edition, 2013, Ch. 2, Section 3

⁵² Countermeasures that Work, Seventh Edition, 2013, Ch.2 Section 5.1

- ARE will educate 500 youth on the dangers of distracted driving by providing literature and video to be used in youth programs as well as distributed to local high schools, community organizations, churches, and driving instruction schools.
- Four Safety Program Facilitators will conduct Driver Safety “peer” discussions to address the issue at Columbia Heights Educational Center, Woodson Senior High School, Sasha Bruce group homes, Summer Youth Employment Program (SYEP), and ARE.
- ARE will host (4) car safety seat give-a-ways during Child Passenger Safety week (sites TBA in conjunction with our partners: District Department of Transportation and the Metropolitan Police Department).
- Conduct (4) on-site safety seat inspections (sites TBA in conjunction with our partners: District Department of Transportation and the Metropolitan Police Department).
- ARE Safety Coordinator and program staff will conduct four educational workshops for 100 parents and their children (ages 2-12) on the current child restraint laws.
- ARE will distribute safety awareness literature to parents, teachers, community groups from the District’s Dunbar and Woodson Senior High School; Columbia Heights Educational Center; ARE’s Youth Development program; ARE and Sasha Bruce group homes; and SYEP.
- Implement a safe pedestrian campaign that will distribute 3,000 buttons promoting pedestrian safety to District youth and families through ARE’s parent workshops, Child Development Associates (CDA) training classes, ANC and community associations, and other community events.
- Conduct pre-prom discussion at local public and private high schools in partnership with MPD, DDOT, and DC’s EMS that covers drinking and driving, distracted driving, and safe behavior at the prom. Participants also will be asked to sign the Safe Driving Pledge.

TARGET

- To decrease unrestrained passenger vehicle occupant fatalities in all seating positions by 20 percent from a three-year (2010-2012) weight average of 5 to 4 by December 31, 2014.
- To decrease unrestrained passenger vehicle occupant serious injuries in all seating positions by 7 percent from a three-year (2010-2012) weight average of 43 to 40 by December 31, 2014.
- To maintain seat belt usage above 90 percent by 2014.

Project Number	OP-2015-05 Occupant Protection
Project Title	Occupant Enforcement – MPD
Project Goals/Description	To reduce the number of unrestrained fatalities by 25 percent from a three-year (2010-2013) average of 4 to 3 by December 31, 2015. To reduce the number of unrestrained serious injuries by 4 percent from a three-year (2010-2013) average of 106 to 102 by December 31, 2015. To increase the District’s seat belt compliance rate above 90 percent in 2015.
Budget	\$50,000, Section 402

Project Number	OP-2015-05
Project Title	Associates for Renewal in education – Young Driver Education Safety
Project Goals/Description	<p>To educate young drivers of the dangers of cell phone use and text-messaging while driving.</p> <p>To educate participants on the District of Columbia’s “Click It or Ticket”, “Over the limit, Under Arrest” and “Smooth Operator” laws and the national “Buckle Up America” campaign.</p> <p>To emphasize the importance of seat belt use to teens in the District of Columbia.</p> <p>To increase teenagers’ awareness about the dangers of drinking and driving.</p> <p>To emphasize the importance of pedestrian safety.</p>
Budget	\$50,000, Section 402

Project Number	OP-2015-05; M1X-2015-05; M1CPS-2015-05
Project Title	<p>Occupant Protection Survey 2015</p> <p>2015 Occupant Protection Program - Outreach</p> <p>Various Occupant Protection Projects for DDOT 2015</p>
Project Goals/Description	<p>Conduct the annual National Occupant Protection User Survey (NOPUS) using NHTSA standards and provide public information through a national and state report, by the Howard University.</p> <p>Training, purchase of car seats, education, outreach to community, materials/supplies, and Child Passenger Safety Program Manager.</p>
Budget	\$90,000 Survey; Section 402, \$100,000 Outreach & Various; Section 2011

Project Number	PM-2015-14
Project Title	Paid Advertising – CIOT, CPSC, CPSF
Project Goals/Description	<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. Media for high visibility enforcement.</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”.</p>

	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.
Budget	\$256,000 Section 405b; \$200,000 – Various Safety Areas; Section 402

CAROLE: Need to include SAFETEA LU 405 and 2011 funds. Karen: the 405 OP funds will be spent

Table D- 3: OCCUPANT PROTECTION PROGRAM AREA - Budget Summary

Project Number	Project Title	Budget	Budget Source
OP-2015-05	Occupant Enforcement – MPD	\$50,000.00	Section 402
405(b)		\$ 50,000.00	Section 405b
2011		\$54,140.00	Section 2011
	Associates for Renewal in Education	\$50,000.00	Section 402
Section 402;	OP Survey 2015	\$90,000.00	Section 402
405b	Various OP Projects for DDOT	\$100,000	Section 405b
PM-2015-14	Paid Advertising: <ul style="list-style-type: none"> To include CIOT; Child Passenger Safety; Various safety campaigns 	\$256,000.00	Section 402
M1HVE-2015-05		\$156,435.18	Section 405b
402 Total		\$ 446,000.00	
405b Total		\$ 306,435.18	
M1CPS Total		\$ 47,962.00	
2011		\$ 54,140.00	
TOTAL		\$ 854,537.18	

Aggressive Driving Program

Based on the data analyses outlined in the HSP (Section D), the trend suggests the need to emphasize strategies such as:

- Increase enforcement Thursdays, Fridays, and Saturdays between noon to 11:00 pm., emphasizing in Wards 2, 5, 7 and 8;
- Educate drivers on the dangers of aggressive drivers and the District's Laws.

PROJECT ACTIVITIES

Metropolitan Police Department – Aggressive driving enforcement

Enforcement times and locations are based on a data-driven approach described earlier in the HSP; the data analyses are designed to identify who is involved in crashes, when and where. MPD has a Traffic Safety Specialist that is in constant communication with the HSO to ensure activities can be monitored and adjusted based on the data or changes in highway safety.

- Conduct 10 on-duty LIDAR gun enforcement in all seven police Districts, throughout the DC.⁵³
- Conduct a projected total of 1,975 man-hours of enforcement during safety compliance checkpoints (SSC's) and saturation patrols (SP's) between (2130-0500), on aggressive driving behaviors throughout the District.⁵⁴
- Conduct 500 man-hours of high visibility enforcement during the Smooth Operator Campaigns.⁵⁵
- Print and distribute 5000 educational materials to educate the public relating to the dangers of aggressive driving and behaviors.⁵⁶

Smooth Operator Campaign – Paid Media

- Regional Smooth Operator Social Marketing Communication Plan⁵⁷
 - 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. Target the bus routes along the high speed corridors.
 - Internet advertising during the enforcement waves and ad campaign (18-34 demographics).

TARGET

⁵³ Countermeasures that Work, Seventh Edition, 2013, Ch. 3, Section 2.3

⁵⁴ Countermeasures that Work, Seventh Edition, 2013, Ch. 3, Section 2.3

⁵⁵ Countermeasures that Work, Seventh Edition, 2013, Ch. 3, Section 2.2

⁵⁶ Countermeasures that Work, Seventh Edition, 2013, Ch. 3, Section 4.1

⁵⁷ Countermeasures that Work, Seventh Edition, 2013, Ch. 3, Section 2.2

- To maintain the number of aggressive driving related fatalities at the 5-year average (2009-2013) by December 31, 2015.
- To decrease the number of aggressive driving-related serious injuries by 8 percent from a three-year weight average (2011-2013) of 278 to 256 by December 31, 2015.

Project Number	PT-2015-04
Project Title	Police Traffic Services/Aggressive Driving- MPD
Project Goals/Description	To maintain the number of speeding-related fatalities at the 5-year average (2009-2013) of 9 by December 31, 2015. To decrease the number of aggressive driving related serious injuries by 8 percent from a 3-year average (2011-2013) of 278 to 256 by December 31, 2015.
Budget	\$259,000; Section 402

Project Number	PM-2015-14
Project Title	Paid Advertising – Smooth Operator
Project Goal/Description	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.
Budget	\$150,000; Section 402

Table D- 4: AGGRESSIVE DRIVING PROGRAM AREA - Budget Summary

Project Number	Project Title	Budget	Budget Source
PT-2015-04	Police Traffic Services – Aggressive Driving	\$259,000.00	Section 402
PM-2015-14	Paid Advertising – Smooth Operator	\$150,000.00	Section 402
402 Total		\$409,000.00	
Total All Funds		\$409,000.00	

Pedestrian/Bicyclist Safety Program Area

Based on the data analyses outlined in the HSP (Section D), the trend suggests the need to emphasize strategies such as:

- Increase enforcement for pedestrian, bicyclist and driver violations at high crash locations.
- Implementing the Pedestrian Master Plan.
- Implementing the Bicycle Master Plan.
- Separated bicycle facilities.
- Education/Outreach.

PROJECT ACTIVITIES

Metropolitan Police Department – Enforcement

Enforcement times and locations are based on a data-driven approach described earlier in the HSP; the data analyses are designed to identify who is involved in crashes, when and where. MPD has a Traffic Safety Specialist that is in constant communication with the HSO to ensure activities can be monitored and adjusted based on the data or changes in highway safety.

- Conduct a total 4,000 man-hours of enforcement for both driver and pedestrian violations at known high pedestrian and vehicle collision locations/intersections. Focus on both in and out off crosswalk and with or without cross signal violations.⁵⁸
- Conduct 2,062 man-hours of enforcement of both driver and bicyclist violations high hazard intersections and bike lane corridors. Focus on District biking regulations including use of helmet violations etc.⁵⁹
- Conduct 1,200 man-hours of enforcement during the fall and spring/early summer Street Smart Campaign in all districts but with added emphasis in MPD Seventh, First, Second and Third Districts, which is where the majority of pedestrian and bicycle fatalities occur based on MPD/DDOT data.⁶⁰
- Educate 2,700 officers on MPD online SITELMS Bicycle and Pedestrian training module.⁶¹

DDOT Bicycle and Pedestrian Program

- Provide 10 Adult Bicycle Education classes⁶²
- Provide 2 Learn to Ride classes for adults who don't know how to ride a bicycle⁶³
- Provide and Maintain a bicycle safety education program website⁶⁴
- Implement targeted bicycle lights giveaway⁶⁵
- Implement a Bicycle Ambassadors Program⁶⁶
- Provide Printed Materials ("Safe Bicycling in the Washington Area", "Pocket Guide to DC Bike Laws", "Adult Bicycle Safety Education Brochure".)⁶⁷

⁵⁸ Countermeasures that Work, Seventh Edition, 2013, Ch 8, Section 4.4

⁵⁹ Countermeasures that Work, Seventh Edition, 2013, Ch. 9, Section 3.3

⁶⁰ Uniform Guidelines for State Highway Safety Programs, No. 14, Section VII

⁶¹ Uniform Guidelines for State Highway Safety Programs, No. 14, Section I.

⁶² Countermeasures that Work, 7th Edition, 2013, Ch. 9, Section 2.2

⁶³ Countermeasures that Work, 7th Edition, 2013, Ch. 9, Section 3.2

⁶⁴ Countermeasures that Work, 7th Edition, 2013, Ch. 9, Section 2.2

⁶⁵ Countermeasures that Work, 7th Edition, 2013, Ch. 9, Section 3.1

⁶⁶ Uniform Guidelines for State Highway Safety Programs, No. 14, Section VII

Street Smart Campaign – Paid Media

- Street Smart Campaign (fall and spring)⁶⁸
 - 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 geo-targeted 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.

TARGET

- To decrease pedestrian-related fatalities by 11 percent from 3-year average (2009-2013) of 11 to 10 by December 31, 2015.
- To maintain the number of pedestrian related serious injuries at the 3-year average (2011-2013) of 341 by December 31, 2015.
- To maintain bicycle-related fatalities from a 3-year average (2011-2013) of 1 to 1 by December 31, 2015.
- To maintain the number of bicycle-related at the 3-year average (2011-2013) of 264 by December 31, 2015.

Project Number	PS-2015-08
Project Title	Pedestrian/Bicyclist Enforcement – MPD
Project Goal/Description	<p>To reduce the number of pedestrian related fatalities by 11 percent from a 5-year average (2009-2013) of 11 to 10 by December 31, 2015.</p> <p>To maintain the number of pedestrian related serious injuries at the 3-year average (2011-2013) of 341 by December 31, 2015.</p> <p>To maintain the number of bicyclist related fatalities at the 3-year average (2011-2013) of 1 by December 31, 2015.</p> <p>To maintain the number of bicyclist related serious injuries at the 3-year average</p>

⁶⁷ Countermeasures that Work, 7th Edition, 2013, Ch. 9, Section 2.2

⁶⁸ Uniform Guidelines for State Highway Safety Program, No. 14, Section VI

	(2011-2013) of 264 by December 31, 2015.
Budget	\$120,000; Section 402

Project Number	PS-2015-08
Project Title	Adult Bicycle Education - DDOT
Project Description	To provide 10 Adult bicycle Education Classes; To provide 2 Learn to Ride Classes for Adults To provide and maintain a bicycle safety education program website To implement a Bicycle Ambassadors Program
Budget	\$75,000; Section 402

Project Number	PS-2015-08
Project Title	Metropolitan Council of Governments – Street Smart
Project Goal/Description	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.
Budget	\$150,000; Section 402

Table D- 5: Pedestrian and Bicyclist Safety Program Area – Budget Summary

Project Number	Project Title	Budget	Budget Source
PS-2015-08	Pedestrian/Bicyclist Enforcement – MPD	\$120,000.00	Section 402
PS-2015-08	Street Smart – DC Contribution to Campaign with MWCOG	\$150,000.00	Section 402
PS-2014-08	Adult Bicycle Program	\$75,000.00	Section 402
402 Total		\$345,000.00	
Total All Funds		\$345,000.00	

Motorcycle Safety Program Area

Based on the data analyses outlined in the HSP (Section D), the trend suggests the need to emphasize strategies such as:

- Increase enforcement and media
- Review of data to determine the most appropriate safety programs to implement and assess any changes to crash data records.
- Training/outreach.

PROJECT ACTIVITIES

Metropolitan Police Department – Motorcycle Safety Enforcement

- Conduct 4 Motorcycle Safety Campaign; educating the public on safe motorcycle behavior.⁶⁹
- Incorporate into MPD training manuals on the proper identification of motorcycles, mopeds, and scooters.

Motorcycle Safety Outreach – Paid Media⁷⁰

- 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.

TARGET

To decrease motorcyclist fatalities by 25 percent from a 3-year average (2011-2013) of 4 to 3 by December 31, 2015.

To maintain the number of unhelmeted motorcyclist-related fatalities by the 5-year average (2009-2013) of 1 by December 31, 2015.

To maintain the number of motorcyclist serious injuries at the 3-year average (2011-2013) of 111 by December 31, 2015.

⁶⁹ Countermeasures that Work, Seventh Edition, 2013, Ch. 1, Sections 1 and 2.

⁷⁰ Countermeasures that Work, Seventh Edition, 2013, Ch. 5, Section 4

Project Number	MC-2015-02
Project Title	Motorcycle Safety
Project Goal/ Description	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.
Budget	\$25,000; Section 402

Table D- 6: MOTORCYCLE SAFETY PROGRAM AREA - Budget Summary

Project Number	Project Title	Budget	Budget Source
MC-2015-02	Motorcycle Safety	\$25,000.00	Section 402
402 Total		\$25,000.00	
Total All Funds		\$25,000.00	

Traffic Records Program Area

Currently, the TRCC is in the process of implementing one of the major recommendations of the 2012 TRA—to update the ‘2007 Strategic Plan’. The intent is to provide the District’s TRCC with a basis for moving forward in updating the ‘2007 strategic plan’ with recommendations provided in the 2012 assessment reports (TRA, Roadway Safety Data, and CDIP) as issues to be addressed. This plan shall focus on specific projects that will be undertaken to achieve the vision of the District’s TRCC and shall include:

- Identifying priority projects based on recommendations from the 2012 traffic records assessment.
- Develop performance measures for each quality metric identified in the projects.
- For each project, include information on schedule, benchmarks, budget, etc.

The period intended to be covered by the 2013 Strategic Plan is a five-year period from July 2013 to July 2018. It is anticipated that the 2013 Strategic Plan will be reviewed annually for relevance to current safety data problems in the District.

PROJECT ACTIVITIES

Traffic Records Coordinating Community– KLS Engineering

The District has maintained a high-level of interest and commitment from all of its original partners in the traffic records community. The District’s TRCC Working Committee meets on a quarterly basis with executive level meetings taking place on an as needed basis. The typical TRCC activities include⁷¹:

- Prepare, update, and maintain District’s Traffic Safety Information System ‘Strategic Plan’. This ‘Strategic Plan’ acts as a guide for the implementation of traffic safety systems and data improvements.
- Provide a forum for coordination, cooperation, and collaboration of interagency activities that improves the District’s traffic safety data systems.
- Develop interagency project teams to develop implementation plans for carrying out the objectives of the ‘Strategic Plan’ as necessary.
- Review and endorse programs, regulations, projects and methodologies to implement the improvements identified in the ‘Strategic Plan’.
- Receive periodic updates from the project teams.
- Encourage and provide for the sharing of data amongst all members, owners, users and collectors and collaborate on interagency projects.
- Support electronic data collection for all types of data including crash, roadway (including volume and asset management), vehicle, driver, medical, and citation or adjudication data.
- Approve and implement other tasks in furtherance of the TRCC goals to achieve quality traffic safety data.
- Prepare yearly demonstrated project progress reports and other funding documents for NHTSA.

⁷¹ Uniform Guidelines for State Highway Safety Programs, No. 10, Section IV

Department of Motor vehicles

DMV is responsible for maintaining the driver records of all licensed drivers in the District of Columbia. DMV performs the necessary functions required for receiving and entering convictions and withdrawals to applicable driver records and executing appropriate suspension and revocation actions. Activities proposed are focused:

- To increase the accuracy of driver records, by the timely and accurate data entry of paper traffic related convictions from other jurisdictions into Destiny.⁷²
- To work with District Agencies on developing joint programs and the sharing of DMV data that can be used to improve traffic laws and administrative sanctions (ALR/ALS) for the District and ultimately reduce traffic fatalities, injuries and crashes.⁷³

Office of Chief Technology Officer

The Office of the Chief Technology Officer, GIS group (OCTO-GIS) is responsible for collecting, reviewing, and updating base map information and aerial photography. Additionally, DDOT is responsible for gathering street level assets and imagery.

- The new roadside data set will update the 1999 data set and cover 100 % of the District to 95 % accuracy.⁷⁴

TARGET

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.

Project Number	K9-2015-07
Project Title/s	Traffic Records Strategic Plan Codes Project (Pilot)
Project Goals/ Description	To improve the state of the practice (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

⁷² Uniform Guidelines for State Highway Safety Programs, No. 10, Section I, and II.

⁷³ Uniform Guidelines for State Highway Safety Programs, No. 10, Section III

⁷⁴ Uniform Guidelines for State Highway Safety Programs, No. 10, Sections I, II, and III.

	decision making. Will allow the District to measure benefits in terms of reducing death, disability, and medical costs.
Budget	(Carryover \$79,632.60; Section 402 funds will be used)

Project Number	K9-2015-07
Project Title	Traffic Records Program Coordination MPD Grant Trauma Data Repository
Project Goals/Description	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"> • Data entry for CY 2009 hard copy reports into MPD new traffic crash application. • Additional development of the PD-10 electronic application To work with DOT to develop a Trauma Data Repository with appropriate linkages to CODES, etc.
Budget	\$500,000; Section 408

Project Number	M3DA-2015-07
Project Title	DMV – Data Entry
Project Goals/Description	Reduce the 2014/2015 FY backlog to less than 1 month worth of convictions (average yearly convictions from other jurisdictions ~ 24 - 36,000 or 2 - 3,000/month))
Budget	\$50,000, Section 405c

Project Number	M3DA-2015-07
Project Title	DMV – Safety Liaison
Project Goals/Description	To work with District Agencies on developing joint programs and the sharing of DMV data that can be used to improve traffic laws and administrative sanctions (ALR/ALS) for the District and ultimately reduce traffic fatalities, injuries and crashes.
Budget	\$125,000; Section 405c

Project Number	K9-2015-7
Project Title	OCTO – Guardrail GIS Layer
Project Goals/ Description	To improve the completeness and accuracy of the Roadway data assets related to guardrails, jersey wall, and other road side barriers available for use in the identification of crash causation factors and in the development of mitigating measures by DDOT and other District Agencies.
Budget	\$100,000; Section 408

Table D- 7: TRAFFIC RECORDS PROGRAM – Budget Summary

Project Number	Project Title	Budget	Budget Source
K9 2015-07	Traffic Records Strategic Plan	\$290,578.00	Section 408
TR 2015-07	Codes Project (CO Funds)	\$79,632.60	Section 402
K9 2015-07	Traffic Records Program Coordination	\$42,766.00	Section 408
	MPD Grant	\$150,000.00	Section 408
	Trauma Data Registry	\$350,000.00	Section 408
M3DA-07	Data Entry – DMV Data Backlog	\$50,000.00	Section 405c
M3DA-07	DMV Safety Liaison	\$125,000.00	Section 405c
K9 2015-07	GIS Guardrail Layer Update	\$100,000.00	Section 408
408 Total		\$933,344.00	
405c Total		\$175,000.00	
402		\$79,632.60	
Total All Funds		\$1,187,976.60	

Other Areas

Project Number	RS-2015-13
Project Title	Roadway Safety
Project Goals/Description	To fund traffic safety related training programs, such as Traffic Control for Emergency Responders, Flagger Training, Temporary Traffic Control and other program relating to traffic safety.
Budget	Carry-over funds; \$91,585.19; Section 402

Project Number	SA-2015-15
Project Title	Updated to Procedures Manual; Maintenance of HSO Website
Project Goals/Description	To update Procedure Manual as needed. This document assists 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. As needed, updating the HSO website to reflect state of the practice.
Budget	\$125,000; Section 402

Project Number	SA-2015-15
Project Title	SHSP Update
Project Goals/Description	To work with all District Agencies to implement the SHSP strategies, monitor progress and prepare reports. Provide guidance through project demonstrations and other state of the practice tools/technologies.
Budget	\$75,000; Section 402

Project Number	SA-2015-15
Project Title	Highway Safety Reports
Project Goals/Description	To develop the Highway Safety Performance Plan and Annual Report to be in compliance with the US DOT, NHTSA requirements.
Budget	\$250,000; Section 402

Project Number	SA-2015-05
Project Title	MedStar National Rehabilitation
Project Goals/ Description	<p>The overarching goal of the project is to reduce crashes, injuries, and fatalities among older and medically-at-risk drivers.</p> <p>Specific objectives include:</p> <ul style="list-style-type: none"> • To more accurately identify at risk drivers and provide remediation training and/ or recommendation of driving cessation; • To better educate and train medically-at-risk individuals and older drivers on how to be safe drivers; and <p>To increase the number of medically eligible individuals being referred to the Medical Advisory Board at the DC Motor Vehicle Administration as competent to take driving test.</p>
Budget	\$25,000; Section 402

Table D- 8: OTHER AREAS - Budget Summary

Project Number	Project Title	Budget	Budget Source
RS-2015-13	Road Safety (CO Funds)	\$ 91,585.19	Section 402
SA-2015-05	Office of Highway Safety Procedures Manual; Updating Website	\$125,000.00	Section 402
	SHSP Coordination, Monitoring and Evaluation	\$75,000.00	Section 402
	Highway Safety Report	\$250,000.00	Section 402
	MedStar National Rehabilitation	\$25,000.00	Section 402
402 Total		\$566,585.19	
Total All Funds		\$566,585.19	

F. Performance Report

Core Outcome Measures

	Description	2008	2009	2010	2011	2012	2013 TARGET GOAL	2013 ACTUAL
C-1	Number of traffic fatalities	34	29	24	27	15	27	29
	<i>3-year moving average</i>		45	29	27	22		
C-2	Number of injuries in traffic crashes	6,792	6,529	7,068	7,045	6,498	6,541	6,929
	<i>3-year moving average</i>		6,630	6,796	6,880	6,870		
C-3	Fatalities per 100 million vehicle miles Traveled	0.94	0.80	0.67	0.76	0.50	n/a	n/a
	<i>3-year moving average</i>		0.99	0.80	0.74	0.64		
C-4	Number of unrestrained passenger vehicle occupant fatalities, all seat positions	5	3	5	13	4	6	2
	<i>3-year moving average</i>		4	4	7	7		
C-5	Number of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of 0.08 g/dL or higher	9	11	7	8	4	9	10
	<i>3-year moving average</i>		12	9	9	6		
C-6	Number of speed-related fatalities	12	10	8	10	6	11	11
	<i>3-year moving average</i>		10	10	9	8		
C-7	Number of motorcyclist fatalities	8	4	1	4	4	2	4
	<i>3-year moving average</i>		5	4	3	3		
C-8	Number of un-helmeted motorcyclist fatalities	1	2	0	2	1	1	1
	<i>3-year moving average</i>		1	1	1	1		
C-9	Number of drivers 20 or younger involved in a fatal crash	0	2	0	3	1	N/A	0
	<i>3-year moving average</i>		2	1	2	1		
C-10	Number of pedestrian fatalities	9	14	13	8	7	11	12

	<i>3-year moving average</i>		<i>14</i>	<i>12</i>	<i>12</i>	<i>9</i>		
C-11	Number of bicyclist fatalities	1	0	2	1	1	1	3
	<i>3-year moving average</i>		<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>		

Source: FARS

C-9 – Younger Driver fatalities are not a focus area under the District’s HSP and is included as a NHTSA requirement.

Core Behavior Measures

	Description	2009	2010	2011	2012	2013	2013 Target Goal	2013 Actual
B-1	Observed seat belt use for passenger vehicles, front seat outboard occupants	90.0	93.0	95.0	92.40	87.46	>90	87.46
	<i>3-year moving average</i>	<i>90.0</i>	<i>91.7</i>	<i>93.4</i>	<i>93.2</i>	<i>91.6</i>		

Source: District of Columbia Observational Seat Belt Survey

Core Activity Measures

	Description	FY2009	FY2010	FY2011	FY2012	FY2013	3 Yr. Avg.	Percent Change 2011-2013
A-1	Number of seat belt citations issued during grant-funded enforcement activities	4,433	6,964	6,271	4,832	1,322	4,142	-78.9%
A-2	Number of impaired driving arrests made during grant-funded enforcement activities	1,044	1,239	1,280	832	1,088	1,067	-15.0%
A-3	Number of speeding citations issued during grant-funded enforcement activities	5,640	10,625	10,625	6,901	313	5,946	-97.1%

Additional Core Outcome Measures

	Description	2008	2009	2010	2011	2012	2013	
							Target	2013
							Goal	Actual
C-12	Number of injuries in crashes involving a driver or motorcycle operator with a blood alcohol concentration of 0.08 g/dL or higher	132	177	98	185	139	146	98
	<i>3-year moving average</i>		<i>146</i>	<i>136</i>	<i>153</i>	<i>141</i>		
C-13	Number of speed-related injuries	367	406	467	376	348	272	333
	<i>3-year moving average</i>		<i>442</i>	<i>413</i>	<i>416</i>	<i>397</i>		
C-14	Number of pedestrian injuries	577	537	592	734	748	572	722
	<i>3-year moving average</i>		<i>540</i>	<i>569</i>	<i>621</i>	<i>691</i>		
C-15	Number of bicyclist injuries	256	217	350	388	435	301	467
	<i>3-year moving average</i>		<i>223</i>	<i>274</i>	<i>318</i>	<i>391</i>		
C-16	Number of motorcyclist injuries	91	90	147	132	175	104	167
	<i>3-year moving average</i>		<i>115</i>	<i>109</i>	<i>123</i>	<i>151</i>		

Source: State Crash Data Files

G. Performance Cost Summary (HCS 217/HSP1)

Program Cost Summary

Highway Safety Plan Cost Summary

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2015-01-01-00	PLANNING & ADMINISTRATION	\$.00	\$270,000.00	\$.00	\$33,000.00	\$33,000.00	\$.00
	Planning and Administration Total		\$.00	\$270,000.00	\$.00	\$33,000.00	\$33,000.00	\$.00
Alcohol								
	AL-2015-03-00-00	ALCOHOL COUNTERMEASURES	\$.00	\$.00	\$.00	\$737,737.37	\$737,737.37	\$.00
	Alcohol Total		\$.00	\$.00	\$.00	\$737,737.37	\$737,737.37	\$.00
Occupant Protection								
	OP-2015-05-00-00	OCCUPANT PROTECTION	\$.00	\$.00	\$.00	\$392,367.17	\$392,367.17	\$.00
	Occupant Protection Total		\$.00	\$.00	\$.00	\$392,367.17	\$392,367.17	\$.00
Pedestrian/Bicycle Safety								
	PS-2015-08-02-00	PEDESTRIAN/BICYCLE SAFETY	\$.00	\$.00	\$.00	\$357,944.34	\$357,944.34	\$.00
	Pedestrian/Bicycle Safety Total		\$.00	\$.00	\$.00	\$357,944.34	\$357,944.34	\$.00
Police Traffic Services								
	PT-2015-04-00-00	POLICE TRAFFIC SERVICES	\$.00	\$84,162,000.00	\$.00	\$259,822.53	\$259,822.53	\$.00
	Police Traffic Services Total		\$.00	\$84,162,000.00	\$.00	\$259,822.53	\$259,822.53	\$.00
Traffic Records								
	TR-2015-07-00-00	TRAFFIC RECORDS-CODES	\$.00	\$.00	\$.00	\$79,632.00	\$79,632.00	\$.00
	Traffic Records Total		\$.00	\$.00	\$.00	\$79,632.00	\$79,632.00	\$.00
Roadway Safety								
	RS-2015-13-00-00	ROADWAY SAFETY	\$.00	\$.00	\$.00	\$91,585.19	\$91,585.19	\$.00
	Roadway Safety Total		\$.00	\$.00	\$.00	\$91,585.19	\$91,585.19	\$.00
Safe Communities								
	SA-2015-15-00-00	SAFE COMMUNITIES	\$.00	\$.00	\$.00	\$1,036,094.70	\$1,036,094.70	\$.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
Safe Communities Total			\$.00	\$.00	\$.00	\$1,036,094.70	\$1,036,094.70	\$.00
Paid Advertising								
	PM-2015-14-00-00	PAID ADVERTISEMENT	\$.00	\$.00	\$.00	\$265,341.04	\$265,341.04	\$.00
Paid Advertising Total			\$.00	\$.00	\$.00	\$265,341.04	\$265,341.04	\$.00
Distraacted Driving								
	DD-2015-16-00-00	DISTRACTED DRIVING ENFORCEMENT	\$.00	\$.00	\$.00	\$105,000.00	\$105,000.00	\$.00
Distraacted Driving Total			\$.00	\$.00	\$.00	\$105,000.00	\$105,000.00	\$.00
NHTSA 402 Total			\$.00	\$84,432,000.00	\$.00	\$3,358,524.34	\$3,358,524.34	\$.00
405 OP SAFETEA-LU								
405 Occupant Protection								
	K2-2015-15-00-00	OP PROGRAMS-VARIOUS	\$.00	\$.00	\$.00	\$12,086.65	\$12,086.65	\$.00
405 Occupant Protection Total			\$.00	\$.00	\$.00	\$12,086.65	\$12,086.65	\$.00
405 OP SAFETEA-LU Total			\$.00	\$.00	\$.00	\$12,086.65	\$12,086.65	\$.00
NHTSA 406								
406 Planning and Administration								
	K4PA-2015-01-02-00	PROGRAMMING PLANNING	\$.00	\$.00	\$.00	\$85,678.21	\$85,678.21	\$.00
406 Planning and Administration Total			\$.00	\$.00	\$.00	\$85,678.21	\$85,678.21	\$.00
406 Safe Communities								
	K4SA-2015-05-00-00	SAFE COMMUNITIES	\$.00	\$.00	\$.00	\$58.00	\$58.00	\$.00
406 Safe Communities Total			\$.00	\$.00	\$.00	\$58.00	\$58.00	\$.00
NHTSA 406 Total			\$.00	\$.00	\$.00	\$85,736.21	\$85,736.21	\$.00
408 Data Program SAFETEA-LU								
408 Data Program Incentive								
	K9-2015-07-00-00	TRAFFIC RECORDS-SECTION 408	\$.00	\$40,489,092.00	\$.00	\$1,856,405.40	\$1,856,405.40	\$.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
	408 Data Program Incentive Total		\$.00	\$40,489,092.00	\$.00	\$1,856,405.40	\$1,856,405.40	\$.00
	408 Data Program SAFETEA-LU Total		\$.00	\$40,489,092.00	\$.00	\$1,856,405.40	\$1,856,405.40	\$.00
	410 Alcohol SAFETEA-LU							
	410 Alcohol SAFETEA-LU							
	K8-2015-01-00-00	IMPAIRED DRIVING-SECTION 410	\$.00	\$8,840,895.00	\$.00	\$257,760.75	\$257,760.75	\$.00
	410 Alcohol SAFETEA-LU Total		\$.00	\$8,840,895.00	\$.00	\$257,760.75	\$257,760.75	\$.00
	410 Alcohol SAFETEA-LU Paid Media							
	K8PM-2015-01-04-00	IMPAIRED DRIVING MEDIA-SEC, 410	\$.00	\$.00	\$.00	\$226,995.55	\$226,995.55	\$.00
	410 Alcohol SAFETEA-LU Paid Media Total		\$.00	\$.00	\$.00	\$226,995.55	\$226,995.55	\$.00
	410 Alcohol SAFETEA-LU Total		\$.00	\$8,840,895.00	\$.00	\$484,756.30	\$484,756.30	\$.00
	2011 Child Seats							
	2011 Child Seat Incentive							
	K3-2015-05-00-00	CPS-ENFOR.,SEATS,OUTREACH	\$.00	\$363,000.00	\$.00	\$152,428.20	\$152,428.20	\$.00
	2011 Child Seat Incentive Total		\$.00	\$363,000.00	\$.00	\$152,428.20	\$152,428.20	\$.00
	2011 Child Seats Total		\$.00	\$363,000.00	\$.00	\$152,428.20	\$152,428.20	\$.00
	154 Transfer Funds							
	154 Alcohol							
	154AL-2015-03-01-00	OPEN CONTAINER FUNDS-ALCOHOL MPD	\$.00	\$.00	\$.00	\$718,883.00	\$718,883.00	\$.00
	154 Alcohol Total		\$.00	\$.00	\$.00	\$718,883.00	\$718,883.00	\$.00
	154 Transfer Funds Total		\$.00	\$.00	\$.00	\$718,883.00	\$718,883.00	\$.00
	MAP 21 405b OP High							
	405b High HVE							
	M1HVE-2015-05-00-00	HIGH VISIBILITY ENFORCEMENT AND MEDIA	\$.00	\$28,678.38	\$.00	\$550,866.96	\$550,866.96	\$.00
	405b High HVE Total		\$.00	\$28,678.38	\$.00	\$550,866.96	\$550,866.96	\$.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
405b High Community CPS Services								
	M1CPS-2015-05-00-00	COMMUNITY CHILD PASSENGER SAFETY	\$.00	\$200,000.00	\$.00	\$47,962.60	\$47,962.60	\$.00
	405b High Community CPS Services Total		\$.00	\$200,000.00	\$.00	\$47,962.60	\$47,962.60	\$.00
405b OP High								
	M1X-2015-05-00-00		\$.00	\$.00	\$.00	\$100,000.00	\$100,000.00	\$.00
	405b OP High Total		\$.00	\$.00	\$.00	\$100,000.00	\$100,000.00	\$.00
	MAP 21 405b OP High Total		\$.00	\$228,678.38	\$.00	\$698,829.56	\$698,829.56	\$.00
MAP 21 405c Data Program								
405c Data Program								
	M3DA-2015-07-00-00	DMV PROJECT COORDINATOR	\$.00	\$25,167.05	\$.00	\$387,783.36	\$387,783.36	\$.00
	405c Data Program Total		\$.00	\$25,167.05	\$.00	\$387,783.36	\$387,783.36	\$.00
	MAP 21 405c Data Program Total		\$.00	\$25,167.05	\$.00	\$387,783.36	\$387,783.36	\$.00
MAP 21 405d Impaired Driving Low								
405d Low Other Based on Problem ID								
	M6OT-2015-01-00-00	IMPAIRED DRIVING PROGRAMS - VARIOUS	\$.00	\$78,664.82	\$.00	\$2,023,468.44	\$2,023,468.44	\$.00
	405d Low Other Based on Problem ID Total		\$.00	\$78,664.82	\$.00	\$2,023,468.44	\$2,023,468.44	\$.00
	MAP 21 405d Impaired Driving Low Total		\$.00	\$78,664.82	\$.00	\$2,023,468.44	\$2,023,468.44	\$.00
	NHTSA Total		\$.00	\$134,457,497.25	\$.00	\$9,778,901.46	\$9,778,901.46	\$.00
	Total		\$.00	\$134,457,497.25	\$.00	\$9,778,901.46	\$9,778,901.46	\$.00

Maintenance of Effort

The District of Columbia will maintain expenditure levels at or above those in FY 2012 and FY 2013. The spending plan for Section 402 includes projects for Occupant Protection, Impaired Driving, Traffic Records, and Pedestrian/Bicycle Safety. These projects all meet or exceed the budgets for FY 2010 and FY 2011, thus allowing the District to avoid supplanting, while applying for and planning to utilize incentive grant funds.

OTHER FUNDING SOURCES

<i>Agency</i>	<i>Funding Source</i>	<i>Activities Funded</i>	<i>2012</i>	<i>2013</i>	<i>Average</i>
<i>District Department of Transportation</i>	DC Department of Transportation, Policy, Planning & Sustainability Administration uses local appropriated funds and represent the hard cash match requirement against Section 402, Planning and Administration.	Highway Safety Coordinator, 100% Occupant Protection/Child Passenger Coordinator - 100% Including office space, telephone services, supplies, equipment	\$300,000	\$300,000	\$300,000
<i>DDOT Office of General Counsel DDOT Budget Office</i>	Local Funds	Assistant General Counsel's, approximately 15%, in the preparation of Grant Agreements, and Memorandum of Understanding between DDOT and Grantees; Budget Office, approximately 10%, for budget preparation, processing, and monitoring.	\$400,000	\$400,000	\$400,000
<i>Metropolitan Police Department</i>	General Fund (Local Funds) is additional soft match requirement against Sections 402 and 405) Special Operations Division (SOD), MPD	Enforcement of all traffic laws in the District of Columbia salary/benefits, office space, supplies and equipment, vehicles and vehicle use.	\$58,057,000*	\$56,737,000*	\$30,140,500*
Department of Motor Vehicles	General Fund (Local Funds) is additional soft match requirement against Sections 402 and 405)	Staff salary, benefits, office space, supplies, and equipment of the various Divisions that comprise the D.C. Department of Motor Vehicles Adjudication Services Program \$17,399,000	\$26,578,000*	\$33,703,000*	\$30,140,500*

		Vehicle Services Program; Driver Services Program; Technology Services Program			
Fire and Emergency Medical Services Department	General Fund (Local Funds) is additional soft match requirement against Sections 402 and 405)	Field Operations Emergency medical Services Operations	\$2,050,000*	\$1,835,000*	\$1,942,500*
District Department of Transportation	Local Funds	Traffic Operations Administration, Transportation Safety Division To ensure safe and efficient movement of traffic on the District's transportation infrastructure Traffic Operations & Traffic Management	\$14,524,000*	\$7,494,000*	\$11,009,000

OCCUPANT PROTECTION

AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED	2010	2011	AVERAGE
DC Office of Highway Safety	Automobile Dealers	Donation of child safety seats for donation to hospitals and clinics MPD Officers conducting Workshops and checkpoints This includes salaries, benefits, vehicles, etc.	\$10,000.00	\$10,000.00	\$10,000.00
National Safe Kids	Corporate Funding	Child Passenger Safety activities	\$75,000.00	\$75,000.00	\$75,000.00

<p>Adams Morgan Clinic, George Washington Hospital, Providence Hospital, Children's Hospital, Howard University Hospital Washington, Georgetown Hospital Center, Georgetown Hospital, Mary's Center, Nationwide Insurance Company</p>	<p>Adams Morgan Clinic, George Washington Hospital, Providence Hospital, Children's Hospital, Howard University Hospital, Washington Hospital Center, Georgetown Hospital Mary's Center, Nationwide Insurance Company</p>	<p>Educate the public about the correct use of seat belts and educate parents about the correct use of child safety seats, promote child passenger safety fitting stations. Donation of car seats for distribution to DC residents; Staff salary/benefits, supplies, equipment of all agencies participating (% of their time)</p>	<p>\$100,000.00</p>	<p>\$100,000.00</p>	<p>\$100,000.00</p>
<p>Mary's Center, CentroNia, Birthing Center, Department of Health, MPD Traffic Division, United Planning Organization, Friendship Edison Public Charter, Bright Beginnings Columbia, Heights Youth Center, Brookland Manor Shelter, US Department of Labor, Sasha Bruce House for Women, DC Transitional Housing Shelters, Providence Hospital, Kaiser Permanente, Child and Family Services</p>	<p>Mary's Center, CentroNia, Birthing Center, Department of Health MPD Traffic Division, United Planning Organization, Friendship Edison Public Charter, Bright Beginnings Columbia, Heights Youth Center, Brookland Manor Shelter, US Department of Labor, Sasha Bruce House for Women, DC Transitional Housing Shelters, Providence Hospital, Kaiser Permanente, Child and Family Services</p>	<p>Child Passenger Safety Workshops; Outreach to parents; Distribution of Child Safety Seats to DC Residents Staff salary/benefits, supplies, equipment of all agencies participating (% of their time)</p>	<p>(Estimated) \$100,000.00</p>	<p>(Estimated) \$100,000.00</p>	<p>(Estimated) \$100,000.00</p>

IMPAIRED DRIVING

AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED	2010	2011	AVERAGE
Office of the Attorney General	General Funds (Local Funds)	Public Safety Division, OAG; Prosecution of DUI/DWI cases Legislative issues; legal issues OAG, Public Safety Division Police Enforcement; Medical Examiner; Fire & Emergency Medical	*	*	\$1,507,500
			\$1,229,000	\$1,786,000	
Office of the Chief Medical Examiner	General Funds (Local Funds)	Toxicology Laboratory Services Laboratory staff provide expert testimony on toxicology findings related to medical examiner cases. Death Investigations/Certifications Forensic Pathology; Forensic Investigations; Forensic Support Services	*	*	\$4,249,500
			\$4,242,000	\$4,257,000	
Washington Regional Alcohol Program (Non-profit)	DCOHS; Maryland, and Virginia Contributions and Other Support	Works to prevent drunk driving and underage drinking through public education, innovative health education programs and advocacy Sober Ride Program and the Checkpoint Strikeforce Program Salary, benefits, supplies, equipment, travel	\$1,853,493 (Contributions)	\$1,534,297 (Contributions)	\$1,693,895

TRAFFIC RECORDS

AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED	2010	2011	AVERAGE
Office of Chief Technology Officer - Applications Solutions	General Fund (Local Funds)	Application Solutions - DC Geographic Information System Staff salary/benefits, supplies, equipment of all agencies participating (% of their time)	*	*	\$2,365,500
			\$2,514,000	\$2,217,000	

PEDESTRIAN/BICYCLIST SAFETY

<i>AGENCY</i>	<i>FUNDING SOURCE</i>	<i>ACTIVITIES FUNDED</i>	<i>2010</i>	<i>2011</i>	<i>AVERAGE</i>
Department of Transportation DC (DDOT)	General Funds (Local) from the Operating Budget of Policy, Planning, and Sustainability Administration, DDOT	Pedestrian Safety/Bicycle Safety to include paid media efforts coordinated with OHS, design and develop pedestrian friendly infrastructure Salaries, benefits of four (4) staff	\$500,000.00	\$500,000.00	\$500,000.00

* These figures are taken directly from the District of Columbia Budgets for Fiscal Year 2010 and Fiscal Year 2011

H. State Certifications and Assurances

APPENDIX A TO PART 1200—CERTIFICATION AND ASSURANCES FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)

State: **DISTRICT OF COLUMBIA**

Fiscal Year: **FY2015**

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to subrecipients are noted under the applicable caption.)

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

GENERAL REQUIREMENTS

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

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

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

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended
- 49 CFR Part 18—Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200—Uniform Procedures for State Highway Safety Grant Programs

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward and Executive Compensation Reporting, August 27, 2010,

(https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;

- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
 - the entity in the preceding fiscal year received—
 - a. 80 percent or more of its annual gross revenues in Federal awards;
 - b. \$25,000,000 or more in annual gross revenues from Federal awards; and
 - the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION (applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (Pub. 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), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, *et seq.*), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, *et seq.*), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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

The State will provide a drug-free workplace by:

- 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;
- Establishing a drug-free awareness program to inform employees about:
 - The dangers of drug abuse in the workplace.
 - The grantee's policy of maintaining a drug-free workplace.
 - Any available drug counseling, rehabilitation, and employee assistance programs.

- The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- 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).
- Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
 - Abide by the terms of the statement.
 - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
- 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—
 - Taking appropriate personnel action against such an employee, up to and including termination.
 - 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.
- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

BUY AMERICA ACT (applies to subrecipients as well as States)

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)), 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.

POLITICAL ACTIVITY (HATCH ACT) (applies to subrecipients as well as States)

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

CERTIFICATION REGARDING FEDERAL LOBBYING (applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

RESTRICTION ON STATE LOBBYING (applies to subrecipients as well as States)

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION (applies to subrecipients as well as States)

Instructions for Primary Certification

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

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

1. The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
 - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
 - b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or

contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

- c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
2. Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion— Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

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

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's Web site at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, DC metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its Web site at www.trafficsafety.org.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 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 is modified in a manner that could result in a significant environmental impact and trigger the need for an environmental review, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321, *et seq.*) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

SECTION 402 REQUIREMENTS

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

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

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

- Participation in the National high-visibility law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).

(23 U.S.C. 402(b)(1)(F))

The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))

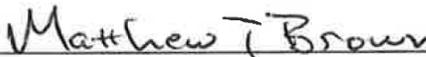
The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

I understand that failure to comply with applicable Federal statutes and regulations may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.



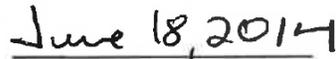
Signature Mayor's Representative for Highway Safety



Printed name of Mayor's Representative for Highway Safety

District of Columbia

For Fiscal Year 2015



Date

I. Section 405 Applications

**APPENDIX D TO PART 1200 –
CERTIFICATIONS AND ASSURANCES
FOR NATIONAL PRIORITY SAFETY PROGRAM GRANTS (23 U.S.C. 405)**

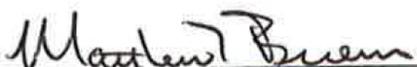
State: **District of Columbia**

Fiscal Year: **2015**

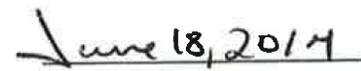
Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements, including applicable Federal statutes and regulations that are in effect during the grant period.

In my capacity as the Governor's Representative for Highway Safety, I:

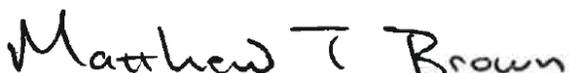
- certify that, to the best of my personal knowledge, the information submitted to the National Highway Traffic Safety Administration in support of the State's application for Section 405 grants below is accurate and complete.
- understand that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of an award under Section 405.
- agree that, as condition of the grant, the State will use these grant funds in accordance with the specific requirements of Section 405(b), (c), (d), (e), (f) and (g), as applicable.
- agree that, as a condition of the grant, the State will comply with all applicable laws and regulations and financial and programmatic requirements for Federal grants.



Signature Mayor's Representative for Highway Safety



Date



Printed name of Mayor's Representative for Highway Safety

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

Part 1: Occupant Protection (23 CFR 1200.21)

All States: *[Fill in all blanks below.]*

- The State will maintain its aggregate expenditures from all State and local sources for occupant protection programs at or above the average level of such expenditures in fiscal years 2010 and 2011. (23 U.S.C. 405(a)(1)(H))
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided as HSP attachment or page # 49.
- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # 40 to 52 and 100-104.
- Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # 50.
- The State's plan for child passenger safety technicians is provided as HSP attachment or page # 50.

Lower Seat belt Use States: *[Check at least 3 boxes below and fill in all blanks under those checked boxes.]*

- The State's **primary seat belt use law**, requiring primary enforcement of the State's occupant protection laws, was enacted on 12/12/1985 and last amended on 6/9/2001, is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

DC Code 50-1802

- The State's **occupant protection law**, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on 12/12/1985 and last amended on 6/9/2001 is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Requirement for all occupants to be secured in seat belt or age appropriate child restraint:
DC Code 50-1703 and 1802
- Coverage of all passengers motor vehicles:
DC Code 50-1703 and 1802
- Minimum fine of at least \$25:
DC Code 50-1706 and 1806

- Exemptions from restraint requirements:
DC Code 50-1802

- The State's **seat belt enforcement plan** is provided as HSP attachment or page # 100.
- The State's **high risk population countermeasure program** is provided as HSP attachment or page # _____.
- The State's **comprehensive occupant protection program** is provided as HSP attachment # _____.
-
- The State's **occupant protection program assessment**: [*Check one box below and fill in any blanks under that checked box.*]
- The State's NHTSA-facilitated occupant protection program assessment was conducted on _____;
- OR**
- The State agrees to conduct a NHTSA-facilitated occupant protection program assessment by September 1 of the fiscal year of the grant. (This option is available only for fiscal year 2013 grants.)
-

Part 2: State Traffic Safety Information System Improvements (23 CFR 1200.22)

- The State will maintain its aggregate expenditures from all State and local sources for traffic safety information system programs at or above the average level of such expenditures in fiscal years 2010 and 2011.

[Fill in at least one blank for each bullet below.]

- A copy of [*check one box only*] the TRCC charter or the statute legally mandating a State TRCC is provided as HSP attachment #E1 or submitted electronically through the TRIPRS database on (NA).
- A copy of TRCC meeting schedule for 12 months following application due date and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date is provided as HSP attachment #E2 or submitted electronically through the TRIPRS database on (NA).
- A list of the TRCC membership and the organization and function they represent is provided as HSP attachment #E3 or submitted electronically through the TRIPRS database on (NA).
- The name and title of the State's Traffic Records Coordinator is Carole Lewis (provided as HSP attachment #E3).
- A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # E4

or submitted electronically through the TRIPRS database on (NA).

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

The following pages in the State's Strategic Plan provides a written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes: Page 30.

OR

If not detailed in the State's Strategic Plan, the written description is provided as HSP attachment # _____.

- The State's most recent assessment or update of its highway safety data and traffic records system was completed on May 2012 (attachment #E5)_____.

Part 3: Impaired Driving Countermeasures (23 CFR 1200.23)

All States:

- The State will maintain its aggregate expenditures from all State and local sources for impaired driving programs at or above the average level of such expenditures in fiscal years 2011 and 2012.
- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1200.23(i) in the fiscal year of the grant.

Mid-Range State:

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

The statewide impaired driving plan approved by a statewide impaired driving task force was issued on _____ and is provided as HSP attachment # _____;

OR

For the first year of the grant as a mid-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan and submit a copy of the plan to NHTSA by September 1 of the fiscal year of the grant.

- A copy of information describing the statewide impaired driving task force is provided as HSP attachment # _____.

High-Range State:

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

A NHTSA-facilitated assessment of the State's impaired driving program was conducted on _____ ;

OR

For the first year of the grant as a high-range State, the State agrees to conduct a NHTSA-facilitated assessment by September 1 of the fiscal year of the grant;

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

For the first year of the grant as a high-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan addressing recommendations from the assessment and submit the plan to NHTSA for review and approval by September 1 of the fiscal year of the grant;

OR

For subsequent years of the grant as a high-range State, the statewide impaired driving plan developed or updated on _____ is provided as HSP attachment # _____.

- A copy of the information describing the statewide impaired driving task force is provided as HSP attachment # _____.

Ignition Interlock Law: *[Fill in all blanks below.]*

- The State's ignition interlock law was enacted on _____ and last amended on _____.
Legal citation(s):

Part 4: Distracted Driving (23 CFR 1200.24)

[Fill in all blanks below.]

Prohibition on Texting While Driving

The State's texting ban statute, prohibiting texting while driving, a minimum fine of at least \$25, and increased fines for repeat offenses, was enacted on 2004 and last amended on 2004 is in effect and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on texting while driving:
- Definition of covered wireless communication devices:
- Minimum fine of at least \$25 for first offense:
- Increased fines for repeat offenses:
- Exemptions from texting ban:

Prohibition on Youth Cell Phone Use While Driving

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

Legal citations:

- Prohibition on youth cell phone use while driving:
- Driver license testing of distracted driving issues:
- Minimum fine of at least \$25 for first offense:
- Increased fines for repeat offenses:
- Exemptions from youth cell phone use ban:

Part 5: Motorcyclist Safety (23 CFR 1200.25)

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

Motorcycle riding training course:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # _____.
- Document(s) showing the designated State authority approved the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle is provided as HSP attachment # _____.
- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # _____.
- Document(s) showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # _____.
- Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses is provided as HSP attachment # _____.

Motorcyclist awareness program:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # _____.
- Letter from the Governor's Representative for Highway Safety stating that the motorcyclist awareness program is developed by or in coordination with the designated State authority is provided as HSP attachment # _____.
- Data used to identify and prioritize the State's motorcyclist safety program areas is provided as HSP attachment or page # _____.
- Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as HSP attachment or page # _____.
- Copy of the State strategic communications plan is provided as HSP attachment # _____.

Reduction of fatalities and crashes involving motorcycles:

- Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP attachment or page # _____.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _____.

Impaired driving program:

- Data used to identify and prioritize the State's impaired driving and impaired motorcycle operation problem areas is provided as HSP attachment or page # _____.
- Detailed description of the State's impaired driving program is provided as HSP attachment or page # _____.
- The State law or regulation that defines impairment.
Legal citation(s):

Reduction of fatalities and accidents involving impaired motorcyclists:

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided as HSP attachment or page # _____.
- Description of the State's methods for collecting and analyzing data is provided as HSP attachment or page # _____.

- The State law or regulation that defines impairment.

Legal citation(s):

- Use of fees collected from motorcyclists for motorcycle programs:** *[Check one box below and fill in any blanks under the checked box.]*

- Applying as a Law State –

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

Legal citation(s):

AND

- The State’s law appropriating funds for FY____ that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs.

Legal citation(s):

- Applying as a Data State –

- Data and/or documentation from **official** State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided as HSP attachment # ____.

- Part 6: State Graduated Driver Licensing Laws (23 CFR 1200.26)**

[Fill in all applicable blanks below.]

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

Learner’s Permit Stage – requires testing and education, driving restrictions, minimum duration, and applicability to novice drivers younger than 21 years of age.

Legal citations:

- Testing and education requirements:
- Driving restrictions:
- Minimum duration:

- Applicability to novice drivers younger than 21 years of age:
- Exemptions from graduated driver licensing law:

Intermediate Stage – requires driving restrictions, minimum duration, and applicability to any driver who has completed the learner’s permit stage and who is younger than 18 years of age.

Legal citations:

- Driving restrictions:
- Minimum duration:
- Applicability to any driver who has completed the learner’s permit stage and is younger than 18 years of age:
- Exemptions from graduated driver licensing law:

Additional Requirements During Both Learner’s Permit and Intermediate Stages

Prohibition enforced as a primary offense on use of a cellular telephone or any communications device by the driver while driving, except in case of emergency.

Legal citation(s):

Requirement that the driver who possesses a learner’s permit or intermediate license remain conviction-free for a period of not less than six consecutive months immediately prior to the expiration of that stage.

Legal citation(s):

License Distinguishability (*Check **one box** below and fill in **any blanks** under that checked box.*)

Requirement that the State learner’s permit, intermediate license, and full driver’s license are visually distinguishable.

Legal citation(s):

OR

Sample permits and licenses containing visual features that would enable a law enforcement officer to distinguish between the State learner’s permit, intermediate license, and full driver’s license, are provided as HSP attachment # _____.

OR

Description of the State’s system that enables law enforcement officers in the State during traffic stops to distinguish between the State learner’s permit, intermediate license, and full driver’s license, are provided as HSP attachment # _____.

Appendix A – CPS Workshops and Inspection Station

CHILD PASSENGER SAFETY WORKSHOPS

Ward	Name of Site	Address	Zip	Participates
1	Mary's Center	3220 Ontario Rd NW	20009	225
1	CentroNia'	1420 Columbia Rd NW	20010	175
5	Birthing Center	801 17th St NE	20002	40 expecting mothers
6	Department of Health	825 North Capitol St NE	20002	25 Employees
2	MPD Traffic Division	501 New York Ave NE	20002	20
5	United Planning Organization (Headquarters)	301 Rhode Island Ave NW	20001	30 Parents
6	United Planning Organization (Randle Center)	820 South Capitol St SW	20024	16 Parents
7	Friendship Edison Public Charter School	4095 Minnesota Ave NE	20019	36 Teen Moms
1	Bright Beginnings Columbia Heights Youth Center	1480 Girard Street NW	20010	10 Teen Moms
5	Brookland Manor Shelter	2423 14th St NE	20018	8
2	US Department of Education	830 First St Ne	20202	22 Employees
1	Sasha Bruce House for Women	1022 Maryland Ave NE	20002	18
4	Washington DC Transitional Housing Shelters	6315 5th St NW	20001	25
5	Providence Hospital	1150 Varnum St NE	20017	5 Nurses
3	Kaiser Permanente	2100 Pennsylvania Ave NW	20037	40 Parents
8	Child and Family Services (CFSA)	801 I Street	20003	60 employees

INSPECTION STATIONS

Ward	Location	Address	Zip	Technicians
8	United Medical Center	1310 Southern Ave SE	20032	Sylvia Perkins
8	THEARC DC Fire & EMS Training Academy	1901 Mississippi Ave SE	20020	Sylvia Perkins
8	Bishop Walker School	4600 Shepherd Pkwy SW 3640 Martin Luther King Jr Ave SE	20032	Terrie Matthews
7	6th District Police Department	100 42nd St SE	20019	Philip Lanciano
6	DC Dept of Motor Vehicle Galluadet University	1101 Half St SW	20024	Larry Walker
5	Transportation UPO Developing Families Center	800 Florida Ave NE	20002	Lawerence Curtis
5	Providence Hospital	801 17th St NE	20002	Karen Gay
		1150 Varnum St NE	20017	Karen Gay, Terrie Matthews, Cynthiana Lightfoot, Sylvia Perkins, NiKeesha Webb, Donna Allen
4	4th District Police Department	6001 Georgia Avenue NW	20011	Robert Taylor Cynthiana
4	Georgia Avenue Collaborative	1104 Allison St NW	20011	Lightfoot
2	MPD Traffic Division	501 New York Ave NW	20002	Arlinda Page, Vene Lagon, Darryl Priestly
	Columbia Heights/Shaw Collaborative	1420 Columbia Rd NW	20010	Billie Davis
3	2nd District Police Department	3220 Idaho St NW	20016	

Appendix B – Special Events and Outreach Locations

SPECIAL EVENTS

Ward	Event	Address	Zip Code	
	DPW Truck Touch	DC Stadium Armory	20002	75 pkgs
5	Ola LaLuz del Mundo	1222 Rhode Island Ave NE	20018	300 Pkgs
4	4th District Community day	901 4th St. NW	20001	35 pkgs
4	National Children Center	6200 2nd St. NW	20011	50 pkgs
1	Baby Shower	Howard University	20060	32 pkgs
5	Center for Life Baby Shower	Providence Hospital	20017	56 pkgs 2500
2	NBC 4 2500	801 Mt Vernon Pl NW	20001	pkgs
6	36th Annual Peter Bug Day Festival	19th and E Streets SE Columbia Heights Educational Campus	20002	250 Pkgs
1	AmeriHealth Latino Back to School Event	National Capitol Collaborative	20009	300 Pkgs 20001 75 pkgs
2	YMCA	1711 Rhode Island Ave NW	20036	100 pkgs
2	IDB Employee Health Fair Veteran Admin- Summer Safety Campaign	1300 New York Ave 810 Vermont Ave NW	20005	200 pkgs 20420 300 Pkgs
5	June Fair Family Community	1731 Bunker Hill Road Ne	20017	500 pkgs
1	CentroNia' Summer Festival	1420 Columbia Rd NW	20010	50 pkgs
8	Bring it All Together	2501 Good Hope Road, SE	20020	175 pkgs
7	Clay Terrace Health Day	272 53rd St NE	20019	80 pkgs
5	New Heights Summit	Galluduate University	20002	50 pkgs
1	Children's Day with EMSC	Children's Hospital	20010	250 pkgs
5	Traffic Safety Day	45 P St NW	20001	75 pkgs
8	National Children Center	6200 Martin L King Ave	20032	50 pkgs
5	Edgewood/Brookland Safety Day	601 Edgewood St NE	20017	200 pkgs
5	Noyes Educational Campus Safety Day	2725 10th St. NE	20018	350 pkgs
8	Excel Academy Public Charter School Brown Educational Center Parent Meeting	2501 Martin L King Ave SE 850 26th St NE	20020	110 pkgs 20018 20 pkgs
8	Safety Day	Bald Eagle Recreation Center	20032	45 pkgs
6	Safety Fair	DC Navy Yard	20003	35 pkgs
5	Family Day God of Prophecy	1400 E St NE	20002	45 pkgs

CPS EVENTS

WARD	Address of Event	Zip Code	Event	Lead Technician
1	LeDroit Park is a neighborhood	20001	Family Fun Day	Karen Gay
8	Big Mama's Children Center	20032	Car Seat Inspection Day	Vene Lagon
8	Zena's Child Development Center	20032	Annual Car Seat Check Day	Arlinda Page
6	Senator side of the Hill	20002	Car Seat Check Day on the Hill	Bob Walls
7	Engine 30	20019	Car Seat Inspections	Terrie Matthews
3	2nd District Police Department	20016	National Night Out	Danellia Santos
2	Metropolitan Police Department Excel Academy Public Charter	20001	Car Seat Inspections	Flo Carter
8	School	20020	Booster Seat Check	Karen Gay
8	St Timothy Development Center	20020	Annual Car Seat Check Day Car seat give away inspection	Sylvia Perkins
5	Azeeze Bates	20002	clinic	Karen Gay
1	Marie Reed Elementary School	20009	Booster Seat Event	Arlinda Page
7	Educare of Washington DC	20019	Booster Seat Event	Karen Gay

Appendix C – Certified Child Passenger Safety Technicians

Certified Technicians with Certification Expiration

Name	Tech #	Expiration date	Work Location
Sgt. Donna Allen	T033291	9/2/14	Third District
Billie Davis	T66476	6/21/15	Third District
Nikeesha Webb	T664810	8/31/14	EOCOP Stationed at First District
Lashonda Hart	T643956	6/16/15	Third District
Courtney Hart	T583477	7/29/15	Fourth District
Edwin Buckner	T64575		School Resource Officer
Lt. Regina Gamble	T643934	4/3/15	EOCOP Stationed at First District
Sgt. Robert Taylor	T644241	3/23/15	Fourth District
Sgt. Kevin Naus	T50901	11/12/14	Second District
Capt. Byron Hope	T64565	10/17/14	Seventh District
Arlinda Page	I595966	8/20/15	SOD TSSEB
Lee Nobriga	T688731	11/12/14	SOD TSSEB
Wen Ai	T688729	11/12/14	SOD TSSEB
Vene Lagon	T688732	11/12/14	SOD TSSEB
Daniela Santos	T64639	10/17/14	Second District
Carter, Florence	T38041	7/26/14	Cell block
Regina Davis	T674407	6/21/15	Second District
Antoine Carter	T574040	11/12/14	School Resource Officer
Renee Kennedy	T6662610	11/21/14	Evidence Control Unit
David Le	T028249	11/12/14	SOD/K-9
Medgar Webster			Fourth District
Shaquinta Gaines	T697123	8/19/2015	Sixth District

Mohamed Ibrahim	T697126	8/19/2015	First District
Ingrid Dixon	T697119	8/19/2015	Sixth District
Andrew Fredrick	T697118	8/19/2015	Second
Darryl Priestly	T561091	8/19/2015	IDSU
Sgt. Iris Beistline	T707765	8/28/2014	Third District
William Bogner	T707770	8/28/2014	Seventh District
Theodore Gay	T707766	8/28/2014	Fifth District
Jennifer Gelsomino	T707755	8/28/2014	Fourth District
Lt. Philip Lanciano	I1001261	5/1/2015	Sixth District
Rhonda Hardy	T707760	8/28/2014	Second District
Tyrone Hardy	T707773	8/28/2014	First District
Sheri Hinton	T707771	8/28/2014	Fourth District
Sarah Karim	T707757	8/28/2014	Fourth District
Nikki Maxwell	T707761	8/28/2014	Second District
Robert Miles	T707780	8/28/2014	Sixth District
Perry Morgan	T707762	8/28/2014	Third District
Herbert Nicholls	T707769	8/28/2014	Sixth District
Romayo Simon	T707754	8/28/2014	Fourth District
Sharon Taylor	T707756	8/28/2014	Sixth District
Dwayne Fails	T719849	8/2/2015	First District
Damien Williams	T719840	8/2/2015	Seventh District
Jerry Whitfield	T71982	8/2/2015	Third District
Tyrone McMillan	T726360	5/15/2014	1D
Byron Words	T726426	5/15/2014	4D
Jessamyn Perkins	T726362	5/15/2014	3D
Cynthia Brown	T726441	5/15/2014	3D

Yvette Gupton	T726410	5/15/2014	3D
Christopher Hyder	T726352	5/15/2014	4D
Dorise Brown	T726488	5/15/2014	1D1
Lee Michael	T726462	5/15/2014	1D1
Darren Reaves	T719841	8/2/2015	Fourth District
Patricia Stringfellow	T561734	8/2/2015	
Anthony Murphy	T594426	5/15/2014	SOD TSSEB
Nicole Copeland	T726361	5/15/2014	7D
Gwen Flanigan	T726409	5/15/2014	7D
Gregory Hill	T726446	5/15/2014	3D
Davis Casetta	T726343	5/15/2014	2D
Arvette Parry	T726461	5/15/2014	2D
Virginia Dineen	T625460	5/15/2014	2D
Karen Gay	I6565167	8/29/2015	DDOT
Larry Walker	T644241	3/23/15	DMV
Cynthiana Lightfoot	I589750	8/28/2014	EMS
Terri Matthew	T64573	10/19/14	EMS
Berney Williams	T707774	8/28/2014	Fire & EMS
Thomas Forrester	T707781	8/28/2014	Fire & EMS
Stephanie Lewis	T707772	8/28/2014	DC Fire Department
Karen Long	T707777	8/28/2014	DC Fire Department
Sylvia Perkins-Swain	T33112	5/8/15	Children Hospital Injury Prevention
Lt. Virginia Fedor	T625058	5/7/16	Gallaudet University Police

EXPIRED

Anthony Bingham	T697122	8/19/2013	Fifth District
Michelle Bullard	T697130	8/19/2013	First District
Christopher Gaglione	T697121	8/19/2013	Fifth District
Jay Taylor	T697112	8/19/2013	Third District
Sgt. Terry Thorne	T697120	8/19/2013	IDSU
Sharon White	T697129	8/19/2013	4D sub- station
Derek Washington	T697125	8/19/2013	Seventh District
Michael Kersey	T697128	8/19/2013	Seventh District
Dwonn Anderson	T697127	8/19/2013	Fourth District
David Baker	T697117	8/19/2013	Second District
Erick Skinner	T2687	4/13/11	Second District
Alvyn Dowe	T644801	8/3/11	Fourth District
Ida George	T72384	6/21/11	CIC

These officers no longer want to be certified in CPS

Thurman Powell	T674417	6/21/11
Erick Skinner	T2687	4/13/11
Alvyn Dowe	T644801	8/3/11
Ida George	T72384	6/21/11
Virginia Fedor	T625058	5/7/12
Karla Orsinchak	T674410	
Jeffrey Melvin	T664812	expired
Natasha Jones	T664805	expired
Anthony Murphy		expired
Eric Wesby		expired
Medgar Webster		expired
Stephen Chih	T664815	expired
Darren Haskis	T664811	expired
Natasha Jones	T664805	expired
Antonio Reed	T664802	expired
Michelle Riddlehoover	T664804	expired
MPO Deidre fisher	T650904	11/12/12
Preston Proctor	T650894	11/12/12

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION

General Counsel



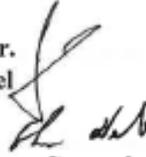
Inter-office Memorandum
Privileged and Confidential

MEMORANDUM

TO: Sam Zimbabwe, Associate Director
Policy, Planning & Sustainability Administration
District Department of Transportation

CC: Carole Lewis, Chief of Transportation Safety Office
Policy, Planning & Sustainability Administration
District Department of Transportation

THROUGH: Frank Seales, Jr.
General Counsel

FROM: Glenn Dubin 
Assistant Attorney General

DATE: March 13, 2014

RE: Review for Legal Sufficiency
District Compliance with Federal Seat Belt Laws.

WD NO.: 3063

QUESTION PRESENTED

This memorandum is written in response to your request that the Office of General Counsel (“OGC”) issue an opinion as to whether the District of Columbia is in compliance with requirements for lower seat belt use rates. To that end, the National Highway Traffic Safety Administration (NHTSA) has requested DDOT to demonstrate that the District has primary seat belt use laws and occupant protection laws in effect.

SHORT ANSWER

The District has both primary seat belt use laws and occupant protection laws that meet the federal standards published by NHTSA in the federal register, even though the federal standards for occupant protection laws have changed slightly.

FACTS AND ANALYSIS

The National Highway Traffic Safety Administration published an interim final rulemaking to establish new uniform procedures governing the implementation of State highway safety grant programs as amended by the Moving Ahead for Progress in the 21st Century Act (MAP-21). Under that law, states identified as lower seat belt use rates states are required to demonstrate, among other things, that they have laws addressing primary seat belt use and occupant protection.

The requirement for meeting primary seat belt use law standard is that a state law impose primary enforcement of all passengers, regardless of age, to be in an age appropriate seat belt or child restraint. The requirements for a state law to meet the occupant protection standard are as following:

- 1) Requirement for all occupants to be secured in seat belt or age appropriate child restraint;
- 2) Coverage of all passenger motor vehicle;
- 3) Minimum fine of at least \$25; and
- 4) Limited exemptions from restraint requirements, including:
 - a. passengers of vehicles built before they were required to be equipped with seatbelts;
 - b. taxicab operators;
 - c. passengers without seatbelts available because all seated positions with seatbelts have been taken; and
 - d. persons with medical conditions verified by a physician.

The District's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on December 12, 1985 and last amended on June 9, 2001. The law will be in effect, and will be enforced during the fiscal year of the grant. The legal citation for this requirement is DC Code § 50-1802

The District's occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on December 12, 1985 and last amended on June 9, 2001. The law will be in effect, and will be enforced during the fiscal year of the grant. The requirement for all occupants to be secured in a seat belt or age appropriate child restraint is codified at DC Code §§ 50-1703 and 1802. The requirement that occupant protection coverage apply to all passenger motor vehicles can be found at DC Code §§ 50-1703 and 1802. However, this requirement extends to the maximum number of seated positions available with seatbelts in the vehicle. The requirement that a minimum fine of at least \$25: Pursuant to DC Code §§ 50-1706 and 1806, the minimum

fine for not having all occupants secured in a seatbelt of age appropriate child restraint is \$50. There is a more specific fine of \$75 against an operator who transports a child under 16 years of age in something other than an approved child safety restraint system or a child restraint seat. There is a waiver of this penalty for first time offenders if they produce proof that an approved child restraint seat was acquired subsequent to the violation. In addition, a first time offender may elect to pay \$25 to attend a child restraint safety class instead of paying the \$75 fine. Finally, the exemptions from restraint requirements can be found listed in DC Code § 50-1802. Those exceptions are: riders in vehicles manufactured before July 1, 1966; for medical reasons documented by a physician; and taxicab drivers.

CONCLUSION

Even though there have been some modifications in MAP 21 and the Interim Final Rule, the District still complies with the federal requirements for primary seat belt use laws and occupant protection laws.