

FY2025 HIGHWAY SAFETY OFFICE ANNUAL REPORT

DISTRICT OF COLUMBIA



JANUARY 28, 2026

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ABOUT

DISTRICT OF COLUMBIA HIGHWAY SAFETY OFFICE (DC HSO)

The DC HSO aims to improve road safety in the Nation's Capital by addressing unsafe practices like impaired and aggressive driving, lack of seat belt usage, improper child car seat use, distracted driving, and unsafe pedestrian and bicycle behaviors. The office manages and directs National Highway Traffic Safety Administration (NHTSA) funding to support community programs, which use evidence-based, data driven countermeasures that work to change behaviors and keep roadways safer. The DC HSO is part of the Office of the City Administrator (OCA).

OFFICE OF THE CITY ADMINISTRATOR (OCA)

The Office of the City Administrator oversees the daily management of the District government, sets operational goals, and implements the Mayor's and DC Council's legislative actions and policy decisions. The City Administrator, who reports directly to the Mayor, has direct oversight of all executive-reporting agencies, prepares the District's annual operating budget, and ensures that all agencies meet the needs of District residents.

INTRODUCTION

On behalf of Mayor Muriel Bowser and City Administrator Kevin Donahue, the District of Columbia Highway Safety Office (HSO) presents the Fiscal Year (FY) 2025 (25) Highway Safety Annual Report (AR). This report showcases the District's progress and achievements toward reaching the goal of zero traffic fatalities and serious injuries.

The Highway Safety Office continued to implement new requirements as outlined in the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL). IIJA/BIL was signed into law on November 15, 2021.

The HSO focused on robust safe communities' coalition participation, as a guide to inform our safety program efforts. Projects were prioritized to:

- Support education and enforcement efforts for communities that are overrepresented in crashes, injuries, and fatalities.
- Pedestrian, bicycle, and micro-mobility safety efforts that use education and enforcement to enhance the behavior of all roadway users.
- Use the High Injury Network as a guidepost to create programs that will bolder safer roadways that have the most injuries and fatalities by the data.

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

CORE PERFORMANCE MEASURES

Each fiscal year, the HSO develops a new Annual Grant Application (AGA) to address critical traffic safety problems and create a safer, more efficient transportation system.

The Infrastructure Investment and Jobs Act (IIJA) requires the District to set goals for 11 core performance measures based on FARS data, an observational seatbelt use measure, and three activity measures. Additionally, the HSO includes five extra core performance measures using the District's injury data.

- **Performance Measures Status:** In FY2025, the District met 2 out of 17 core performance measure targets.
- **Plan to Meet More Core Performance Measures:** For FY2026, the District anticipates meeting more targets based on current data. The District plans to accomplish this by adjusting the strategy for programming funds to achieve the performance targets, especially for those that the District has not met or is not on track to meet.
- **Ongoing Reviews:** The HSO will continue to thoroughly review all performance measures to identify the need for additional initiatives to improve traffic safety.

Table 2 provides data on grant-funded citations for impaired driving, distracted driving, occupant protection, speeding, and pedestrian and bicyclist safety from FY2021 to FY2025.

TABLE 1. ASSESSMENT OF RESULTS IN ACHIEVING PERFORMANCE TARGETS FOR 2025 AND 2024

Performance Measure	Target Period	2025 Target Year(s)	2025 Result	Benchmark Value for 2025 Listed in 3HSP	Data/Source 2025 Progress Results	On Track to Meet CY 2025 Benchmark: YES/NO/In Progress Include Narrative	2024 Target Year(s)	2024 HSP Target Value	2024 Result	2024 Source	Met 2024 Target ?
C-1) Total Traffic Fatalities (FARS)	Five-Year Average	2021-2025	38.8	24	2021-2025, FARS/MPD	No	2020- 2024	41	26	2020-2024, FARS/MPD	No
C-2) Serious Injuries in Traffic Crashes	Five-Year Average	2021-2025	361.8	276	2021-2025, District	No	2020- 2024 FY 24 Data is incomplete	319	316	2020-2024, District	No
C-3) Fatalities per VMT	Five-Year Average	2021-2025	1.1	0.63	2021-2025, FARS/MPD	No	2020- 2024 FY 24 Data is incomplete	.98	.75	2020-2024, FARS/MPD	No
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	Five-Year Average	2021-2025	5.2	5	2021-2025, FARS/MPD	No	2020- 2024	6	4	2020-2024, FARS/MPD	No
C-5) Alcohol-Impaired Driving Fatalities	Five-Year Average	2021-2025	10	3.4	2021-2025, FARS/MPD	No	2020- 2024	10.8	5.5	2020-2024, FARS/MPD	No

C-6) Speeding-Related Fatalities	Five-Year Average	2021-2025	14.2	10.9	2021-2025, FARS/MPD	No	2020- 2024	15.6	12.7	2020-2024, FARS/MPD	No
C-7) Motorcyclist Fatalities	Five-Year Average	2021-2025	6.4	4.8	2021-2025, FARS/MPD	No	2020- 2024	7.4	5.3	2020-2024, FARS/MPD	No
C-8) Unhelmeted Motorcyclist Fatalities	Five-Year Average	2021-2025	2.6	2.1	2021-2025, FARS/MPD	No	2020- 2024	3	1.9	2020-2024, FARS/MPD	No
C-9) Drivers Aged 20 or Younger Involved in Fatal Crashes	Five-Year Average	2021-2025	1.8	2.7	2021-2025, FARS/MPD	Yes	2020- 2024	2.8	2.7	2020-2024, FARS/MPD	No
C-10) Pedestrian Fatalities	Five-Year Average	2021-2025	16.2	14.2	2021-2025, FARS/MPD	No	2020- 2024	2.4	2.1	2020-2024, FARS/MPD	No
C-11) Bicyclist Fatalities	Five-Year Average	2021-2025	2.2	2.3	2021-2025, FARS/MPD	Yes	2020- 2024	2.4	2.1	2020-2024, FARS/MPD	Yes

B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2025	91.0	92	NHTSA, Certified State Survey	No	2020- 2024 FY 2024 Data is incomplete	93.4	>90	NHTSA, Certified State Survey	No
C-12) Number of Unrestrained Passenger Vehicle Occupant Injuries, All Seat Positions	Five-Year Average	2021-2025	505.2	142	2021-2025, District	No	2020- 2024	119.0	93.2	2020-2024, District	No
C-13) Alcohol-Impaired Driving Injuries	Five-Year Average	2021-2025	192	121.2	2021-2025, District	No	2020- 2024	126	112.5	2020-2024, District	No
C-14) Speeding-Related Injuries	Five-Year Average	2021-2025	420.2	452.3	2021-2025, District	No	2020- 2024 FY 2024 Data is incomplete	496.8	462	2020-2024, District	No
C-15) Pedestrian-Related Injuries	Five-Year Average	2021-2025	706.4	371.1	2021-2025, District	No	2020- 2024 2024 Data Unavailable	432	<=369	2020-2024, District	No
C-16) Bicyclist-Related Injuries	Five-Year Average	2021-2025	410	207	2021-2025, District	No	2020- 2024 2024 Data Unavailable	280	<=205	2020-2024, District	No

TABLE 2. GRANT PROGRAM ACTIVITY REPORTING

Description		FY2020	FY2021	FY2022	FY2023	FY2024	FY2025
A-1	Number of seatbelt citations issued during grant-funded enforcement activities	2,461	1,905 / 350 warning	1,656 / 2,087 warning	1,245 citations/300 warnings	1,656 / 2,087 warning	1,569 / 415 warnings
A-2	Number of impaired-driving arrests made during grant-funded enforcement activities	91	53	60	34	60	26
A-3	Number of speeding citations issued during grant-funded enforcement activities	5,101	2,355 / 427 warning	1,599 / 255 warning	1,251 citations/126 warnings	1,599 / 255 warning	797 / 35 warnings
	Number of distracted driving citations issued during grant-funded enforcement activities	805	864	448 / 226 warning	336 / 135 warning	277 citations/ 179 warnings	341/ 484 warnings
	Number of pedestrian- and bicycle-related citations issued during grant-funded enforcement activities	1,199	2,829	1,363 / 409 warning	688 / 624 warning	767 / 147 warnings	169 / 25 warnings

The following Core Performance Measure goals were unmet in FY2025. The District of Columbia will adjust efforts for FY2026 and FY2027 to better meet these targets:

1. **Total Traffic Fatalities (C-1):**
 - Expand outreach and deploy targeted countermeasures focusing on pedestrian and bicycle safety, including for-hire vehicle passengers.
 - **Serious Injuries in Traffic Crashes (C-2):** Launch the Safe Communities program to engage more non-traditional partners in mobility safety.
 - **Fatalities per VMT (C-3):** Continue evaluating and adjusting strategies to improve traffic safety with an emphasis on mode shift.
2. **Unrestrained Passenger Vehicle Occupant Fatalities (C-4):**
 - Strengthen education and enforcement efforts around occupant protection and recruit new grantees.
3. **Alcohol-Impaired Driving Fatalities (C-5):**
 - Enhance education and enforcement efforts against alcohol-impaired driving and recruit new grantees.
4. **Speeding-Related Fatalities (C-6):**
 - Strengthen education and enforcement around speeding and invest in automated traffic enforcement.
5. **Motorcyclist Fatalities (C-7):**
 - Improve education and enforcement around motorcycle safety and launch a motorcycle safety working group.
6. **Unhelmeted Motorcyclist Fatalities (C-8):**
 - Focus on education and enforcement for unhelmeted motorcyclists and recruit new grantees.
7. **Pedestrian Fatalities (C-10):** Focus on education and enforcement for pedestrian safety and recruit new grantees.
8. **Unrestrained Passenger Vehicle Occupant Injuries (C-12):**
 - Strengthen education and enforcement efforts around occupant protection and recruit new grantees.
9. **Alcohol-Impaired Driving Injuries (C-13):**
 - Raise awareness of the dangers of alcohol-impaired driving and engage communities through nonprofit and government partnerships.
10. **Speeding-Related Injuries (C-14):**
 - Strengthening education and enforcement on speeding and recruit new grantees.

DISTRICT STRATEGIC HIGHWAY SAFETY PLAN (SHSP) 2026-2030

The District's Strategic Highway Safety Plan (SHSP) 2026-2030 was submitted on September 30, 2025. **Moving to Zero**—the integrated 2026–2030 Strategic Highway Safety Plan—a first in the nation, pioneering approach to addressing mobility safety. This plan unites two essential frameworks—the federally mandated Strategic Highway Safety Plan (SHSP) and the Mayor's Vision Zero commitment—into one comprehensive roadmap for eliminating traffic-related fatalities and injuries across the District's transportation network.

This five-year strategic plan provides a clear vision for moving toward the District's aspirational goal of zero traffic-related fatalities and serious injuries, supported by measurable goals, actionable strategies, and performance targets. It leverages the Federal Highway Administration's and the District's current efforts advancing the Safe System Approach, prioritizing human life and health while addressing systemic risk factors through improved street design, safe speeds, proactive enforcement, community engagement, and enhanced emergency response care.

The DC government led the effort to create this plan, building on a foundation of extensive community involvement—insights from government agencies, advocacy groups, and residents—to consider the views of diverse, sometimes-conflicting stakeholders. Safety interventions are targeted where they are needed most, reducing the impact of traffic trauma across all the city's wards.

SHSP Traffic Fatality Performance Measures

The number of fatal crashes on District streets has risen from a low of 19 in 2012. But fatal crashes, while they get the most media attention, don't tell the full story. When we look at fatal and serious-injury crashes together, the District has made steady progress. The number of severe crashes decreased from 390 in 2020 to 340 in 2024, a 13% drop.

Fatal crashes represent the worst possible outcome of a series of failures. In these cases, everything that could go wrong did go wrong. Between 2020 and 2024, just under 100,000 crashes were recorded in the District. Of these 100,000 crashes, 0.2% resulted in a fatality, and 1.7% in a major injury. The focus of Vision Zero is eliminating these 1.9% of crashes.

FY2025 ANNUAL GRANT APPLICATION FOCUS

Based on preliminary data, distracted, impaired, aggressive driving and pedestrian-related fatalities continue to pose a challenge. The HSO is exploring the following efforts in FY2025 grant projects and programming:

- Utilizing dynamic message boards and paid media to relay safety messages for drivers entering the District.
- Providing more sober ride campaigns.
- Engaging young vulnerable road users with traffic safety curriculum.
- Outreach to bars and restaurants utilizing safety messaging.

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

- Alcoholic Beverage and Cannabis Administration (ABCA)
- Metropolitan Police Department (MPD)
- Office of the Attorney General (OAG)
- Office of the Chief Medical Examiner (OCME)
- Department of Motor Vehicles (DMV)
- DC Department of For-Hire Vehicles (DCFV)
- Metropolitan Washington Council of Governments (MWCOG)
- Department of Public Works (DPW)
- Washington Regional Alcohol Program (WRAP)
- DC Police Foundation (DCPF)

This report provides an overview of each Program Area, including performance measures and goals. The HSO 2025 programming efforts target the following safety areas:

- Occupant Protection
- Teen Safety Programs (YOUTH)
- Impaired Driving
- Aggressive Driving
- Emergency Services
- Nonmotorized Safety (Pedestrian & Bicyclist)
- Traffic Records

The District also monitors additional areas such as motorcycle safety and distracted driving to ensure comprehensive traffic safety improvements.

OCCUPANT PROTECTION (ADULT AND CHILD)

The proper installation and consistent use of seatbelts and child-restraint systems remain the most effective defenses against motor vehicle fatalities and serious injuries. The District of Columbia maintains one of the most comprehensive occupant protection laws in the nation, sustaining a seatbelt usage rate of 90 percent or higher since 2013. This high rate of compliance is a primary factor in reducing crash severity across the District.

While unrestrained fatalities have fluctuated over the past decade—ranging from zero in 2013 to six in 2016—recent data indicates a significant positive shift. Following a peak of 13 unrestrained fatalities in FY2023, the District saw a steady decline to nine in FY2024 and a notable decrease to just **one** in FY2025. Furthermore, total passenger vehicle occupant fatalities dropped from 21 to five over the same period. While traffic safety narratives are often nuanced, this sharp downward trend strongly suggests that the District’s multi-layered countermeasures are yielding results.

To address unrestrained driving, the HSO continues to collaborate with strategic partners to implement proven safety strategies, including:

- **High-Visibility Enforcement:** Partnering with the Metropolitan Police Department (MPD) to leverage the District’s primary seatbelt law, which empowers officers to conduct stops based solely on observed seatbelt violations.
- **Child Passenger Safety (CPS):** Collaborating with the District Department of Transportation (DDOT) to promote car seat safety through expert-led fitting workshops, the distribution of free child safety seats, and comprehensive fit checks for residents.
- **Education and Awareness:** Partnering with the McAndrew Company to design and execute impactful outreach campaigns that reinforce the life-saving importance of seatbelt use for all vehicle occupants.

The following section provides a detailed summary of the specific projects and milestones achieved in FY2025.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
M1CPS-2025-01-54-56/ M1CPS-2025-11-54-56 Children's National Medical Center/	Children's National: The Continuum of Pediatric Motor Vehicle Occupant Safety	\$66,088.40/IIJA 405b High \$88,567.88/ Sup IIJA 405b High	\$33,491.13 \$88,567.88

BACKGROUND

Motor vehicle crashes remain a leading cause of injury and mortality for children nationwide. Protecting young occupants requires a holistic approach that addresses the "continuum of pediatric occupant safety" - a framework developed by Safe Kids DC that encompasses the behaviors of child passengers, the actions of parent and guardian drivers, and the impact of external motorists. While standard educational resources exist for basic car seat use, critical gaps remain in addressing passenger behavior, navigating aggressive driving with children present, and post-crash safety protocols. These areas are often inaccessible or underdeveloped for the District's most vulnerable families.

To address these disparities, Children's National Medical Center (CNMC) proposes an expansion of its educational outreach to ensure all District families have access to comprehensive, equitable, and inclusive safety guidance. Rooted in the Injury Equity Framework, this initiative leverages the clinical expertise of CNH physicians and Safe Kids DC staff to prioritize children with special healthcare needs and those in communities disproportionately impacted by traffic violence.

Safe Kids DC operates under the leadership of Children's National Hospital—the founding agency of Safe Kids Worldwide. The coalition maintains deep-rooted partnerships with the District Department of Transportation (DDOT), the Metropolitan Police Department (MPD), and DC Fire & EMS. This collaborative history includes high-impact successes such as the Ward 8 Safe School Zone improvements and student-led programming that earned DDOT's inaugural Trailblazer Award.

Most recently, Safe Kids DC was awarded the 2024 State Farm Good Neighbor Grant to expand child restraint access. Building upon this momentum, the proposed project directly supports the District's Strategic Highway Safety Plan and the Vision Zero commitment to eliminating traffic fatalities and serious injuries, ensuring that the next generation of District residents is protected by a culture of safety and equity.

PROJECT GOALS

By September 30, 2025, Safe Kids DC will complete the following objectives:

- Increase parent or guardian self-efficacy to talk to children about good passenger behavior by 30% by the end of the training.
- Increase parent or guardian self-efficacy to talk to children in the moment when experiencing aggressive driving by 30% by the end of the training.
- Increase parent or guardian self-efficacy to protect themselves and their child's safety after a crash by 30% by the end of the training.

PROJECT RESULTS

- **Development of Inclusive Safety Curricula:** Produced comprehensive electronic and print resources addressing vehicular heatstroke and extreme weather safety, specifically tailored for children with special healthcare needs. To ensure equitable access, all materials were published in both English and Spanish.
- **Specialized Family Education:** Conducted targeted outreach for families of children with complex medical or developmental needs, addressing specific safety considerations for high-risk pediatric occupants.
- **Curriculum & Training Implementation:** Developed and launched specialized training modules focused on the prevention of pediatric vehicular heatstroke and the management of extreme weather hazards.
- **High-Impact Community Outreach:** Facilitated over 15 educational sessions across diverse venues, including Children's National Hospital clinical sites, District schools, and early childhood education centers, significantly increasing community awareness of environmental occupant risks.
- **Strategic Resource Distribution:** Served as a primary distribution and education hub for the District Department of Transportation's (DDOT) **Project Safe Child**, ensuring the proper delivery and installation of life-saving child restraint systems for District families.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
M1CP-2025-01-43-57/ University of Maryland, Baltimore	University of Maryland, Baltimore 2025 DC Seat Belts Study	\$250,000.00 IIJA 405b High	\$238,527.57

BACKGROUND

While advancements in vehicle restraint technology have drastically improved survivability in crashes, occupant protection remains a top priority for the District. Historically, low seat belt usage among front-seat occupants spurred the adoption of primary enforcement laws and national public awareness campaigns, leading to a nationwide usage rate of 91% by 2019. Despite these gains, the risk remains significant: in 2022, nearly half of the 25,420 passenger vehicle occupants killed nationwide were found to be unrestrained.

As a vital component of the District's occupant protection monitoring, the **National Study Center for Trauma and EMS (NSC)** at the University of Maryland, Baltimore, conducted the **2025 Front-Occupant Seat Belt Observational Survey**. The NSC utilized a rigorous methodology to ensure data integrity, including:

- **Systematic Observation:** Utilizing established roadway sites and trained observers to capture real-world behavior.
- **Quality Control:** Executing field checks and comprehensive data analysis to identify usage trends across the District.

In 2023, the District's observed seat belt usage rate was 94.6%, representing a slight decline from previous benchmarks. During this same period, motor vehicle fatalities rose from 40 in 2021 to 52 in 2023. However, following intensified safety interventions and sustained monitoring through projects like this survey, **fatalities were successfully reduced to 25 in 2025. While Table 1 presents a five-year average, the FY2025 data confirms a positive downward trend.** This observational data remains critical for identifying the behavioral shifts necessary to reach the District's Vision Zero goals.

PROJECT GOALS

- By September 30, 2025, conduct and complete a survey to determine the District's seatbelt use rate, ensuring the data collection methodology aligns with national standards, and produce a detailed report of findings for stakeholders.
-

PROJECT RESULTS

The 2025 seat belt compliance survey in the District of Columbia was conducted in June 2025. Observations were made at 150 sample locations, focusing on drivers and front seat passengers.

- **Compliance Rate:** Approximately 91.0%
- **Standard Error:** 0.7%
- **95% Confidence Interval:** Mean compliance rate between 89.6% and upper limit of 92.4%

Detailed analysis and documentation are available in the FY25 Annual Seatbelt Compliance Report.

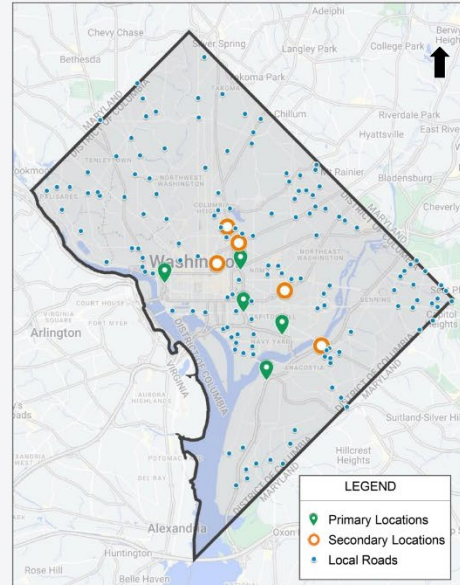
2025 Seatbelt Survey Locations in the District of Columbia

The survey employed the Census TIGER data for the selection of road segments.

Data were collected on occupants of vehicles traveling on Primary (interstate roadways), Secondary (arterial roadways), and Local roads.

Non-public roads, unnamed roads, unpaved roads, vehicular trails, access ramps, cul-de-sacs, traffic circles, and service driveways from the dataset.

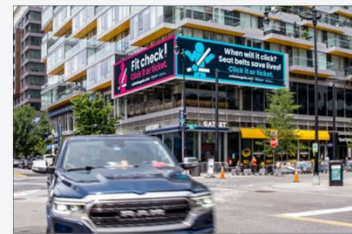
Alternate locations were selected for sites 35 and 36 which were located on Joint Base Anacostia-Bolling. New sites with the same road classification and similar traffic patterns were chosen off the base.



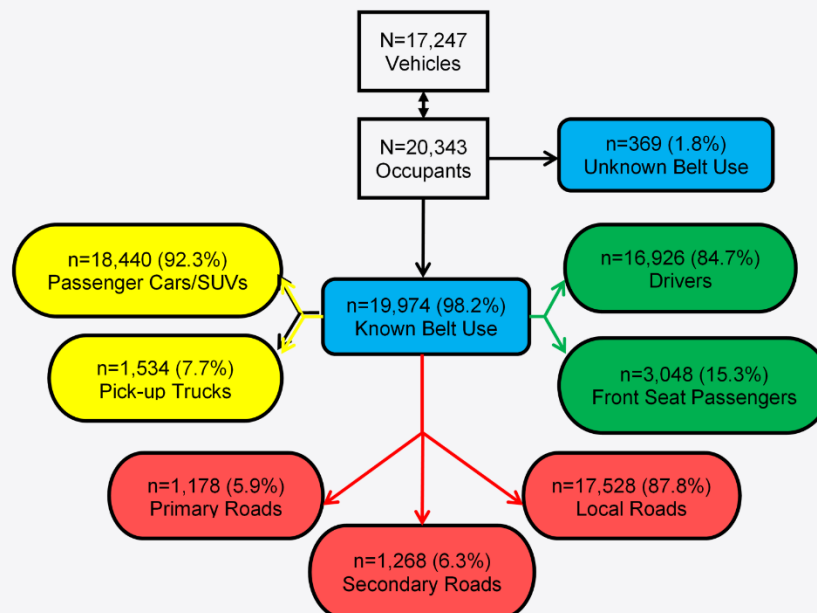
Roadway Functional Strata by Road Segments Population (N=Belted and Unbelted Occupants), Length, and Number of Selected Segments (n)

District of Columbia	MTFCC Strata			Total
	Primary	Secondary	Local	
N	1,178	1,268	17,528	19,974
Length	24.09	55.44	1,135.69	1,215.23
n	5	5	140	150

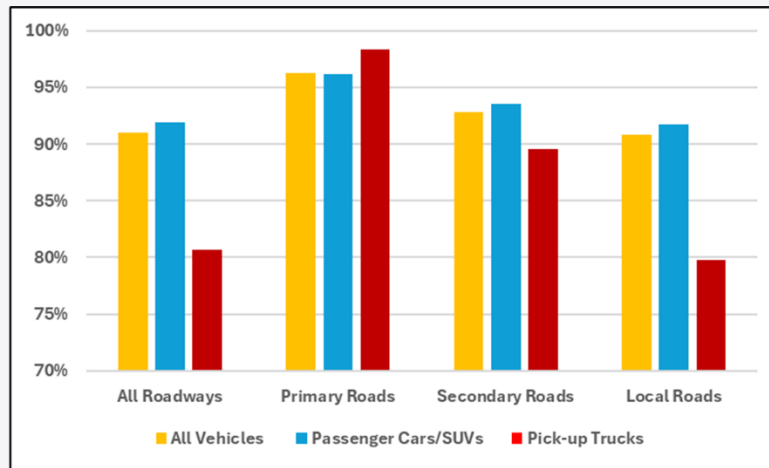
Click it or Ticket Campaign



Study Population Flowchart of Vehicle and Occupant Observations



Usage Rate by Vehicle Type and Roadway Following an Adjustment for Probability of Road Segment Selection



Weighted Usage Rates in Washington D.C. by Ward and Vehicle Type All Front Seat Occupants with Known Seat Belt Use

Wards	All Vehicles		Passenger Cars/SUVs		Pick-up Trucks	
	N	Usage Rate	N	Usage Rate	N	Usage Rate
1	1,588	96.5%	1,510	97.0%	78	79.2%
2	2,923	96.4%	2,815	96.8%	108	87.0%
3	3,105	92.3%	3,010	93.2%	95	77.0%
4	2,012	94.7%	1,842	94.7%	170	92.5%
5	1,838	89.5%	1,679	90.7%	159	72.3%
6	3,062	91.1%	2,777	92.3%	285	85.5%
7	4,074	88.3%	3,579	89.1%	495	77.8%
8	1,372	86.6%	1,228	87.9%	144	71.6%
Grand Total	19,974	91.0%	18,440	91.9%	1,534	80.7%

**Weighted Usage Rates in Washington D.C. by Time of Day
All Front Seat Occupants Combined with Known Seat Belt Use**

Time of Day	All Vehicles	
	N	Usage Rate
7:00 - 8:00	429	98.6%
8:00 - 9:00	968	93.0%
9:00 - 10:00	2,372	88.8%
10:00 - 11:00	2,383	92.2%
11:00 - 12:00	2,508	82.1%
12:00 - 1:00	2,896	91.7%
1:00 - 2:00	2,564	89.1%
2:00 - 3:00	2,589	93.5%
3:00 - 4:00	2,050	97.7%
4:00 - 6:00	1,215	94.3%
Grand Total	19,974	91.0%

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
OP-2025-01-43-54/ M1PE-2025-11-43-54 ASPIRA Occupant Safety Program	ASPIRA Occupant Safety Program	\$145,905.69 IIJA 402 /\$40,554.89 IIJA 405b High	\$145,905.69 \$40,554.89

BACKGROUND

Motor vehicle crashes remain a leading cause of fatalities and injuries in the U.S., with studies consistently showing that proper installation and use of seat belts and child restraint systems are the most effective protections against severe outcomes. In 2021, for example, fifty percent of passenger vehicle fatalities involved unrestrained occupants.

The ASPIRA Occupant Safety Program is a targeted initiative designed to address this problem within the District's Hispanic/Latino community. This population (over 79,000 residents) has unique needs, and the program aims to provide culturally and linguistically appropriate outreach and education, leveraging community partnerships to ensure effectiveness.

The project aligns with the District's Strategic Highway Safety Plan (SHSP) and the overarching Vision Zero goal of eliminating all traffic fatalities and serious injuries.

By focusing on occupant protection within a high-need community, the program aims to directly impact core performance measures and contribute to a safer transportation system for all DC residents.

PROJECT GOALS

By September 30, 2025, the ASPIRA project aims to meet the following objectives:

- **Raise awareness** regarding the importance of seat belt usage and proper child safety seat installation through a culturally and linguistically appropriate education and outreach program targeted at the Latino community in Washington, DC.
- **Support** the DC HSO in meeting performance measures C-4 (Unrestrained Passenger Vehicle Occupant Fatalities) and C-12 (Unrestrained Passenger Vehicle Occupant Injuries), which did not meet targets in FY2024.
- **Partner** with local schools, community centers, and churches to deliver educational sessions and provide resources like free child safety seats and fitting assistance in collaboration with the District Department of Transportation (DDOT) Project Safe Child program.
- **Utilize** social media and Spanish-language media outlets to disseminate information about DC's seat belt and child restraint laws and associated penalties.
- **Evaluate** program effectiveness by tracking participation rates in events and measuring increased awareness through pre- and post-questionnaires to achieve an anticipated reduction in violations among Latino youth by 75%.

PROJECT RESULTS

Program activities and progress were tracked monthly throughout FY2025.

Program Development & Customization

- Marketing materials, including PowerPoint presentations and brochures, were successfully developed in both English and Spanish to provide credible information to the target audience.

Community Engagement & Partnerships

- Outreach efforts were conducted with community organizations and schools.
- Partnership commitments were secured with the Hispanic Council on Aging and the Columbia Heights Educational Center.
- Program staff participated in strategic planning discussions and coordination with community partners to strengthen program execution and sustain long-term relationships within the District.

- Attendance and participation at major community events included the VIDA Health Fair, Safe Kids events, and Fiesta DC.

Training & Education

- Community meetings were scheduled and held, including a meeting at Casa Iris and a youth meeting at the Columbia Heights Education Campus in February 2025.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
B1CPS_US-2025-00-00-07/DDOT	DC Project Safe Child	\$178,000.00 IIJA 405b High	\$111,405.36

BACKGROUND

The District Department of Transportation (DDOT) aims to reduce injuries and fatalities among children in the District of Columbia by ensuring that families can obtain and correctly use car seats and booster seats. DDOT and the DC Highway Safety Office have demonstrated strong capacity in child passenger safety (CPS) education through initiatives such as Project Safe-Child, which has expanded CPS technician training, distributed car seat vouchers, and conducted community outreach to promote safe travel for children.

Project Safe-Child engages partners including law enforcement, healthcare providers, faith-based organizations, and community centers to deliver child passenger safety resources to thousands of District residents. The initiative supports the District's goal of reducing traffic fatalities and contributes to broader Vision Zero efforts by improving access to car seats, educational materials, and hands-on safety workshops.

PROJECT GOALS

By September 30, 2025, the DC Project Safe Child project aims to meet the following objectives:

- Increase correct installation and use of car seats and booster seats among District families.
- Expand access to child restraint devices through voucher and distribution programs.
- Strengthen child passenger safety education for parents and caregivers through workshops and inspections.
- Build and maintain a strong network of certified Child Passenger Safety technicians.

- Engage community partners to broaden the reach of child passenger safety messaging.
- Support the District's Vision Zero and traffic-fatality reduction goals by improving child occupant protection.

PROJECT RESULTS

- **Virtual Inspections:** The program conducted 60 virtual child safety seat inspection appointments, providing families with guidance on proper installation and use.
- **Seat Distribution:** A total of 1,000 child-restraint seats were distributed at multiple community locations, including Capitol Hill Pregnancy Center, Children's National Medical Center, MedStar Washington Hospital Center, George Washington University Hospital, Loving Care Day Nursery, and Sibley Hospital.
- **Educational Workshops:** The program delivered 4 workshops designed to educate parents and caregivers on the correct use of car seats. These sessions aimed to increase awareness and improve proper usage, supporting efforts to reduce traffic-related injuries and fatalities among children.
- **Provision of Free Car Seats:** Project Safe-Child provided free car seats to District residents with a valid government-issued ID. Distribution occurred through both a voucher program and a booster seat program, ensuring that children were safely secured during travel.

OCCUPANT PROTECTION ENFORCEMENT EFFORTS CAN BE VIEWED IN THE ENFORCEMENT SECTION.

TEEN SAFETY PROGRAMS (YOUTH)

The DC Highway Safety Office (HSO) leverages youth safety initiatives to instill lifelong safe driving habits and mitigate traffic-related risks among young drivers. **With under-20 fatalities trending downward in FY2025**, our efforts remained focused on four key pillars:

- **Education:** Equipping teens with a comprehensive understanding of traffic laws and the hazards of distracted or impaired driving.
- **Graduated Driver Licensing (GDL):** Utilizing tiered licensing stages to ensure novice drivers gain experience in low-risk environments.
- **Behavioral Change:** Promoting safer driving choices through data-driven campaigns and interactive engagement.
- **Community Outreach:** Partnering with high schools, college campuses, and local organizations to foster a widespread culture of road safety.

By engaging young drivers early, these programs aim to sustain this reduction in fatalities and build a foundation for a safer District.

The following section details the specific projects implemented in FY2025.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
TSP-2025-01-43-07 / The Ohio State University (OSU)	OSU: Developing Campus and Community Partnerships to Improve Traffic Safety Among College Students in D.C.	\$450,000 IIJA 402	\$ 404,862.42

BACKGROUND

Alcohol and drugs continue to be a factor in a substantial number of crash related injuries and deaths. Locally in the District of Columbia, nearly 30% of traffic fatalities were alcohol-related between the years 2017 – 2021 (DC Vision Zero, 2023). The 18-24-year-old population continues to be a high-risk group as it relates to impaired driving crashes. In the District of Columbia in 2021, 18–24-year-olds accounted for 1/3 of drivers under the influence of alcohol or drugs that were involved in fatal crashes (NHTSA, 2023).

During the ages of 18-24 years, young adults are most often found in one of three places: in the military, in the workplace, or on college campuses. A substantial portion of the 18-24 year old population within D.C. are enrolled in college. While college students represent approximately 5% of the population within the majority of U.S. states, college students represent 12% of the population within D.C. (Berg, B., et al., 2024; U.S. Census Bureau, 2023).

The "Developing Campus and Community Partnerships to Improve Traffic Safety Among College Students in D.C." Project aims to address the significant issue of driving and using micromobility while under the influence of alcohol and drugs by targeting a high-risk group- college students in Washington D.C. With 1/3 of all impaired drivers involved in a fatal crash between the ages of 18-24 and college students accounting for 12% of the district's population (compared to 5% of most states), universities are a critical partner in addressing this issue.

PROJECT GOALS

By September 30, 2025, The Ohio State University Higher Education Center for Alcohol and Drug Misuse Prevention and Recovery (HECAOD) aimed to achieve the following project goals and activities through the FY2025 Highway Safety Grant:

- Campuses participating in the Networked Improvement Community (**NIC**) are to complete one model of an improvement cycle. This objective was intended to help reduce alcohol-impaired driver fatalities and injuries in D.C.
- NIC campuses are to complete a pre-assessment to measure traffic safety behavior and perceptions among their students by February 28, 2025.
- Each NIC campus was intended to collaborate with at least one community partner to implement a strategy.
- HECAOD was to disseminate project findings to the DC Highway Safety Office (**DC HSO**) and at least two national conferences.

These goals were supported by several specific activities, including:

- Convening the NIC multiple times for training, resources, and technical assistance.
- NIC participants were to identify and implement an intervention on their campus using a Plan-Do-Study-Act (PDSA) cycle.
- Training campuses on how to incorporate key questions for surveying students on traffic safety perceptions and behavior.
- Facilitating training for campuses on data analysis and utilization to inform their improvement plans.
- Engaging community partners such as the Alcoholic Beverage Control Administration (**ABCA**) and Vision Zero in NIC meetings.
- Synthesizing findings from the PDSA cycles and pre-assessment into reports for the DC HSO.
- Submitting proposals to present project data and successes at national student health and traffic safety conferences.

PROJECT RESULTS

All campuses engaged student interns, peer educators, or graduate students in their traffic safety initiatives, **ensuring that interventions were shaped by student input and aligned with the intended student audience.**

Notably, students at Gallaudet University translated the student traffic safety survey into ASL, significantly increasing accessibility and inclusivity.

- **Catholic University** implemented a data-driven intervention to reduce speeding in university-owned vans. By combining data monitoring, clear communication of consequences, and recertification requirements for students who were speeding they saw the following success:
 - Speeding incidents were reduced by **70%**
 - Miles driven over the speed limit dropped by **73%**
 - Speeding occurrences decreased from **87 to 36** in a four-week period compared to the prior year.
 - Due to its success, this intervention has been adopted as a **permanent operational procedure**, with plans to expand it to all student-driven vehicles—illustrating sustainable systems change directly attributable to the project.
- **American University** addressed riding with impaired or distracted drivers by integrating traffic safety education into mandatory orientation sessions, reaching **1,456 students**. Participants who attended this training reported increased confidence in addressing risky behaviors with peers; one student shared that the training gave him practical language to intervene when riding with friends who had been drinking—demonstrating the real-world impact of the program.
- At **George Washington University**, a peer-led speeding awareness initiative reached **71 students**, focusing on upper-class students with vehicle access. Peer educators facilitated scenario-based conversations about speeding risks.

Quantifiable Reach and Capacity Building

- **1,875,000 digital impressions** were generated through a geofenced, multi-channel campaign reaching students at American, Catholic, Gallaudet, and GW universities, as well as DC residents and visitors. The focus of the campaign was to promote safe and sober road use.
- Nearly 500 individuals aged 18–24 were surveyed across The District about their road-use behaviors, producing actionable, age-specific insights to inform data-driven program design in FY26. This effort yielded a level of specificity for college-aged populations that exceeds what is currently available to district partners.
- **88% of campus partners** reported improved understanding of traffic safety issues at their institution, and **100% reported increased capacity to plan and implement traffic safety interventions**, all of which were new efforts prior to participating in the network.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
TSP-2025-01-43-71/ George Washington University - Student Affairs	Building Capacity Around Mobility Safety at GW	\$ 125,000 IIJA 402	\$ 82,751.46

BACKGROUND

College students make up 9% of the population of Washington, D.C., but 28% of traffic-related injuries and deaths (DDOT, 2023). There are a variety of factors for this, including the District's urban landscape, elevated rates of substance-use among college-aged residents, and students traveling around the city primarily on foot, scooters, or bikes, often without knowing or respecting the laws.

Many of the risk factors for impaired mobility occur within GW's campus. Our community has active fraternities and sororities, with many Greek houses blocks away from campus. Additionally, GW 2024 National College Health Assessment data shows that GW students are using alcohol & cannabis simultaneously which puts them at an elevated risk for impaired driving. Finally, insufficient sleep is a common complaint among GW students and a risk factor for impaired driving. Our project's purpose is to improve mobility safety among GW students while creating a cohesive, interconnected network of universities, advisory neighborhood commissions (ANCs), and local officials to take a socio-ecological approach to the issue. A full-time staff member will be needed to facilitate a needs assessment, connect with stakeholders, and organize initiatives and programs. This position will lead a coalition across campus and within the DC community to centralize data, observations, policy recommendations, and feedback. In addition to these larger scale capacity-building efforts, this position will support university substance-use programming and policy discussions. This role will connect with faculty and local ANCs on best practices on mobility safety.

Ultimately, this position will spearhead efforts to unite partners, and educate students, faculty, and staff on supporting harm reduction around mobility safety. Because GW is one ecosystem in the larger DC community, it is imperative that this position's vision expands past Foggy Bottom. Our students are traveling around the city, participating in nightlife, and exploring other neighborhoods. Our students need to be equipped with the skills and access to transportation that allows them to move safely around the District. In conclusion, college students are a prime population to target when it comes to mobility safety, especially around impaired mobility. We know students are at a higher risk of traffic-related injury and death (DDOT, 2023). But, with evidence-based intervention and a

district-wide approach to this topic, we believe that we can reduce this risk and support students exploring the District safely.

PROJECT GOALS

- Reduce number of alcohol-impaired driver fatalities by 5 percent from 5.8 (2018–2022 rolling average) to 5.5 by 2024
- Reduce number of impaired-driving injuries by 7 percent from 121.0 (2018–2022 rolling average) to 112.5 by 2024.
- Reduce number of speeding- related fatalities by 5 percent from 13.4 (2018–2022 rolling average) to 12.7 by 2024.
- Reduce number of aggressive- related injuries by 7 percent from 504.4 (2018–2022 rolling average) to 469.0 by 2024.
- Reduce number of pedestrian fatalities by 5 percent from 13.2 (2018–2022 rolling average) to 12.5 by 2024
- Reduce number of bicyclist fatalities by 5 percent from 2.2 (2018–2022 rolling average) to 2.1 by 2024
- Maintain the number of pedestrian-related injuries to no more than 409 (occurred in 2022) by 2024.
- Maintain the number of bicyclist-related injuries to no more than 201 (occurred in 2022) by 2024.
- Reduce total traffic fatalities by 16 percent from 33 (2018–2022 rolling average) to 26 by 2024
- Reduce serious traffic injuries by 14.9 percent from 371 (2018–2022 rolling average) to 316 by 2024
- Reduce fatalities / 100 MVT by 23.4 percent to 0.75 by 2024
- C-9. Reduce number of drivers ages twenty or younger involved in a fatal crash by 5 percent from 2.8 (2018–2022 rolling average) to 2.7 by 2024.

PROJECT RESULTS

In FY25, GW Student Affairs conducted a needs assessment to identify strengths and gaps in knowledge, services, and infrastructure shaping mobility safety outcomes and experiences across the GW community. Findings informed current efforts to promote safer mobility behaviors and advocate for supportive infrastructure on and around GW's campuses. The needs assessment included an environmental scan, evaluation of current services, and student survey. Based on identified gaps, we designed and implemented skill-building activities with peer educators for tabling in residence halls and at outreach events, such as the Annual Campus Safety Fair. We collaborated with a myriad of partners

to provide education on topics, including: speeding dangers, legal consequences of impaired mobility, bicycling safety skills for urban settings, and avoiding distracted mobility. The Washington Area Bicyclist Association (WABA) taught three bicycle safety skills clinics at GW in FY25. They also launched our first-ever Bike to GW Day. Reaching almost 200 students, Bike to GW Day promoted alternative transportation, increased awareness of available micro mobility resources, cultivated a culture of safety on campus, and fostered sustainable and safe travel habits among GW students. Lastly, GW piloted its Sober Ride program, offering Uber vouchers to students during peak holidays and university events. Our first Halloween Sober Ride program reached 89 riders.

Recognizing the intersection of mobility safety and substance use, we identified the need for resources and education to empower students to make safer travel decisions. GW Substance Use Specialist provided mandatory alcohol education training to all incoming students, establishing a shared safety culture during new student orientation. Additionally, Brief Alcohol Screening and Intervention for College Students (BASICS) meetings were conducted with 103 students in FY25. GW also actively participated in the DC Collegiate Traffic Safety Network, collaborating with the Higher Education Center for Alcohol and Other Drug Misuse Prevention and Recovery (HECAOD) and universities like Gallaudet, American, and Catholic.

IMPAIRED DRIVING (DRUGS AND ALCOHOL)

District law defines **impaired driving** as operating or maintaining physical control of a vehicle while one's ability is affected by alcohol, drugs, or a combination of both in a way that is perceivable or noticeable. Alcohol and substance abuse remain the most common causes of impairment on District roadways. In alignment with NHTSA standards, an alcohol-impaired driving fatality involves a driver or motorcycle operator with a **Blood Alcohol Concentration (BAC)** of **0.08 g/dL** or higher.

Preliminary data for **FY 2025** indicates that the number of alcohol-impaired driving fatalities remained stable compared to the previous year. The District maintains a **Zero Tolerance** policy for drivers under the age of 21, prohibiting any measurable amount of alcohol in their system.

The HSO continues to partner with v continues to collaborate with District and regional agencies to implement proven, effective strategies to reduce impaired driving, including:

- **Strengthen Implementation of Impaired Driving Laws.** Partner with the Office of the Attorney General (OAG) to effectively prosecute impaired drivers and provide training to prosecutors and law enforcement on the complexities of an impaired-driving case.
- **Increase Chemical / Drug Testing.** Partner with Office of the Chief Medical Examiner (OCME) to increase the detection of drugs and other elicit substances to strengthen impaired driving cases and to reduce the testing turnaround.
- **Enhance Enforcement Efforts.** Partner with the Metropolitan Police Department (MPD) and Alcoholic Beverage and Cannabis Administration (ABCA) to expand saturated patrols and monitor underage drinking at various establishments.
- **Conduct Education and Awareness Campaigns.** Partner with the Washington Regional Alcohol Program (WRAP), the Department of Motor Vehicles (DMV) and the McAndrew's Company to increase safety awareness throughout the District and the region.

The impaired-driving program qualifies for the NHTSA 405 grant as a mid-range State, reflecting ongoing efforts to implement data-driven countermeasures.

The following section summarizes projects implemented in FY2025.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
B6PEM-2025-11-43-26 / Alcoholic Beverage and Cannabis Administration (ABCA)	ABCA DC Double Check Program	\$203,419.36 IIJA 405d Low	\$193,309.36

BACKGROUND

The Alcoholic Beverage and Cannabis Administration (ABCA) is an independent District Government agency responsible for regulating alcohol and medical cannabis in the District. The DC Double Check Program is managed by ABCA's Enforcement Division, which includes 18 highly trained investigators. These experts in DC's alcohol and cannabis laws receive comprehensive and progressive training, focusing on detecting fraudulent identification documents, identifying overservice of alcohol to intoxicated persons, preventing the sale of alcohol to minors, and conducting educational outreach on the safe and responsible consumption of alcohol and cannabis.

PROJECT GOALS

Youth and Adult Education

- Conduct school campus outreach using interactive tools that simulate alcohol and drug impairment.
- Utilize pedal karts and virtual reality goggles at schools and events to demonstrate impairment effects safely.
- Provide adult programming for nightlife and hospitality industry staff to reinforce alcohol and medical cannabis laws and teach how to identify fake IDs
- Distribute photo ID guides to assist industry staff in distinguishing legitimate IDs from fake ones.

Enforcement

- Hire specialized instructors to conduct compliance checks for sales to minors and fake ID detection using trained DC high school students and a smartphone app.
- Configure the agency's new CRM enforcement module to improve field capabilities, hotspot forecasting, and data analysis to reduce underage alcohol sales.

Visibility Activities

- Maintain a strong presence at pub crawls and outdoor public events where alcohol is served.

- Expand coverage capacity to respond quickly to underage alcohol service or impairment incidents at large-scale events.
- Develop and disseminate targeted outreach materials to prevent underage drinking and inform establishments of rules and regulations.

PROJECT RESULTS

- Completed 509 Sale-to-Minor compliance checks, resulting in 64 violations.
- Conducted quarterly virtual ID trainings to help industry staff identify legitimate and fake photo IDs, including foreign IDs.
- Attended three high school events at Ballou High School, Eastern High School, and Woodson High School.
- Configured the alcohol enforcement Salesforce module to improve enforcement capabilities.
- Participated in college campus events, including three at Gallaudet University and two at American University.
- ABCA enforcement visited 69 establishments, using the IntelliCheck tool to conduct hundreds of ID checks and confiscated 106 fake IDs.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
B6CS-2025-11-43-60/ M5OT-2025-01-43-60 Office of the Attorney General	OAG DUI Prosecutors: Ensuring Impaired Driving Convictions	\$507,114.33/ IIJA 405d Low \$266,214.30/ IIJA 405d Mid	\$288,787.78 \$266,214.30

BACKGROUND

Impaired-driving cases, handled by the OAG Criminal Section, are among the most challenging and require specialized expertise. The DUI Prosecutors play a crucial role in effectively and efficiently prosecuting these cases. They support law enforcement in conducting better investigations, take a tough stance on impaired driving offenses, and work to protect the citizens of the District.

PROJECT GOALS

By September 30, 2025, OAG will complete the following:

- **SCREENING:** Review 95% of DUI cases, contact local hospitals for chemical samples, Review arrest warrants, Review Arrest Warrants for possible impaired driving offenses, screen offenders for drug court.
- **DRUG COURT:** Screen offenders for drug court, participate in drug court hearings, increase number of DUIs referred,
- **LITIGATION:** Carry caseloads of the most demanding and Request ignition interlock devices, represent the District in court, prepare legal pleadings, file enhancements, negotiate plea agreements, and prepare legal documents.
- **INTRA OFFICE SUPPORT:** Provide advice and trial strategy, respond to inquiries, and consult on DUI cases.
- **TRAINING AND MEETINGS:** Attend conferences, conduct and hold trainings, prepare reports, attend safe communities and TRCC meetings.
- **COMMUNITY OUTREACH:** Participate in 10 community outreach events.

PROJECT RESULTS

- **Case Management:** Closed 235 cases, referred 102 for ignition interlock devices, and 109 to Drug Court.
- **Legal Filings:** Filed 165 enhancement cases and 179 motions for protective orders.
- **Case Screening and Hearings:** Screened 1050 DUI cases, 8 arrest warrants and conducted 812 drug court review hearings.
- **Litigation Efforts:** Filed 25 notices of experts, 69 additional pleadings, and tried 21 cases/motions hearings.
- **Evidence Review and Discovery:** Reviewed files, body-worn camera footage, and conducted plea negotiations.
- **Support to Peers:** Responded to peer attorneys' questions on DUI legal issues. Provided attorney training in the following areas: USCP BWC training with USCP officers, training officers in court as a part of breath testing training at OCME, prosecuting DUI in D.C. for new attorneys, and admitting and using video evidence in trial
- **Professional Development:** Attended conferences, trainings, and meetings related to DUI prosecution and traffic safety. Attended 3 TRCC meetings, 11 safe communities' meetings.
- **Community Engagement:** Participated in 11 community engagement/outreach events.
- **Data Maintenance:** Maintained spreadsheets and statistical information on DUI cases not captured by the case management system.

- **Expert Resource:** Provided expertise and assistance to prosecutors on traffic safety offenses and legal issues.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
PRT-2025-00-00-04 District Department of Transportation	DDOT: TSRP Supporting Equitable Adjudication Through Prosecution	\$235,000 IIJA 402	\$202,996.22

BACKGROUND

The Traffic Safety Resource Prosecutor (“TSRP”) is critical for a well-functioning criminal justice system. The District of Columbia Department of Transportation (“DDOT”), in conjunction with NHTSA, is authorized to fund a TSRP. The TSRP trains and educates prosecutors and law enforcement how to better perform their duties, from the constitutional rules governing initial investigatory stops, to arrests, charging decisions, administrative rules, criminal procedure, and all the way through jury trial, sentencing, and appeal. A dedicated and experienced educator means these training courses are formal, regular, and high quality. Beyond training, the TSRP is a central hub of institutional DUI knowledge, which means even offices that have faced employee turnover will not lose the lessons learned by previous generations of criminal justice professionals. Finally, the TSRP is an always-available expert resource for prosecutors, law enforcement, judges, DDOT and other city agencies. The TSRP serves on task forces and committees, provides legislative guidance, and serves as a national subject matter expert for other prosecutors and stakeholders.

PROJECT GOALS

- Increase the ability of prosecutors and law enforcement to effectively present and prosecute traffic safety violations, particularly focusing on impaired driving, by providing specialized training, legal research, practical resource materials, and “real-time” trial support throughout the District by September 30, 2025.

PROJECT RESULTS

- **Training and Knowledge Development:** Attended over 19 trainings and conferences on traffic safety and impaired-driving issues; hosted/conducted over 20 training sessions for traffic safety professionals. Presented topics at two national conferences (NASID, Lifesavers), as well as at a local conference, focusing on

topics such as HIPAA, law enforcement, and impaired driving, toxicology and impaired driving, and connecting women for safer roads.

- **Collaborations and Meetings:** Met quarterly with NTLC, maintained relationships with TSRPs nationwide, and attended key conferences, like NASID, Lifesavers, TSRP, Law Enforcement Traffic Safety Forum, and MPD Women's Conference, Participated in a traffic records assessment for the HSO, quarterly TRCC meetings monthly safe communities' meetings, and other regular meetings with stakeholders. Work regularly with the DC Judicial Outreach Liaison to conduct judicial training for impaired, reckless, and aggressive driving offenses.
- **Law Enforcement Support:** Met with various law enforcement agencies and participated in monthly meetings with MPD and other police agencies. Held two NCR law enforcement leadership meetings. Assist MPD with a comprehensive SFST, ARIDE, and DRE program. Provided monthly SFST/wet labs, facilitated an ARIDE class.
- **DRE Coordination:** Served as the District's Drug Recognition Expert Coordinator and worked to create a DRE program. Attended Eastern Region DRE Coordinator meeting. Worked to enroll two MPD officers into the DRE program. Worked with MPD to create SOPs for the DRE program. Maintain training records for USCP DREs. Facilitated training opportunities for DREs
- **Community Outreach:** Participated in events like WRAP SoberRide Kick-Offs and DC's Vision Zero. Attended and participated in monthly safe communities meetings. Participated in Truck Touch, car seat installation events, DC Open Streets.
- **Legal and Technical Support:** Communicated trends in impaired driving to prosecutors, facilitated specimen preservation, assisted with litigation of OAG prosecutions, provided expert witness materials to prosecutors. Observed trials and provided skills and evidentiary support. Responded to over 30 requests for technical support from local and national prosecutors and other criminal justice stakeholders. Provided technical support to NHTSA's impaired driving division. Participated in NAPC's cross exam project review trial transcripts and materials from expert witnesses.
- **Advocacy and Legislation:** Advocated for changes in traffic safety laws and reviewed the effectiveness of current laws. Provided technical support for distracted driving and oral fluid legislation.
- **Transition in Meetings:** Replaced formal IDTF meetings with monthly safe communities' meetings.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
B6BAC-2025-21-43-63/ M5OT-2025-01-43-63 Office of the Chief Medical Examiner	OCME: The Evidence Needed to End Impaired Driving	\$334,961.91 IIJA 405d Low/ \$88,038.09 Sup IIJA 405d Mid	\$ 258,511.82 \$88,038.09

BACKGROUND

The Office of the Chief Medical Examiner (OCME) is part of the District's Public Safety and Justice Cluster (PSJC). Its Toxicology Division handles postmortem and human performance analyses, including DUI and DUID casework.

District law includes specific penalties for impaired drivers. A component of determining impairment includes supporting forensic toxicological analyses. The identification of impairing substances and knowing the frequency in which said substances appear can inform not only the legal proceedings but also outreach and campaign efforts within the community. District unpublished preliminary data from fiscal year 2022 demonstrates that ethanol continues to be the number one substance detected in impaired driving cases. The cannabis metabolite (THCCOOH), followed by phencyclidine and the cocaine metabolite benzoylecgonine are among the top drugs identified within the blood and urine samples. The majority of tested individuals ranged between 0.10 – 0.14 g/210L, followed by 0.00 – 0.04 g/210L, and 0.15 – 0.19 g/210L at 25%, 21%, and 19%, respectively.

PROJECT GOALS

By September 30, 2025, OCME will complete the following:

- Maintain 2 funded DUI toxicologists to review cases, produce a pending list, and ensure timely case rep of the cases reported within 60 days (weekly);
- Maintain 2 funded DUI toxicologists to maintain, calibrate, and certify instruments (every 180 days; month estimated); assist in preparation of the BrAC classes
- Hire an IT Specialist focused on setup and maintenance of the toxicology client portal; facilitate streamline result and litigation report releases;
- Procure testing and method development supplies (e.g. drug standards, solvents, extraction columns, etc.) to support alcohol and drug-impaired driving (as needed on a monthly basis).
- Procure breath supplies, equipment, calibration, tech support, proficiency tests, ECIR II Printer and toner

- Maintain BrAC accreditation by maintaining instrument calibration and certification as well as following SOPS and submitting payment
- Compile testing and breath data (including drug prevalence and breath tickets). Share the findings with stakeholders at least quarterly.
- Attend trainings, workshops, and conferences
- Attend the safe communities meetings
- Support the community outreach efforts.

PROJECT RESULTS

Toxicology Laboratory Efficiency and Technical Advancements

The OCME Toxicology Laboratory achieved a high standard of operational efficiency, reporting **73% of suspected impaired driving cases within 60 days of receipt**. Of the remaining cases, all but one were completed within a 60-to-90-day window. The minor extension in turnaround times for these specific cases was due to the development and validation of a sophisticated new confirmatory method. Following the successful online launch of this method, turnaround times are projected to decrease significantly.

Further laboratory advancements include:

- **Methodology Upgrades:** The laboratory implemented a newly validated confirmatory testing panel designed to accelerate processing for cases screening positive for opioids, PCP, cocaine, and fentanyl.
- **Accreditation Excellence:** In a major milestone, both the Testing Laboratory and the Breath Alcohol Laboratory achieved **ANAB accreditation with zero non-conformities**, demonstrating that OCME meets or exceeds the highest international standards for forensic testing.
- **Innovation:** The method development team is currently validating a comprehensive screening assay specifically for DUI cases, with specialized toxicologists assisting in the final validation phases.

Workforce Development and Professional Training

The program remains fully staffed, with toxicologists completing advanced technical training to maintain and enhance the District's forensic capabilities.

- **Specialized Expertise:** One toxicologist completed the Intoximeter EC/IR II maintenance course to perform internal instrument servicing, while another attended the prestigious Borkenstein Drug Course to deepen expertise in drug-induced impairment.
- **Recruit Integration:** OCME toxicologists partnered with the Metropolitan Police Department (MPD) Academy to support Standardized Field Sobriety Testing (SFST)

training, providing recruits with expert instruction on alcohol impairment and the observation of physiological cues.

- **Breath Alcohol Program (BrAC) & Inter-Agency Coordination**

The OCME successfully facilitated the modernization of the United States Capitol Police (USCP) breath alcohol program.

- **Equipment Integration:** The OCME BrAC Program Manager installed newly procured instruments for the USCP and returned loaner equipment to the laboratory. To ensure regional consistency, USCP and MPD instruments will be transitioned to a synchronized recertification schedule in **FY2026**.
- **Certification Success:** OCME successfully conducted breath alcohol and refresher courses, resulting in the certification of three new USCP officers and the recertification of 10 MPD officers.

Strategic Collaboration

OCME's DUI grantees remain integral to the District's traffic safety infrastructure through active participation in:

- **The Traffic Records Coordinating Committee (TRCC)**
- **The Safe Communities Coalition**
- **Monthly Post-Fatal Crash Reviews**

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
M6OT-2025-01-43-64;	WRAP: Engaging New Audiences in Impaired Driving	\$ 750,000.00	\$750,000.00
B6PEM-2025-11-43-64/		\$ 200,000.00	\$ 91,378.89
Washington Regional Alcohol Program (WRAP)		IIJA 405d Low	

BACKGROUND

Having commemorated 43 years in 2025, the Washington Regional Alcohol Program (**WRAP**) offers a level of expertise to support public information, education, and outreach programs aimed at preventing drunk driving and underage drinking in the Washington metropolitan area. WRAP, a non-profit organization established in 1982, works in public-private partnerships and is well known for its no-cost SoberRide® service.

Alcohol intake and substance abuse are common causes of impaired driving crashes. In 2021 in the District of Columbia, 18-24 year olds accounted for one-third of drivers under

the influence involved in fatal crashes. WRAP is credited with helping keep local alcohol-related traffic deaths lower than the national average. Since 1991, WRAP has provided 86,805 no-cost, safe rides home.

PROJECT GOALS

By September 30, 2025, WRAP aimed to achieve the following project goals and activities:

- Release the 2024 "How Safe Are Our Roads?" annual data report.
- Promote and conduct five **SoberRide** campaigns: Halloween 2024, Holiday season 2024, St. Patrick's Day 2025, Cinco de Mayo 2025, and Independence Day 2025.
- Conduct WRAP's 27th annual winter award program recognizing area law enforcement officers.
- Update and maintain WRAP's website and social media sites with current news releases, upcoming events, and program information.
- Continue to serve as a resource for referrals to various audiences and support the DC HSO College Task Force.
- Attend the 2025 Lifesavers Conference and/or the 2025 GHSA conference.
- Host at least one "mocktail" event with community partners.
- Support the Highway Safety Office in providing 500 hours of translation services for impaired driving events and documents.
- Continue WRAP's leadership role in local, regional, and national coalitions concerning traffic safety.
- Create new co-branded resources (coasters, posters, stickers, etc.) for year-round alcohol/drug impaired driving outreach and education.
- In partnership with the DC HSO and ABCA, host a 4/20 launch event to curb impaired driving.
- Continue to promote and conduct WRAP's Safe and Vital Employees (SAVE) initiative, with a goal of five presentations or similar adult-outreach programming.
- Host one activation event for Underage Drinking Prevention Month with a focus on prom or graduation.
- Coordinate and complete an annual audit by an outside accounting firm with no negative findings.
- Continue WRAP's leadership role in the DC Office of the Attorney General's regularly convened DUI Enforcement meetings.
- Continue to promote and conduct prom and graduation activities at 24 DC high schools.
- Explore opportunities to educate college students about impaired driving.

- In partnership with the DC HSO, host a mobility safety fellow.
- In partnership with Alliance Highway Safety, directly reach a high-risk target audience of predominantly 21–35-year-old males at 25 D.C. events.
- Support the DC HSO with media purchases for impaired driving media campaigns.
- Attend at least 2 MPD Traffic Safety Check Points and provide partnership support.

PROJECT RESULTS

Removing 4,668 potential drunk drivers from Greater Washington’s roadways via WRAP’s safe ride service to prevent drunk driving, SoberRide – a nearly 18-percent increase in ridership from the previous year. Such includes WRAP this year newly installing a Suber Bowl SoberRide campaign in February including:

- 1,115 persons using SoberRide on New Year’s, alone; a more than doubling of ridership in December from the previous year (2,202 vs. 1,096) and a more than 45-percent (45.7%) increase in ridership this St. Patrick’s Day versus the previous year’s (733 vs. 503).
- In a clear signal to double-down on WRAP’s efforts to prevent impaired driving -- releasing WRAP’s 32nd-annual “How Safe are Our Roads?” report with partner the Metropolitan Washington Council of Governments showing, at least for 2023, that while the number of alcohol and or drug-impaired driving injuries and crashes are both down in the Greater Washington area, the number of DUI deaths occurring on Washington-metropolitan area roadways are up by over four-percent with, today, more than a quarter (28.17%) of local traffic deaths involving impaired drivers.
- WRAP hosting its own 27th-annual Law Enforcement Awards where it recognized 17 area law enforcement professionals for serving as the front line against drunk driving.
- WRAP serving in a number of further leadership capacities and or speaking roles this year including at AAA Mid-Atlantic’s Thanksgiving and Memorial Day summer travel news conferences in DC.
- And explored new partnerships and opportunities including this year collaborating with DC’s Mayor’s Office, the DC Highway Safety Office, Metropolitan Police Department and the District’s Alcohol Beverage and Cannabis Administration to develop and implement prevention messaging regarding the dangers of drug-impaired driving.
- WRAP partnered with the District of Columbia Highway Safety Office to host a mobility safety fellow.
- WRAP partnered with Alliance Highway Safety to promote highway safety messages at 25 DC-area events.

- WRAP releasing its “Ten Tips for a Safe Summer” initiative, including a social media infographic.



Project Number/Agency	Project Name	Amount Awarded	Amount Expended
DE-2025-01-42-99/ Department of Motor Vehicles (DMV)	DMV - Public Education on Mobility Safety (Ignition Interlock Device)	\$381,000 IIJA 402	\$23,987.29

BACKGROUND

The District of Columbia Department of Motor Vehicles (DMV) initiated a comprehensive outreach program in FY2025 designed to maximize compliance with Ignition Interlock Device (IID) laws and reduce incidents of impaired driving. This initiative focuses on educating the public on preventative measures to avoid enrollment in the IID program and providing clear, accessible guidance for individuals already required to participate.

The program addresses the full spectrum of the IID process, covering:

- **Prevention and Awareness:** Educational campaigns highlighting the dangers and legal penalties of impaired driving to deter high-risk behavior.
- **Enrollment Navigation:** Clear communication of the steps and resources necessary for eligible individuals to successfully enroll in the mandatory IID program.
- **Compliance and Completion:** Detailed guidance on program requirements, execution timelines, and related laws and policies essential for successful completion and license reinstatement.

PROJECT GOALS

The primary goal of the DC DMV's IID Program is to enhance road safety by leveraging regulatory authority to mitigate the risks associated with impaired driving. By mandating compliance for high-risk operators and exercising strategic control over driving privileges, the program serves as a critical component of the District's integrated enforcement and safety ecosystem.

The IID Program achieves these objectives through three key pillars:

- **Risk Mitigation and Accountability:** By requiring the installation of ignition interlock technology, the DMV directly prevents alcohol-impaired vehicle operation, effectively removing a primary threat to motorist and pedestrian safety.
- **Inter-Agency Synergy:** The program reinforces the enforcement efforts of the Metropolitan Police Department (MPD), the Office of the Attorney General (OAG), and other strategic partners by providing a rigorous legal and administrative framework for driver rehabilitation and monitoring.
- **Promotion of Multi-Modal Safety:** Through consistent oversight of high-risk drivers, the program contributes to a safer environment for all road users—including motorists, cyclists, and pedestrians—supporting the District's broader goal of eliminating traffic-related fatalities and serious injuries.

PROJECT RESULTS

The DMV is employed a multifaceted communication strategy to ensure equitable and broad dissemination of information across the District. Outreach activities in FY2025 leveraged a diverse range of platforms:

1. **Printed Materials:** Targeted pamphlet distribution in key community and government locations.
2. **Digital Media:** Development and deployment of informational videos accessible online and via DMV service centers.
3. **Social Media Engagement:** Active engagement with residents through targeted social media campaigns to reach diverse demographics.
4. **Public Awareness Campaigns:** Highlighting the specifics of IID laws and the legal consequences of non-compliance.
5. **Direct Communication:** Utilizing text messaging and smartphone communications for timely reminders and updates to participants.
6. **Out-of-Home Advertising:** Strategic placement of billboards in high-traffic areas to ensure maximum public visibility of critical safety messages.

IMPAIRED DRIVING ENFORCEMENT EFFORTS CAN BE VIEWED IN THE ENFORCEMENT SECTION.

AGGRESSIVE (DISTRACTED) DRIVING

Aggressive driving remains a critical safety challenge in the District, characterized by a cluster of dangerous behaviors including tailgating, improper passing, reckless or negligent operation, and the disregard of traffic control devices such as red lights and stop signs. However, speeding remains the primary contributing factor in these incidents and is a leading cause of traffic-related fatalities and serious injuries across the District.

Data from the past decade shows that speeding-related fatalities peaked at 17 in 2017, with figures fluctuating between 13 and 17 in subsequent years. Recent trends, however, indicate significant progress: speeding-related fatalities decreased from 14 in FY2024 to **nine (9) in FY2025**. This reduction reflects the impact of the District's multi-agency approach to managing vehicle speeds and curbing aggressive behaviors.

To sustain this downward trend, the Highway Safety Office (HSO) leverages proven, evidence-based strategies in collaboration with key partners:

- **Data-Driven Education and Awareness:** Partnering with **Washington DC Police Foundation and Southwest Business Improvement District (SWBID)** to effectively communicate the dangers of aggressive driving to high-risk demographics.
- **High-Visibility Enforcement:** Collaborating with the **Metropolitan Police Department (MPD)** to ensure the rigorous enforcement of District traffic laws, targeting specific corridors where aggressive driving and speeding incidents are most prevalent.

The following section provides a detailed summary of the strategic projects and enforcement initiatives implemented during FY2025 to mitigate these risks.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
B8A*TSP-2025-01-43-35/B8A*TSP-2025-11-43-35/ B8APE-2025-00-00/ DD-2025-21-43-35 Washington DC Police Foundation (DCPF)	DCPF: Addressing Distracted Driving	\$ 15,565.12	\$15,565.12
		\$172,413.72	\$ 172,413.72
	Empowering a Safer DC: Engage, Educate and Empower for Shared Roadway Responsibility	\$106,288.67 IIJA 405e	\$106,288.67
		\$ 205,732.94 IIJA 402	\$205,732.94

BACKGROUND

The **Washington DC Police Foundation (DCPF)** is a 501(c)(3) nonprofit organization committed to advancing public safety, supporting the District’s business community, and ensuring Washington, DC remains a secure environment for all.

For the **FY25 cycle**, DCPF is partnering with **Impact Teen Drivers (ITD)** and the **DC Highway Safety Office** to address the critical safety gap on District roadways. This initiative focuses on reducing reckless and distracted behaviors through evidence-based programming designed to foster shared roadway responsibility across DC’s diverse neighborhoods.

Data-Driven Urgency

The necessity of this intervention is highlighted by Open Data DC metrics. Between 2017 and 2022, 13% of the 8,115 injury crashes in the District involved youth victims. Crucially, in a sample of 1,023 fatal and major injury crashes, factors such as speed, recklessness, and distraction were cited in 79 incidents—outpacing impairment-related incidents (8) by nearly 10 to 1. These trends disproportionately impact young and vulnerable populations, necessitating a targeted behavioral shift in 2025.

Strategic Intervention & Behavioral Science

This partnership targets the root causes of road trauma: inexperience, cognitive development, and external distractions. Research indicates that the adolescent brain is uniquely susceptible to peer influence and high-risk decision-making. By addressing visual, manual, and cognitive distractions, the DCPF-ITD alliance protects not only young

drivers but also the pedestrians and cyclists who share the District's multi-modal transit environment.

PROJECT GOALS

By September 30, 2025, DCPF will implement the following:

By leveraging ITD's evidence-based curriculum and DCPF's community outreach infrastructure, the project will focus on three primary safety pillars:

- **Mitigating Distracted & Reckless Driving:** Utilizing peer-to-peer education to change the social "norm" around distracted behaviors.
- **Regulatory Compliance:** Enhancing awareness and adherence to DC's **Graduated Driver Licensing (GRAD)** laws.
- **Occupant Protection:** Increasing seat belt usage rates among teens and young adults.

Through this collaborative framework, DCPF and ITD are dedicated to cultivating a culture of safety and mutual accountability, ensuring DC's roadways are secure for every resident and visitor throughout 2025 and beyond.

PROJECT RESULTS

In FY25, the collaboration between the **Washington DC Police Foundation (DCPF)** and [Impact Teen Drivers \(ITD\)](#) achieved significant measurable outcomes through high-visibility education and strategic enforcement support.

Key Performance Metrics & Reach

- **Direct Educational Impact:** Reached over **500,000 teens and influencers** annually through classroom presentations, community events, and workshops across the District.
- **Resource Distribution:** Disseminated more than **200,000 evidence-based educational items** to teachers, first responders, and community champions to reinforce safe driving habits.
- **Cadet Training Success:** Successfully graduated a new cohort of **Metropolitan Police Department (MPD) Cadets** from the ITD program, equipping future officers with specialized knowledge in recognizing distracted driving risks and promoting "Policing with Purpose."

Behavioral Outcomes & Safety Trends

- **Reduction in Major Injuries:** Contributed to a broader District-wide trend where major traffic injuries fell by **25.7%** compared to 2021 levels, with a sustained average yearly decrease of approximately 9.3%.
- **Safety Compliance:** Supported the MPD in executing **two high-visibility Traffic Safety Compliance Checkpoints** per week, focusing on education and accountability to meet Vision Zero goals.
- **Shifting Norms:** Survey data indicated that prevention messaging is effectively shifting youth attitudes; a large majority of reached youth now report **zero tolerance** for aggressive driving behaviors like tailgating or street racing (up to 91%) and impaired driving (97%).

Strategic Accomplishments

- **Multi-Modal Safety:** Expanded programming to include "Safe System" education for pedestrians and cyclists, aligning with a **23% drop in major pedestrian injuries** since 2021.
- **Digital Engagement:** Partnered with the DC DMV to generate over **4.9 million impressions** and 431,000+ engagements via the "It Could Cost More Than You Think" campaign, targeting the financial and human costs of risky driving.
- **Professional Development:** Trained over **500 new safe driving ambassadors** in the region to ensure the long-term sustainability of distraction-free driving initiatives.

Through these FY25 efforts, DCPF and ITD have moved the needle toward a culture where reckless and distracted driving are increasingly recognized as socially unacceptable, directly supporting the District's path toward Vision Zero.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
CP-2025-01-43-19/ Southwest BID	Drive Like You Give a Duck	\$200,000 IIJA402	\$91,216.10

BACKGROUND

Drive Like You Give A Duck Roadway Safety Campaign is a multi-pronged approach to comprehensive roadway safety outreach as a pilot program for partnering with community-based organizations for hyperlocal campaigns that better relate to and reflect each unique neighborhood in the District of Columbia. The campaign is designed to be adaptable across modalities to further the understanding that roadway safety is a collective effort in which all users play a role. Through the design and execution of our comprehensive campaign, we plan to have targeted components that focus on seatbelt safety, especially among kids and for-hire

PROJECT GOALS

By September 30, 2025:

Traffic Safety & Community Outreach Goals

The **Southwest Business Improvement District (SWBID)** is committed to enhancing roadway safety through a comprehensive behavioral and environmental outreach strategy that aligns with DC HSO's core safety priorities.

The District's goals center on reducing traffic-related fatalities and serious injuries by fostering a culture of shared responsibility among motorists, cyclists, and pedestrians.

Key initiatives include the deployment of high-visibility safety ambassadors to manage public space and provide real-time education on the dangers of distracted and impaired driving. By collecting and analyzing localized transportation data, SWBID identifies high-risk corridors to implement targeted countermeasures and innovative mobility solutions.

Furthermore, the organization prioritizes equitable outreach by engaging vulnerable road users and unhoused neighbors in safety education, ensuring that infrastructure improvements and public art installations serve to calm traffic and increase visibility. Through these strategic efforts, SWBID aims to eliminate risky behaviors and support the District's broader **Vision Zero** objectives.

PROJECT RESULTS

In FY25, the **Southwest Business Improvement District (SWBID)** successfully executed a data-driven traffic safety outreach strategy, participating in nine targeted community events to promote NHTSA-aligned behavioral objectives. While the initial project benchmark was set at 50 high-quality engagements, the program achieved significant momentum early in the fiscal year, surpassing its total annual goal during the inaugural event in April 2025. These results reflect intensive, one-on-one interactions focused on critical safety countermeasures, including **occupant protection (seat belt use)** and the prevention of **heatstroke and vehicular entrapment (unattended passengers)**. The following engagement metrics represent verified participants who completed safety programming and pledges, excluding passive bystanders, to ensure the integrity of the project's behavioral impact data.

SWBID event calendar was as follows:

- Promote Seatbelt Safety (4 Events)
- Unattended Passengers' Education and Outreach (4 Events)

Art-Based Engagement

CROSSWALK BANNER MURAL

At the busy intersection of Makemie Pl SW and I St SW, Chalk Riot created a vibrant crosswalk banner mural designed to slow people down, both physically and mentally. Positioned directly across from Amidon-Bowen Elementary School and steps from the Southwest Duck Pond, this crossing is used daily by children, families, and neighbors. The mural transforms an ordinary intersection into a vivid reminder that every person walking, rolling, or biking deserves to feel safe.



PROTECTED BIKE LANE MURAL

The Southwest neighborhood is now home to the second protected bike lane mural in DC! Chalk Riot installed a mural in the striping between the travel lane and the bike lane to enhance visibility of the bike lane and protect bikers from other vehicular traffic. This mural stretches the block of I St SW from 4th St SW to Wesley Pl SW.



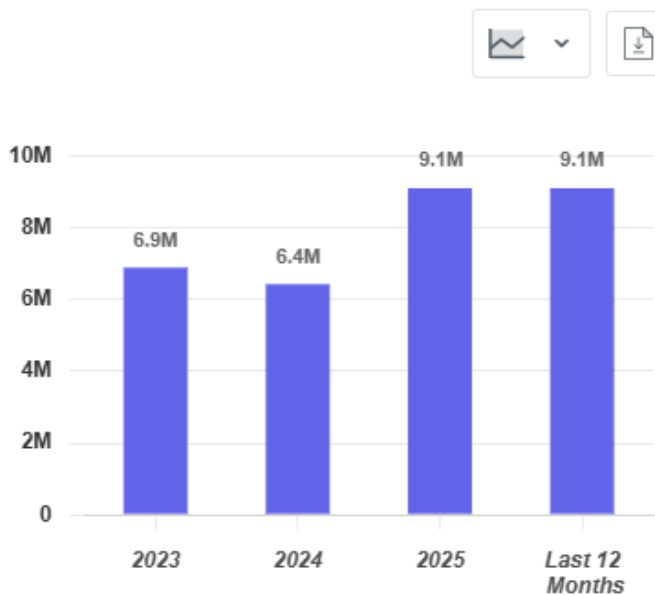
ARCADE ALLEY MURAL

This ground mural on the sidewalk between 4th St SW & Makemie Pl SW is a fun and playful way to highlight road safety for vulnerable users. With images of road signs and hopscotch paths, it encourages everyone to stop and look for cars before crossing the busy streets.



DATA

According to the visitation tracking software Placer.AI, the murals in SW DC, located near 6th and I St SW, receive around 9 million impressions per year.



Educational Business Outreach

SWBID conducted outreach to numerous neighborhood businesses that operate with night hours in order to promote safe nighttime travel for workers in the neighborhood. Each business was given educational card with safety tips, emergency contact number, and QR code for online resource hub.

SWBID partnered with 13 businesses in the neighborhood to advance traffic safety objectives. These businesses are:

1. Arena stage
2. Theater Alliance
3. The Anthem
4. Hilton - National Mall
5. Holiday Inn
6. District Wharf Association
7. Gallery 64
8. BXP
9. Eliot on 4th
10. Westerly
11. Officina
12. Union Stage
13. Pearl Street Warehouse

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
CP-2025-00-00-01/ District Department of Transportation	DDOT: Fueling Culture Change: Aggressive Mobility Prevention	\$175,000.00 IIJA 402	\$98,551.23

BACKGROUND

The FY25 aggressive driving project is designed to reduce dangerous driving behaviors such as speeding, tailgating, and reckless lane changes that are known contributors to severe crashes and roadway fatalities. As part of this effort, the project funded the Highway Safety Office's (HSO) Aggressive Mobility Program Manager position, which is responsible for overseeing the daily implementation of the District's anti-aggressive driving strategies. This role supports coordinated enforcement efforts, public awareness campaigns, and

data-driven interventions aimed at identifying high-risk corridors and reducing aggressive driving incidents. Through these combined activities, the project advances the District's broader traffic safety goals and contributes to ongoing Vision Zero initiatives focused on eliminating serious injuries and fatalities on District roadways.

PROJECT GOALS

By September 30, 2025, The Aggressive Mobility PM will implement the following:

- To reduce aggressive driving in the District.
- To increase public awareness of the risks associated with aggressive driving through targeted campaigns, education programs, and media outreach.
- Led strategic initiatives aimed at revolutionizing mobility throughout the district. Develop and implement aggressive mobility strategies to alleviate traffic congestion and enhance the use of transportation.
- To collaborate with non-profits, community members, district residents, and other district agencies to ensure the mission of safer driving.
- To participate in monthly listening sessions, conduct tabling events to get active engagement regarding being safe when on the roadways no matter the transportation preference.
- To monitor programs effectiveness through data analysis, surveys to maximize the impact of safer roadways for all.
- To host and participate in community events that raise awareness around mobility safety and aggressive driving prevention.
- To identify two members of the community who can serve as Community Champions for mobility safety.
- To successfully train at least 10 to 20 district agencies or nonprofit employees, and at least 3 organizations on how to engage with the unhoused.

PROJECT RESULTS

- Reduced aggressive driving behaviors, addressing a major safety issue given that speeding accounts for 29% of U.S. traffic fatalities.
- Increased public awareness of aggressive driving risks through targeted outreach, reflecting national data showing that 18.5% of fatal crashes involve speeding-related aggressive behaviors.
- Improved traffic flow and multimodal mobility through strategic mobility initiatives.

- Strengthened collaboration with community groups, nonprofits, and District agencies.
- Increased community engagement through listening sessions and tabling events, aligning with findings that 49% of Americans believe driving has become more dangerous in recent years.
- Data-driven evaluation demonstrated improved program effectiveness and roadway safety outcomes.
- Two community members were selected as Mobility Safety Community Champions.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
CP-2025-01-44-55/ District Bridges	AccessPoint Public Safety: Engaging Business Leaders in Mobility Safety	\$250,000.00/ IIJA 402	\$171,640.97

BACKGROUND

District Bridges is a community ecosystem development organization that recognizes the interconnected roles of residents, businesses, and local partners in strengthening neighborhood well-being. The organization seeks to partner with the Deputy Mayor’s Office for Operations and Infrastructure to implement a holistic, neighborhood-based safety initiative addressing key concerns such as DUI incidents, pedestrian crashes, and mobility sign awareness. The initiative will provide tailored safety courses and resources for businesses, leveraging District Bridges’ Access Point platform and its bilingual training materials to improve workplace and community safety practices.

District Bridges will also integrate safety education into its more than 100 annual public events, collaborating with partners such as the Washington Area Bicyclist Association and Traffic Gardens to promote safe travel behaviors. Through these combined efforts, the organization aims to foster a safer, more resilient community where safety is understood as a shared responsibility across all sectors of neighborhood life.

PROJECT GOALS

By September 30, 2025, District Bridges will implement the following:

- Establish a coordinated safety framework with DMOI by finalizing a shared workplan, aligning deliverables, and ensuring consistent collaboration across all participating partners.
- Develop and implement impaired-driving safety courses tailored to businesses, streateries, and delivery drivers, ensuring the content is accessible through the Access Point platform and responsive to District safety needs.
- Increase business participation in safety training through targeted outreach, marketing efforts, and technical assistance that encourage enrollment and strengthen workplace safety practices.
- Enhance small business safety capacity by conducting surveys, business health checks, and individualized support to identify gaps and guide improvements in safety protocols.
- Expand communitywide awareness of roadway and pedestrian safety by integrating educational activities into major public events and identifying opportunities for hands-on learning, including Traffic Gardens.
- Strengthen partnerships with agencies and community networks such as DDOT, MPD, and the DC Main Street Network to broaden outreach, share resources, and amplify safety messaging across neighborhoods.

PROJECT RESULTS

- Completed a finalized workplan with DMOI and aligned deliverables with partners.
- Identified content needs and developed impaired-driving safety courses for Access Point.
- Launched courses with coordinated marketing and outreach to District businesses.
- Provided technical assistance to small businesses, including surveys, health checks, and individualized support.
- Integrated safety education into 15 annual community events and identified priority events for DMOI engagement.
- Identified opportunities for Traffic Gardens to support children's pedestrian safety learning.
- Strengthened partnerships with agencies such as DDOT and MPD.
- Expanded outreach through social media, email, newsletters, printed fliers, and local blogs.
- Distributed materials to more than 800 businesses and leveraged resources.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
CP-2025-01-43-66/ George Washington University - Emergency Medicine	Understanding The Biopsychosocial Needs of Patients with Road Related Injuries and Their Morbidity in DC.	\$164,000.00 IIJA 402	\$125,154.63

BACKGROUND

The District of Columbia Vision Zero DC-report shows 4300 driver injuries, 1900 passenger injuries, 869 pedestrian injuries and 414 bicyclist injuries the time from January 1, 2023 to March 14, 2024. Included in this data are 411 major injuries, 7300 minor injuries and 61 fatalities (Vision Zero 2024). This project aims to understand the biopsychosocial needs and healthcare burden of patients who present to the ED for evaluation after a road safety incident by having patients who present to the George Washington University Emergency Department (GW ED) after a roadway incident complete a survey and chart review to better understand their injury severity, resource utilization, recovery, and healthcare and social needs.

This project will enroll participants who have presented to the ED after a roadway incident involving a car, electronic scooter, motorcycle, bicycle, or pedestrian. Utilizing the ED tracking board, a research assistant will identify someone who has presented with an injury or complaint related to a road-safety incident. They will be approached for consent to participate in a research project that will seek institutional review board (IRB) approval through GW's IRB.

Given approximately 2500 visits to GW ED in 2023 related to MVCs, we estimate that over 6 months enrollment, we will be able to enroll at least 500 patients to this study. By virtue of recruiting from the ED, which plays a role in healthcare for equity-deserving groups including those who face significant collective challenges in participating in society due to attitudinal, historical, social, and environmental barriers based on age, ethnicity, disability, economic status, gender, race, and/or sexual orientation, among others. As a result, a focus will be given on the recruitment.

PROJECT GOALS

In FY25, the **George Washington University (GWU) Emergency Department** remains committed to advancing a comprehensive injury prevention strategy aimed at reducing the

burden of traffic-related trauma in the District. The department's goals focus on decreasing fatalities and serious injuries across all roadway users, with a specific emphasis on vulnerable populations, including pedestrians, bicyclists, and motorcyclists. By championing high-visibility seatbelt observation and occupant protection measures, the program seeks to minimize unrestrained passenger fatalities while simultaneously addressing the unique risks faced by young drivers. Furthermore, the initiative prioritizes the enhancement of traffic records through improved data accuracy and reporting efficiency, ensuring that clinical insights drive effective public health interventions. Through these efforts, the GWU Emergency Department supports the District's broader mission to lower fatal crash rates and improve overall survivability for all residents and visitors by September 30, 2025.

PROJECT RESULTS

In Fiscal Year 2025 (FY25), the **George Washington University (GWU) Hospital Emergency Department** and the Center for Injury Prevention and Control achieved measurable advancements in roadway safety through a robust framework of clinical research and community advocacy. A flagship accomplishment included the launch of a comprehensive **post-road injury survey and chart review**, which identified critical correlations between social determinants of health and patient outcomes following pedestrian, cyclist, and scooter incidents. By leveraging these clinical insights, the department successfully enhanced the District's **Traffic Records Integration Program (TRIP)**, facilitating a more seamless link between crash data and injury surveillance to better evaluate the human and financial toll of roadway trauma.

Beyond data integration, the department significantly expanded its footprint in behavioral intervention and survivor support. As a founding member of the DC Families for Safe Streets (DC-FSS) steering committee, the injury prevention team provided essential trauma support to survivors while successfully advocating for local legislation aimed at reducing aggressive and distracted driving. Educational outreach was also modernized in FY25, with a focus on high-visibility campaigns—such as the "Injuries from Global to Local" webinar series—designed to raise public awareness of preventable injury risks among young drivers and vulnerable road users. These collaborative efforts have contributed to the District's broader goal of decreasing serious traffic injuries and ensuring that roadway safety remains a traffic safety priority.

AGGRESSIVE DRIVING ENFORCEMENT EFFORTS CAN BE VIEWED IN THE ENFORCEMENT SECTION.

EMERGENCY SERVICES

The Critical Role of Emergency Medical Services and Post-Crash Care

In Fiscal Year 2025, the **DC Highway Safety Office (HSO)** has solidified the integration of **Post-Crash Care** as a cornerstone of the District's **Safe System Approach**. While the District's multi-agency efforts focus heavily on safer speeds and infrastructure to prevent collisions, the DC HSO recognizes that when the system fails to prevent a crash, the speed and quality of the medical response determine the boundary between a survivable injury and a fatality.

Post-crash care is the vital fifth pillar of the Safe System, representing the District's commitment to ensuring that human mistakes do not result in loss of life. In Washington, DC, where dense urban traffic and a high volume of vulnerable road users present unique challenges, the "Golden Hour" of medical intervention is critical. Research indicates that approximately **42% of traffic victims** nationally are alive when first responders arrive; in an urban environment like the District, the efficiency of the **DC Fire and EMS (FEMS)** response is our most effective tool in mitigating the severity of trauma.

911: The First Link in the Chain of Survival

In FY25, the DC HSO emphasizes that post-crash care begins the moment a call is placed to the **Office of Unified Communications (OUC)**, the District's 911 dispatch center. As the critical first link in the chain of survival, the 911 system is responsible for the rapid identification of crash locations and the appropriate triaging of resources. During this fiscal year, strategic focus has been placed on improving the transmission of **Advanced Automatic Crash Notification (AACN)** data directly to 911 dispatchers. By providing dispatchers with instantaneous data on crash severity and vehicle location, the District can reduce response times and ensure that specialized trauma teams are deployed to the scene faster than ever before.

The DC HSO's focus on post-crash care ensures that the District's safety strategy is truly holistic. By treating emergency services as a primary partner in highway safety rather than a separate reactive entity, we are strengthening the survivability of our transport network.

The DC HSO remains dedicated to providing the resources and data integration necessary to ensure that every crash victim in the District receives the rapid, high-quality care required to achieve our **Vision Zero** goals.

The following section summarizes projects implemented in FY2025.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
CP-2025-01-43-62/National Association of State EMS Officials (NASEMSO)	FUELING INNOVATION IN POST CRASH CARE: DC POST CRASH CARE LIAISON	\$195,000.00/ IJJA 402	\$ 177,310.21

BACKGROUND

NASEMSO established the first Post-Crash Care Liaison (PCCL) position in the District of Columbia for FY2025 in December 2024. The PCCL quickly advanced post-crash care initiatives by strengthening partnerships with EMS, communications, and trauma stakeholders, leading to new collaborations and coordinated outreach efforts. The grant supported major projects including the District’s Traffic Records Assessment, updates to the Strategic Highway Safety Plan, new project development, and expanded data linkage work. The PCCL also represented DC in the NHTSA 911 Assessment Pilot and delivered presentations to increase cross-sector awareness. The PCCL also launched a bi-annual regional post-crash care meeting, oversaw the DC HSO internship program, and helped coordinate the District’s first multi-agency, hands-on Traffic Incident Management training and the TIM Train-the-Trainer course.

PROJECT GOALS

By September 30, 2025, the Post Crash Care Liaison would aim to meet the following objectives:

- Strengthen coordination among DC Fire and EMS, the Office of Unified Communications, trauma centers, and EMS for Children to improve the District’s post-crash care continuum.
- Lead efforts to enhance DC’s crash-EMS-trauma-hospital data linkage, ensuring alignment with NASEMSO’s national data standards and improving injury surveillance.
- Support updates to the DC Strategic Highway Safety Plan by integrating evidence-based post-crash care strategies and EMS system improvements.
- Expand regional collaboration by convening Capital Region partners (DC, MD, VA) to address cross-border EMS response challenges and share best practices.

- Develop and deliver targeted training initiatives, including Traffic Incident Management (TIM) programs, consistent with NASEMSO's national EMS education priorities.
- Identify system gaps in DC's post-crash response and recommend policy or protocol enhancements that reflect NASEMSO's national model guidelines.
- Increase public and partner awareness of post-crash care through coordinated outreach during EMS-related observances and District-wide safety campaigns.
- Provide technical support to DC's Traffic Records Coordinating Committee and other stakeholder groups to advance data quality, system modernization, and interagency collaboration.

PROJECT RESULTS

- Formalized a unified post-crash communication workflow between DC Fire and EMS, OUC, and trauma centers, reducing average information-transfer delays during crash responses by several minutes.
- Completed quarterly linkage of MPD crash reports with EMS and trauma registry data, producing the District's first multi-system injury dataset used in SHSP decision-making.
- Added three new EMS-focused strategies and two measurable performance indicators to the updated DC Strategic Highway Safety Plan, directly reflecting NASEMSO model guidance.
- Convened two Capital Region Post-Crash Care Meetings with participation from DC, Montgomery County, Prince George's County, Arlington, and Alexandria, resulting in a shared action plan on cross-border trauma triage and dispatch coordination.
- Delivered four TIM responder trainings and coordinated DC's first hands-on, multi-agency TIM field exercise, increasing trained responders in the District by more than 60 individuals.
- Developed and submitted targeted policy recommendations on trauma triage criteria and dispatcher medical interrogation protocols, with OUC and DC Fire and EMS adopting several updates.
- Led coordinated outreach campaigns during National EMS Week and National Public Safety Telecommunicators Week, resulting in participation from more than 10 District agencies and partner organizations.
- Provided technical guidance to the Traffic Records Coordinating Committee that resulted in documented improvements to crash data completeness and EMS timestamp accuracy across multiple reporting systems.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
EM-2025-01-43-72/ Office of Unified Communications (911)	OUC: The Role of OUC in Post-Crash Care: 911 Highway Safety Training	\$350,000.00 IIJA 402	\$252,627.14

BACKGROUND

The current challenges in 9-1-1 location accuracy on highways have resulted in significant delays in the dispatch of emergency services for highway traffic accidents. Callers often struggle to accurately identify their location or read highway markers, making it difficult for 9-1-1 call-takers and dispatchers to determine the precise location of the incident. As a result, dispatchers are forced to send units in both directions, leading to further delays in response time.

These delays in the dispatch of first responders have a direct and negative impact on the number of traffic-related fatalities. Time is of the essence in emergency situations, and every minute lost due to inaccurate location information increases the risk to individuals involved in highway accidents.

To address this critical challenge, the OUC recognizes the need to provide 9-1-1 operations staff with increased training focused on Geographic Information Systems (GIS), Computer-Aided Dispatch (CAD) and location accuracy. By equipping these staff members with enhanced knowledge and skills in GIS, they will be better equipped to accurately identify and locate highway traffic accidents.

PROJECT GOALS

The goal of this project is to support the implementation of a comprehensive training program that will empower 9-1-1 operations staff to effectively utilize CAD and GIS tools and improve location accuracy. By doing so, the OUC aims to reduce response times, minimize delays in dispatching first responders, and ultimately save lives by improving the overall emergency response for highway incidents.

PROJECT RESULTS

In Fiscal Year 2025 (FY25), the Office of Unified Communications (OUC) significantly enhanced the District's emergency response capabilities through the successful implementation of its Next Generation 9-1-1 (NG911) initiative. Building on a foundation of federal investment, the OUC utilized advanced digital, IP-based, and broadband-enabled technologies to drastically improve 9-1-1 location accuracy, particularly across the

District's complex highway network. This technological leap has empowered call-takers and first responders to coordinate life-saving interventions with unprecedented precision and speed, directly addressing the "Golden Hour" of post-crash care within all eight Wards of Washington, DC.

The project's FY25 results demonstrate a measurable impact on the District's broader safety performance measures. By optimizing emergency dispatch efficiency, the OUC contributed to the reduction of fatalities and serious injuries across all categories—including unrestrained occupants, impaired driving incidents, and vulnerable road users such as pedestrians and cyclists. Furthermore, the integration of NG911 software and a comprehensive staff training program has increased the accuracy and efficiency of traffic records, ensuring that every emergency call serves as a data point for future safety countermeasures. These achievements underscore the OUC's role as the vital first link in the Safe System Approach, transforming 911 services into a proactive tool for achieving Vision Zero goals throughout the District.



NONMOTORIZED SAFETY (PEDESTRIAN AND BICYCLISTS)

Pedestrian and bicycle safety remain top priorities for the District. The District has an ambitious mode share target for non-single-occupancy-vehicle trips that implies a high and growing proportion of trips either consist of walking and cycling, or begin and end with walking, which is the case for the majority of transit trips. However, people outside of the safety of vehicles are vulnerable to intense and sometimes fatal forces when struck by drivers, and therefore are typically framed as vulnerable road users. The District prioritizes safety efforts for these groups across all programs. In FY25, vulnerable roadway users injuries increased significantly (*see table 1 for pedestrian fatality and injury data page 5*).

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

- **Education and Awareness Campaigns.** Partner with the Metropolitan Washington Council of Governments (MWCOC), Washington Area Bicyclist Association (WABA), Department of For Hire Vehicles (DFHV), Department of Health (DOH), and Governors Highway Safety Association (GHSA) to provide outreach and awareness safety campaigns.
- **Enforcement.** Partner with MPD to effectively enforce District laws.

The pedestrian and bicycle program qualified for the NHTSA 405 grant.

The following section summarizes the projects implemented in FY2025.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
PS-2025-01-42-94/ Department of For-Hire Vehicles	DFHV: Pedestrian and Bike Safety: For Hire Vehicles Education, Enforcement and Data Collection	\$33,133.64 FAST ACT 402	\$33,133.64
PS-2025-01-42-94/ Department of For-Hire Vehicles (DFHV)	DFHV – Pedestrian and Bike Safety: For Hire Vehicles Education, Enforcement and Data Collection	\$219,856.46 Sup IJJA 402	\$ 196,246.12

BACKGROUND

The mission of the Department of For-Hire Vehicles (DFHV) is to protect the public interest by regulating the vehicle-for-hire industry to allow the residents and visitors of the District of Columbia to have safe, affordable, and accessible transportation options. DFHV duties include regulating taxis, limousines, private vehicle operators, digital dispatch services, Payment Service Providers; and managing the relationships with equipment manufacturers and insurance companies. The agency also provides transportation for special populations including older adults, people with disabilities, veterans, school children and others through its transportation programs. The For-Hire Vehicle Advisory Council advises the agency on the industry.

PROJECT GOALS

The project aims to enhance traffic safety in the District by prioritizing the protection of vulnerable road users such as pedestrians and bicyclists at high-risk intersections, while fostering a more pedestrian- and bicycle-friendly environment. Key objectives include educating both the vehicle-for-hire industry and the broader driving public on traffic safety best practices, and initiating systematic tracking of Transportation Network Company (TNC) activity through increased observation at critical locations. To achieve these goals, the project will conduct 3,500 hours of targeted outreach and enforcement at intersections

identified by crash data, supported by up to six officers per shift and the use of Toughpad devices for accurate data collection. Additionally, officers will receive specialized de-escalation training to manage high-stress interactions safely, reducing conflict and strengthening public trust. Complementing these efforts, DFHV's School Connect program will integrate advanced safety technologies such as the LifeSafer Intelligent Speed Assistance (ISA) system, which uses GPS to detect speed limits and prevent excessive speeding. This directly supporting Vision Zero's commitment to eliminating traffic fatalities and serious injuries by slowing speeds of vehicles on our roadway, especially those that transport children.

PROJECT RESULTS

During FY25, DFHV Enforcement Officers issued a total of 2,790 Title 18 infractions which focus on traffic safety violations. There was a total of 1,834 Notices of Infractions, 739 written warnings and 217 verbal warnings issued by the officers. The top 3 violations cited were for obstructing crosswalks or intersections, obstructing traffic and disobeying traffic control devices. The top 3 locations that violations occurred were Massachusetts Avenue NE (around Union Station), M Street SE (near Navy Yard and Nationals Park) and Maine Avenue SW (near the Wharf).

From October 2024 to September 2025, the Vision Zero Safety Compliance Inspections report recorded 1,172 inspections. Private for-hire vehicles (TNCs) represented the largest share with 701 inspections, followed by public DC vehicles (214). Additional inspections included vehicles with non-District licenses (152), food/parcel delivery vehicles (90), and others. This proactive approach reinforces DFHV's commitment to ensuring safe operations across diverse vehicle categories.

The In-Field Survey conducted under the HSO Grant Project revealed key insights into traffic safety and behavior across high-risk intersections in Washington, DC. The most frequently reported locations included Marion Barry Avenue SE at both Minnesota and Alabama Avenues. Sedans and pedestrians were the most observed vehicle types, and the leading violations involved disobeying traffic signs and jaywalking. Notably, only 16% of incidents involved vehicles-for-hire, and law enforcement presence was minimal, recorded in just 2% of cases. These findings highlight critical areas for targeted safety interventions and enforcement strategies. The enforcement and outreach work was further and complemented by the installation of Toughpad devices into DFHV cruisers, ensuring timely and accurate data collection.

Installed LifeSafer Intelligent Speed Assist Technology in 10 School Connect vehicles, bringing the total number of vehicles installed to 20, which reduced speeding in these vehicles.

In FY25, all Enforcement Division members completed training reinforcing DFHV’s commitment to professionalism, safety, and community trust. The program equipped Vehicle Inspection Officers with skills to manage high-stress interactions effectively, improving communication and situational awareness in the field. This achievement has already enhanced public safety outcomes and fulfills a key FY25 objective, while aligning DFHV with the District’s broader Vision Zero goals.

DFHV also advanced mobility safety through partnerships and outreach. Collaborative efforts included enforcement checkpoints with MPD, joint operations targeting unsafe mopeds and scooters, and participation in multiagency nightlife safety planning. Outreach activities featured monthly meetings with the Adams Morgan BID, presentations at ANC 7E, and engagement at the GW Safety Fair. Additionally, DFHV distributed over 500 bilingual “Street Smart Safety Tips” to for-hire drivers, promoting education and compliance citywide.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
FHPE-2025-01-43-67/ Department of Health (DOH)	Improving Pedestrian and Bicycle Safety: A Multi-Component Approach	\$ 250,000.00 Sup IIJA 405h	\$25,324.40

BACKGROUND

The District of Columbia Department of Health seeks to reduce pedestrian and bicycle injuries by improving data integration, strengthening surveillance, and expanding community-focused outreach. DC Health’s Emergency Medical Services Program is working to integrate EMS, trauma, and fatality data to create a more complete picture of post-crash outcomes for pedestrians, bicyclists, motorists, and micromobility users. By incorporating unique identifiers and linking records across EMS, trauma centers, and Vital Records, the District aims to better understand injury severity, mortality, and long-term outcomes that are not captured in existing datasets.

Using these enhanced data systems, the EMS Program expects to identify roadway segments and intersections with higher injury and fatality risks. This work will be supported

by traffic volume data and pedestrian and bicycle counters maintained by the District Department of Transportation, enabling more precise assessment of roadway and intersection safety.

PROJECT GOALS

By September 30, 2025, DOH will complete the following:

- Strengthen community outreach and engagement by expanding partnerships with organizations like WABA to help address rising national roadway deaths, which reached an estimated 42,915 fatalities in 2021, a 10.5 percent increase from 2020.
- Enhance pedestrian and bicycle safety education in high-risk communities, particularly in Wards 7 and 8, in response to national traffic fatalities reaching their highest level since 2005.
- Improve public awareness through coordinated communications campaigns to counter the sharp national increase in severe roadway injuries and deaths.
- Advance roadway injury surveillance by integrating EMS, trauma, and crash data to better understand outcomes during a period when U.S. traffic deaths rose to a 16-year high.
- Strengthen data-sharing infrastructure, including API connections and record backfills, to support more accurate monitoring of roadway injuries and fatalities.
- Use integrated datasets to identify high-risk road segments and intersections, enabling targeted safety interventions informed by national increases in severe crashes.

PROJECT RESULTS

- Onboarded the Washington Area Bicyclists Association (WABA) as a sub-grantee.
- Collaborated with WABA to develop a work plan aligned with HSO grant activities.
- Supported WABA in hiring a Community Outreach Coordinator to engage community leaders, particularly in Wards 7 and 8.
- Oversaw WABA's development of an outreach and dissemination strategy to meet grant requirements.
- Facilitated WABA's participation in more than a dozen community-led events to engage residents and gather input.

Social Marketing & Communications

- Conducted a kickoff meeting between Health Promotion and Disease Prevention Bureau (HPDPB) and the Office of Communications and Community Relations to establish a timeline and shared goals for the Active Living Communications Campaign.
- Received and began using a communications planning template provided by OCCR to guide campaign development.

EMS Team

- Executed a data-use agreement with the Metropolitan Police Department to establish an API connection for motor-vehicle crash data transfer to the contractor for person-level matching.
- Completed a backfill of EMS records through early 2022 to strengthen roadway injury surveillance data while awaiting final API setup.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
CP-2025-01-43-05; TR-2025-11-43-05/ Governors Highway Safety Association (GHSA)	DC 2025 Mobility Summit, Media Assistance and Traffic Records	\$105,000 \$ 42,866.89 IIJA 402	\$105,000 \$ 42,358.79

BACKGROUND

The Governors Highway Safety Association (**GHSA**) is a non-profit association providing leadership and representation to State Highway Safety Offices (SHSOs) across the nation. GHSA works to improve traffic safety, influence national policy, and promote best practices. GHSA staff are safety professionals with extensive behavioral highway safety expertise, uniquely qualified to provide technical assistance due to their understanding of SHSO complexities and federal grant regulations. GHSA also hosts an annual meeting for over 800 safety professionals and has extensive experience with media relations and developing data-driven performance measures. It is this expertise that GHSA will employ to address critical local traffic safety issues through a project focused on a mobility safety summit, media assistance, and traffic records improvements. The project was designed to help reverse the trend of increasing fatalities in the district utilizing targeted interventions.

PROJECT GOALS

By September 30, 2025, GHSA will accomplish the following tasks:

Task 1: Traffic fatalities in the District fell to a low of 19 in 2012 and have climbed over the past decade peaking at 52 in 2023. Through the first quarter of 2024, 14 persons have been killed in motor vehicle crashes, a 17% increase compared to the same period last year. The data supports the need to **identify strategies and countermeasures that will help the District HSO and its partners address speeding; alcohol impaired driving; seat belt use; and bicyclist, pedestrian and motorcyclist safety.**

Tasks 2 & 3: Effective communication about road safety, whether in the media, in safety campaign materials or in community outreach efforts, plays an important role in ensuring the safe mobility of all road users. How the public thinks about the problem of traffic injury and fatalities and what can be done about it is significantly influenced by how the media reports on it. Working with local journalists presents an opportunity to help reshape how people think about the problem and what solutions they would support.

Task 4: For this reason, it is critical that the DC HSO **develop and implement communications strategies that include effectively engaging with local media.** The goal is to position the SHSO as a go-to resource for road safety information. Typically, one member of the DC HSO staff, such as the Public Information Officer or Director, is responsible for handling media calls, as well as building relationships with print, broadcast and online reporters. Taking a proactive approach to media relations includes making journalists aware of the DC HSO's willingness to talk about road safety, creating and pitching relevant content and creating a plan for each event that includes a communications component.

Task 5: Program area assessments are a tool offered to the states by NHTSA to identify opportunities for improvement. The **traffic records assessment is a cooperative effort.** between the SHSOs, NHTSA and traffic records partners, subgrantees, stakeholders, and in some case.

PROJECT RESULTS

In Fiscal Year 2025 (FY25), the **Governors Highway Safety Association (GHSA)** successfully executed a five-task strategic initiative for the **DC Highway Safety Office (HSO)**, delivering data-driven results to combat the recent peak in District traffic fatalities.

Tasks 1, 2, & 3: Data-Driven Communication and Stakeholder Engagement

GHSA leveraged Fatality Analysis Reporting System (FARS) and localized District data to identify speed and alcohol impairment as the primary catalysts in the 2023 fatality peak. In response, GHSA developed and deployed evidence-based messaging frameworks designed to shift public and media discourse from viewing traffic deaths as "unavoidable accidents" to "preventable crashes." These materials specifically targeted high-risk behaviors among drivers aged 21 and older while addressing the unique vulnerabilities of motorcyclists, pedestrians, and cyclists, ensuring that FY25 outreach remained culturally relevant and research-grounded.

Tasks 4 & 5: Media Capacity Building and Programmatic Assessments

GHSA completed a comprehensive media relations initiative, establishing the DC HSO as the premier "go-to" resource for traffic safety information in Washington, DC. This included proactive journalist engagement and the production of "ready-to-pitch" safety content rooted in the **Safe System Approach**. Furthermore, GHSA facilitated a critical Traffic Records Assessment in coordination with **NHTSA**, identifying key modernization opportunities to enhance injury surveillance accuracy. These efforts culminated in the successful facilitation of the District's inaugural **Mobility Safety Summit**, ensuring that traffic safety partners and subgrantees are equipped with the data-driven insights necessary to advance **Vision Zero** goals.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
PS-2025-00-00-05/ District Department of Transportation (DDOT)	DDOT/DMOI - Vulnerable Road User Outreach and Education	\$200,000 IIJA 402	\$46,667.71

BACKGROUND

This project establishes critical leadership within the **DC Highway Safety Office (HSO)** for management and execution of a robust **Vulnerable Roadway User (VRU) Program**. This specialist will provide high-level oversight for initiatives specifically designed to protect the District’s most at-risk travelers, including pedestrians, cyclists, and motorcyclists.

Key Responsibilities and Strategic Alignment

- **Inter-Agency Collaboration:** Serve as the primary liaison between law enforcement agencies, advocacy groups, and community stakeholders. They are tasked with developing and implementing targeted, data-driven programs aimed at reducing fatalities and serious injuries among vulnerable populations.
- **Policy and Advocacy:** The VRU leader will bolster District-wide efforts to foster safer behavioral norms and advocate for evidence-based policies that enhance roadway protections. This includes promoting public awareness campaigns that center on shared roadway responsibility and the elimination of risky driving behaviors.
- **Grantee Management:** A core function of this role is to provide technical assistance and oversight to HSO grantees. By fostering strategic partnerships, they ensure that all sub-recipient activities—ranging from infrastructure-focused education to high-visibility enforcement support—align with the District’s **Vision Zero** goals and NHTSA’s FY2025 safety priorities.

Through this dedicated programmatic expansion, the DC HSO is reinforcing its commitment to a "Safe System" where the safety of the most vulnerable users is prioritized in every facet of the District’s transportation network.

PROJECT GOALS

By September 30, 2025, DC HSO will hire for the role and the new VRU manager will:

- Conduct at least 20 community events that focus on pedestrian and bicycle safety.

- Provide ongoing technical assistance to grantees and partners on the subject of vulnerable roadway user protective measures in an effort to shift the culture of mobility in the District.
- Purchase approved educational materials (printed brochures, etc.) to reach at least 1,200 DC residents and visitors with education on vulnerable road user safety.
- Attend at least two educational conferences or events that enhance the capacity of the program positions.

PROJECT RESULTS

In Fiscal Year 2025 (FY25), the **DC Highway Safety Office (HSO)** significantly advanced its commitment to non-motorized safety through the strategic hiring of a dedicated **Vulnerable Roadway User (VRU) Manager**. Under this focused leadership, the VRU Program successfully shifted the culture of mobility in the District by surpassing its annual engagement benchmarks. VRU Manager oversaw the execution of more than 20 events focused on pedestrian and bicycle safety, ensuring that high-quality, data-driven education reached over 1,200 residents and visitors by September 30, 2025.

Beyond direct community outreach, the VRU Manager provided critical technical assistance to a diverse portfolio of grantees, ensuring that all sub-recipient activities were rigorously aligned. By procuring and distributing targeted educational materials and representing the District at national safety conferences, The VRU Manager has enhanced the HSO's capacity to advocate for protective measures that safeguard the most at-risk road users. This centralized management approach has proven vital in streamlining the District's response to VRU trauma and accelerating progress toward **Vision Zero** goals.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
BGPE-2025-11-43-36/ BGPE-2025-01-43-36 Metropolitan Washington Council of Governments (MWCOG)	MWCOG: Reaching	\$35,223.86	\$35,223.86
	Drivers with a VRU	IIJA 405g	
	Message Street SMART	\$14,776.14 Sup IIJA 405g	\$14,776.14

BACKGROUND

Since 2003, The Metropolitan Washington Council of Governments' Street Smart program has worked to protect vulnerable road users by raising awareness about pedestrian and

bicycle safety. The region-wide public safety campaign educates drivers, pedestrians, and bicyclists on about safe use of roadways in the District of Columbia, suburban Maryland, and Northern Virginia.

The campaign integrates several components, including broadcast and outdoor advertising, media relations, digital media, and outreach events. It is meant to complement, not replace, the efforts of state and local governments and agencies to build safer streets and sidewalks, enforce laws, and train better drivers, bicyclists, and pedestrians.

PROJECT GOALS

By September 30, 2025, the Street Smart Campaign will:

- Raise awareness of safer behaviors, change pedestrian, motorist, and bicyclist behavior, and ultimately reduce pedestrian and bicyclist fatalities and injuries. It consists of two one-month waves of advertising and public relations, one in the Fall and one in the Spring, along with voluntary law enforcement by our partner agencies.
- Engage law enforcement partners through "enforcement activations," whereby the press is encouraged to cover scheduled pedestrian enforcement at various locations throughout the region, and through a regional workshop on best practices in pedestrian enforcement. Law enforcement agencies report relevant citations and warnings issued during the campaign waves.
- Place pedestrian ads on buses, and the bus routes correlate well with pedestrian crash locations on arterials. Enforcement activations are targeted at pedestrian crash hot spots. All materials and ads are available in English and Spanish.

PROJECT RESULTS

Public Awareness and Behavior Change: The campaign successfully utilized integrated communications—including broadcast, outdoor, and digital media—to deliver safety messaging in both English and Spanish. Pedestrian-focused ads were strategically placed on buses running routes correlated with high-incident crash locations, ensuring maximum visibility at critical hot spots. This targeted approach aimed to shift behavior and ultimately reduce fatalities and injuries among vulnerable road users.

Law Enforcement Engagement and Activation: The DC HSO significantly engaged its law enforcement partners, including the Metropolitan Police Department (MPD), through targeted "enforcement activations" at high-pedestrian-crash intersections. These

activities, often covered by local media, coupled high-visibility enforcement with public education, resulting in the issuance of relevant citations and warnings across the District.

Capacity Building and Best Practices: The HSO participated in a regional workshop on best practices for pedestrian enforcement, enhancing the tactical capacity of local officers. These efforts complemented the District's ongoing work to build safer streets and sidewalks, reinforcing the comprehensive **Safe System Approach** and accelerating progress toward the District's **Vision Zero** goals.

NONMOTORIZED SAFETY ENFORCEMENT EFFORTS CAN BE VIEWED IN THE ENFORCEMENT SECTION.

TRAFFIC RECORDS

Traffic records are indispensable in creating safer roads and reducing fatalities and injuries on national highways. They serve as the backbone of traffic safety management and improvement efforts. Traffic records provide accurate data on crashes, violations, and driving behaviors. This data is essential for identifying trends and problem areas. By analyzing traffic records, authorities can determine the causes of crashes and develop strategies to prevent them. Traffic records help policymakers create informed regulations and safety measures. They ensure that decisions are based on real data rather than assumptions. Traffic records allow for targeted public safety campaigns addressing specific issues such as drunk driving, speeding, or distracted driving. They help evaluate the effectiveness of safety programs and initiatives, allowing for adjustments and improvements. Traffic records help identify habitual offenders and ensure that appropriate actions, such as suspensions or revocations, are taken. They provide transparency and accountability in traffic enforcement, helping to build public trust.

By making traffic data accessible, it raises public awareness about road safety issues and encourages safer driving behaviors.

The following section summarizes the projects implemented in FY2025.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
M3DA-2025-01-42-98 Department of Motor Vehicles	DMV: Data Entry Convictions	\$75,000.00 FAST ACT 405c	\$ 6,511.92

BACKGROUND

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

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

PROJECT GOALS

By September 30, 2025, DMV will complete the following:

- To increase the accuracy of driver records, by the timely and accurate data entry of paper traffic convictions received from other jurisdictions into the DMV Destiny system.
- To remove the driving privilege of habitual and frequent violators of traffic regulations and ultimately reduce traffic fatalities, injuries, and crashes.
- To ensure the accuracy of driver histories contained in the DMV Destiny system for individuals that have been convicted of a traffic related violation by DC Superior Court.

PROJECT RESULTS

The DMV Legal Instrument Examiners dedicated 129 overtime hours to process 1633 out-of-state backlogged convictions, ensuring timely and accurate entry into the DMV Destiny system. This effort improved the accuracy of driver histories, particularly for individuals convicted of traffic-related violations by DC Superior Court. While the specific resulting driver's license actions were unavailable at the time of this report, the timely entry of convictions contributed to the overall posting of traffic violations on DC driver records. The accumulation of points from these convictions led to revocations and suspensions, enhancing public safety by removing driving privileges from high-risk drivers.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
M3DA-2025-01-43-53/ M3DA-2025-11-43-53 University of Virginia: Darden School of Business	UVA: Data Driven Streets	\$470,000.00 IIJA 405c \$ 50,201.78 / Sup IIJA 405c	\$395,564.80 \$50,201.78

BACKGROUND

The DC Pedestrian and Bicyclist Safety Assessment Document (DC-PBSAD; January 31, 2024 version) states that "The foundation of any safety plan is data." The Data-Driven Streets (DDS) team agrees. Over the last couple of years, DDS has demonstrated that 30-40% of crashes go unreported in the official police-reported crash data. This happens for a variety of reasons which boil down to an officer arriving at a crash site but finding no one there to make a statement. The extent to which this happens is not consistent throughout the city with Wards that have lower average incomes and a higher proportion of people of color. Incorporating missed crashes into the datasets that are ultimately used to make resourcing decisions is crucial -- without the right data, limited resources are allocated to the places where crashes are most common. When a larger number of crashes go unreported in the parts of our city that have been traditionally left behind, we further inequity.

PROJECT GOALS

By September 30, 2025, UVA will:

- Help combat the fatalities on district roads by collecting and de-biasing crash data throughout the district as well as further analysis to identify risky roads and drivers.
- Analyze 911 dispatch data as well as user-generated crash reporting (such as Waze).
- Through these methods, UVA will identify an additional 30-40% of crashes that were not included in the police-reported crash datasets. The lower range of 30% is if we only include crashes identified from 911 dispatch calls and the additional 10% comes from Waze crash reports.
- Incorporate telematics data which gives granular visibility into traffic speed, harsh breaking, etc. throughout the city.
- Combine these datasets to create a street safety score that residents can use to identify safe routes to work and/or school.

PROJECT RESULTS

In Fiscal Year 2025 (FY25), the **University of Virginia (UVA) Data-Driven Streets (DDS)** team achieved significant breakthroughs in addressing data inequities within Washington, D.C.'s traffic safety landscape. By September 30, 2025, the team successfully utilized advanced analytics to identify and bridge the critical gap between police-reported incidents and actual roadway occurrences.

FY25 Data-Driven Accomplishments

- **Gap Identification and De-biasing:** UVA identified an additional **30–40% of crashes** that had previously gone unrecorded in official police datasets. By integrating 911 dispatch records and crowdsourced reporting from platforms like Waze, the team recovered vital data from historically underserved Wards where underreporting is most prevalent. This effort ensured that resourcing decisions are based on the true volume of incidents, directly combating geographic and racial inequities in safety investments.
- **Granular Telematics Integration:** The project incorporated high-resolution telematics data, providing the District with unprecedented visibility into localized risks such as excessive speeding and harsh braking patterns. This granular analysis allowed for the identification of "risky roads" before major fatalities occurred.

- **Street Safety Score Development:** A primary achievement for FY25 was the creation of a comprehensive **Street Safety Score**. By combining dispatch data, user-generated reports, and telematics, UVA developed a tool that allows District residents to identify the safest possible routes for commuting to work and school.

Through these results, UVA has provided the District with a more accurate, equitable foundation for its **Vision Zero** strategy, ensuring that limited safety resources are allocated where they are most urgently needed.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
B3TRP-2025-00-00-06/ District Department of Transportation	DDOT/DMOI - Traffic Records Program Manager (Special Assistant)	\$200,000.00 IIJA 405c	\$120,556.78

BACKGROUND

This project will fund a new position within the Highway Safety Office (HSO) Traffic Records Special Assistant (TRSA) to oversee the Traffic Records efforts of the District. The role of the HSO's TSSA is to oversee the management and analysis of traffic-related data, ensuring accurate record-keeping and timely reporting. The TRSA collaborates with internal and external stakeholders, including law enforcement agencies and data analysts, to monitor traffic trends and identify areas for improvement in road safety initiatives. Additionally, they lead the development of strategies to enhance data collection methods and maintain comprehensive traffic records.

PROJECT GOALS

By September 30, 2025, The Traffic Records Special Assistant will:

- Provide technical assistance to grantees managing projects related to traffic data collection and analysis, fostering partnerships to ensure alignment with organizational goals.
- Support the launch of a NHTSA Traffic Records assessment.
- Support Cambridge Systematics in the creation of a new Strategic Plan focused on Traffic Records in the District.
- Begin execution of the new Traffic Records Strategic Plan, completing phase one.
- Host four quarterly meetings of the Traffic Records Coordinating Committee (TRCC) by September 30, 2025.

- Attend at least two educational conferences or events that enhance the capacity of the Program Manager.

PROJECT RESULTS

In Fiscal Year 2025 (FY25), the **DC Highway Safety Office (HSO)** significantly enhanced its data infrastructure through the strategic hiring of a new Traffic Records Special Assistant (TRSA) in December 2024. In this dedicated leadership role, the new TRSA successfully modernized the District's approach to traffic data management, ensuring accurate record-keeping and data-driven improvements in roadway safety initiatives.

FY25 Accomplishments and Results

- **Strategic Planning and Oversight:** TRSA provided ongoing technical assistance to HSO grantees, aligning data collection and analysis efforts with the District's safety goals. Crucially, the TRSA supported **Cambridge Systematics** in the creation of a new, comprehensive **Traffic Records Strategic Plan** and successfully led the execution of its vital Phase One components by the end of the fiscal year.
- **Assessment and Compliance:** The TRSA supported the launch of a mandatory **NHTSA Traffic Records Assessment**, a critical step in identifying system weaknesses and opportunities for modernization.
- **Collaboration and Governance:** The TRSA successfully hosted four quarterly meetings of the **Traffic Records Coordinating Committee (TRCC)**, fostering robust collaboration among internal and external stakeholders, including law enforcement and data analysts.
- **Professional Development:** To ensure the District remains at the forefront of data management best practices, TRSA attended two key educational conferences, enhancing the HSO's capacity to leverage high-quality data for systemic safety improvements.

Through these achievements, the TRSA has provided the foundational data governance necessary to support the District's broader **Vision Zero** mission, ensuring that all safety initiatives are guided by comprehensive and accurate traffic records.

LAW ENFORCEMENT

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

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

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

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

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

The following section summarizes the projects implemented in FY2025.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
PT-2025-01-43-68/ DC Police Foundation (DCPF)	DC Police Foundation - BUILDING CAPACITY (LEL)	\$470,000.00 IIJA 402	\$311,015.46

BACKGROUND

The DC Police Foundation (DCPF) is a 501(c)(3) non-profit organization, focused on promoting public safety, supporting businesses of all types, and making Washington, DC a safer community for all.

The purpose of the Law Enforcement Liaison (LEL) program is to assist the DCHSO in providing support and resources to MPD. The program consists of a dedicated LEL Liaison, Event Contractual Services and Special Event Liaison, wet lab support, evaluation support, data dictionary development for MPD and a Grants Manager Specialist.



PROJECT GOALS

By September 30, 2025, DCPF will implement the following:

- Establish a dedicated Law Enforcement Liaison (LEL) by September 30, 2025, to bridge the Highway Safety Office (HSO) ensuring 100% alignment with NHTSA safety objectives.

PROJECT RESULTS

In Fiscal Year 2025 (FY25), the **DC Highway Safety Office (HSO)** significantly revitalized law enforcement engagement and regional coordination through the hiring of a dedicated Law Enforcement Liaison (LEL). Since joining in December 2024, the LEL has addressed the post-pandemic decline in traffic enforcement by fostering collaboration among the District's four primary traffic enforcement agencies and their regional counterparts.

Strategic Enforcement and Inter-Agency Coordination



The LEL established a robust communication network, conducting regular strategic meetings with over 20 local, state, and federal agencies, including the **Metropolitan Police Department (MPD)**, U.S. Park Police, and neighboring jurisdictions in Maryland and Virginia.

Programmatic Results and Community Advocacy

The LEL played a pivotal role in modernizing enforcement tools and tactics, including:

- **Operational Support:** Facilitating MPD's electronic ticketing (NOI) system via the G-Techna subscription and coordinating "Safety Compliance Checkpoints" and "Safety Corridors" to target reckless driving.
- **Behavioral Intervention:** Championing the use of **Oral Fluid Roadside Testing** technology to combat drug-impaired driving and authoring safety blogs for the 2025 launch of UnitedWeGoDC.com.
- **Community Engagement:** Representing the HSO at ANC and Citizens Advisory Commission meetings, as well as high-visibility events like DC Truckfest and the Pride Parade, to bridge the gap between enforcement goals and community safety needs.

Special Event Liaison and Impaired Driving Prevention

Complementing these efforts, the **Special Event Liaison (SEL)**, also hired in December 2024, streamlined the planning of major public safety campaigns. A key success in FY25 was the **Super Bowl Campaign**, which utilized short-form video content and a dedicated media launch to promote the District's first-ever **SoberRide** program for Super Bowl Sunday. By working with the Mayor's Office of Latino Affairs and the DC Nightlife Council, the SEL ensured that impaired driving prevention remained a top priority during high-risk holiday weekends.

Through these combined roles, the DC HSO has successfully re-established traffic safety as a core priority for law enforcement, directly supporting the **Safe System Approach** and the District's path toward **Vision Zero**.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
CP-2025-01-43-52/ Department of Public Works (DPW)	Department of Public Works (DPW) HSO Grant	\$250,000 Supp IIJA 402	\$197,961.97

BACKGROUND

Motor vehicle crashes remain a leading cause of fatalities and injuries, and the proper enforcement of traffic laws and regulations is a critical countermeasure to ensure public safety. A key issue in the District of Columbia is the presence of "scofflaw" vehicles with numerous unpaid tickets and violations that pose a risk to the public. Vehicle owners who refuse to pay citations often continue to break vehicle and driving laws without regard for the safety of residents and visitors.

The Department of Public Works (DPW) will address these issues. The DPW HSO Grant Pilot is a targeted enforcement initiative designed to remove high-value scofflaw vehicles from District streets and hold violators accountable.

The project is also a focus of public information campaigns through news coverage and a DPW podcast to inform residents of enforcement efforts and regulations.

PROJECT GOALS

By September 30, 2025, the DPW project aims to meet the following objectives:

- **Increase** overall vehicular, motorcycles, bicycle, and pedestrian safety by removing vehicles that have numerous violations and pose risks to public safety.
- **Support** the DC HSO in contributing progress to performance measures related to total traffic fatalities (C-1) and serious traffic injuries (C-2), among others.
- **Collaborate** with the Metropolitan Police Department (MPD) and the Department of Motor Vehicles (DMV) to track high scofflaw vehicles and coordinate enforcement efforts.
- **Raise awareness** of enforcement regulations and associated penalties through a "Did You Know" campaign utilizing news coverage and the DPW podcast.
- **Partner** with other jurisdictions to tighten the impact on scofflaw violators and enhance multi-jurisdictional safety efforts.

PROJECT RESULTS

- DPW is collaborating with the Metropolitan Police Department (MPD) and the Department of Motor Vehicles (DMV) to exchange necessary information and tracking data for high-scofflaw vehicles within the DMV region.
- MPD HSO Operations are conducted in conjunction with MPD enforcement activities throughout the week.

Fatalities and major injuries rundown

2025 year-end

Year Over Year Comparison of Fatalities by Road User

- In 2025 there were 25 fatalities among all road users, 27 fewer (-52%) compared to the same period in 2024.

Road User	2025	2024	Diff	% Diff
Pedestrian	14	19	-5 ▼	-26%
Passenger	4	9	-5 ▼	-56%
Driver	4	12	-8 ▼	-67%
Motorcyclist*	2	10	-8 ▼	-80%
Bicyclist	1	2	-1 ▼	-50%
Scooterist*	0	0	0 -	-
Total	25	52	-27 ▼	-52%

Year Over Year Comparison of Major Injuries by Road User

- In 2025 there were 304 major injuries among all road users, 41 fewer (-12%) compared to the same period in 2024.

Road User	2025	2024	Diff	% Diff
Driver	124	164	-40 ▼	-24%
Pedestrian	81	83	-2 ▼	-2%
Bicyclist	56	29	27 ▲	93%
Passenger	28	48	-20 ▼	-42%
Other	15	21	-6 ▼	-29%
Total	304	345	-41 ▼	-12%

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
M1*PT-2025-01-43-11 Metropolitan Police Department	MPD: Occupant Protection Enforcement	\$400,000 IIJA 405b High	\$388,000.17

BACKGROUND

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

All motor vehicle passengers in the front seats and back seats to buckle up. Drivers are responsible for seat belt compliance for all passengers. Failing to wear seat belts at all times—or drivers and all passengers, front and back seats—can result in a \$50 fine and 2 points.

All children under 8 are properly seated in an installed infant, toddler, or booster child safety seat and booster seats must be used with both a lap and shoulder belt. Eight- to 16-

year-olds must be secured with a safety belt. Drivers who fail to properly secure their child face a \$75 fine and 2 points for a first offense, and up to \$150 fine for subsequent offenses.

The Metropolitan Police Department (MPD) is the primary law enforcement agency for the District of Columbia. The MPD currently served the city, which is divided into seven Police Districts, each of which is further subdivided into seven or more Police Service Areas (PSAs).

The MPD past and present experience/qualifications are extensive and well known. Established on August 6, 1861, the MPD is one of the oldest police departments in the United States, providing protection and traffic safety to the residents of the District of Columbia, its neighbors and visitors. The majority of the officers are seasoned veterans of the force and has over one hundred years of combined traffic safety law enforcement experience.

PROJECT GOALS

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

PROJECT RESULTS

Occupant Protection Enforcement		
NOI	Warnings	
616	213	Seatbelt/Child Restraint Violations
121	26	Distracted Drivers
6	0	Failure to Yield to Pedestrian in Crosswalk
139	12	Failure to Provide Proof of Insurance
125	15	Owner Permitting/Operating without Proper Insurance
31	10	Stop Sign Passing
0	0	Disobeying official Sign or Signal
15	1	Red Light Violations (Passing, No turn on Red)
79	12	Failure to Exhibit/Expired Registration
60	26	One Light Running (one head light out)
138	17	Improper Lane Change
60	2	Improper Turn (no turn, no left turn, no right turn)
68	0	Speeding (ALL)
2096	315	Traffic Violations (all others)
0	0	Parking Violations in bike lane

1	0	Stopping, standing or parking vehicle in bike lane
5	1	Fail to Clear Intersection/Obstruct Crosswalk
4	4	Failure to Use hand or Mechanical Signal
3564	654	Total Number of Violations/Warnings
		TRAFFIC ARREST
5		DUI/DWI/OWI
77		No Permit
41		All Other Arrests
2		POCA (Possession of Alcohol in Vehicle)
134		Total Arrest

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
FDLHVE-2025-01-43-10 Metropolitan Police Department	MPD: Impaired Driving Enforcement	\$ 600,000.00 IIJA 405d (LOW)	\$500,038.95

BACKGROUND

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

PROJECT GOALS

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

PROJECT RESULTS

Impaired Driving Enforcement		
NOI	Warning	
368	92	Seatbelt/Child Restraint Violations
100	400	Distracted Drivers
5	0	Failure to Yield to Pedestrian in Crosswalk
187	7	Failure to Provide Proof of Insurance
1	2	Failure to Yield Right of Way to Ped

0	0	Passing Red Light (Bike)
149	10	Owner Permitting/Operating without Proper Insurance
75	13	Stop Sign Passing
0	0	Disobeying official Sign or Signal
31	6	Red Light Violations (Passing, No turn on Red)
77	18	Failure to Exhibit/Expired Registration
0	0	Passing Red Light Vehicles
56	50	One Light Running (one head light out)
110	11	Improper Lane Change
117	11	Improper Turn (no turn, no left turn, no right turn)
284	11	Speeding (ALL)
0	0	Speeding School Zone
1435	275	Traffic Violations (all others)
1	1	Stopping, standing or parking vehicle in bike lane
3	2	Fail to Clear Intersection/Obstruct Crosswalk
17	2	Failure to Use hand or Mechanical Signal
3016	551	Total Number of Violations/Warnings
		TRAFFIC ARREST
15		DUI/DWI/OWI
27		OAS/OAR
42		No Permit
13		All Other Arrests
0		Reckless Driving
97		Total Arrest
		TEST ADMINISTERED
13		SFST Administered
		PD29 Administered
		Breath Test Administered
		POCA (Possession of Alcohol in Vehicle)
		Specimen Collection (Blood/Urine)
13		Total

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
DD-2025-01-43-09 Metropolitan Police Department	MPD: Police Traffic Services	\$500,000 IIJA 402	\$471,425.00

BACKGROUND

Police Traffic Services (PTS) focuses on speeding and aggressive driving and other moving violations. Drivers should know that MPD has a Zero Tolerance policy for not complying with the motor vehicles laws of the District of Columbia.

PROJECT GOALS

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

PROJECT RESULTS

Police Traffic Service		
NOI	Warnings	
299	61	Seatbelt/Child Restraint Violations
70	25	Distracted Drivers
0	0	Failure to Yield to Pedestrian in Crosswalk
112	8	Failure to Provide Proof of Insurance
12	0	Failure to Yield Right of Way to Ped
107	9	Owner Permitting/Operating without Proper Insurance
33	3	Stop Sign Passing
0	0	Disobeying official Sign or Signal
60	11	Red Light Violations (Passing, No turn on Red)
28	10	Failure to Exhibit/Expired Registration
34	57	One Light Running (one head light out)
227	32	Improper Lane Change
140	17	Improper Turn (no turn, no left turn, no right turn)
214	8	Speeding (ALL)
1512	224	Traffic Violations (all others)

0	0	All Other Bike Violations
3	0	Stopping, standing or parking vehicle in bike lane
5	2	Fail to Clear Intersection/Obstruct Crosswalk
23	2	Failure to Use hand or Mechanical Signal
2879	469	Total Number of Violations/Warnings
		TRAFFIC ARREST
6		DUI/DWI/OWI
80		No Permit
47		All Other Arrests
1		Reckless Driving
134		Total Arrest

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
BGLE-2025-01-43-12	Pedestrian and Bicycle Safety Enforcement and Outreach	\$232,036.71 IIJA 405g	\$232,036.71
PS-2025-11-43-12		\$86,536.42 IIJA 402	\$86,536.42
Metropolitan Police Department			

BACKGROUND

Over the past decade, Washington, DC has made substantial progress in improving pedestrian and bicycle safety through legislation, infrastructure expansion, and targeted enforcement—efforts that directly inform MPD’s role in Vision Zero. The District maintains approximately 1,495 miles of sidewalks and has implemented measures such as leading pedestrian intervals, enhanced lighting at intersections, and stricter prohibitions on vehicles blocking crosswalks to protect vulnerable road users.

For bicyclists, DC law treats them as drivers, requiring compliance with traffic signals and safe passing rules, while mandating helmets for riders under 16. Infrastructure investments have expanded the bike network to over 114 miles of bike lanes, including 24 miles of protected lanes, and 184 miles of combined trails and lanes. These improvements have contributed to a 29% reduction in bike-related crashes and a 37% decrease in fatal or serious injuries between 2021 and 2023.

The Metropolitan Police Department (MPD) is the primary law enforcement agency for the District of Columbia. The MPD currently served the city, which is divided into seven Police Districts, each of which is further subdivided into seven or more Police Service Areas (PSAs).

The MPD past and present experience/qualifications are extensive and well known. Established on August 6, 1861, the MPD is one of the oldest police departments in the United States, providing protection and traffic safety to the residents of the District of Columbia, its neighbors and visitors. The majority of the officers are seasoned veterans of the force and has over one hundred years of combined traffic safety law enforcement experience.

PROJECT GOALS

- Support Vision Zero Objectives
 - Promote safer streets for all road users by reducing traffic fatalities and serious injuries through enforcement and education.
- Increase Compliance with Traffic Laws
 - Conduct enforcement to prevent violations such as vehicles blocking bike lanes or intersections, which endanger bicyclists and pedestrians.
- Targeted Pedestrian Safety Operations
 - Implement monthly “Step Out Program” crosswalk enforcement using decoy officers at marked, signalized crosswalks to ensure drivers yield to pedestrians.
- Enhance Crash Investigation Capabilities
 - Train MPD officers in specialized techniques for investigating pedestrian and bicycle crashes, improving evidence interpretation and enforcement outcomes.
- Address Unsafe Motor Driven Scooter Operations
 - Expand motor driven scooter enforcement against illegal behaviors such as riding in bike lanes or on sidewalks, excessive speeding, running red lights, and riding without helmets.
- Reduce Motorcycle/Scooter-Related Crashes and Injuries
 - Continue initiatives like Operation Ride Right to curb dangerous behaviors, supported by impoundments, citations, and arrests.
- Educate Road Users
 - Provide education during enforcement operations to raise awareness of pedestrian and bicycle safety laws and best practices.

PROJECT RESULTS

Pedestrian and Bicycle Enforcement		
NOI	Warnings	
286	49	Seatbelt/Child Restraint Violations
50	33	Distracted Drivers
201	40	Failure to Yield to Pedestrian in Crosswalk
103	8	Failure to Provide Proof of Insurance
76	19	Failure to Yield Right of Way to Ped
0	0	Passing Red Light (Bike)
102	5	Owner Permitting/Operating without Proper Insurance
10	7	Stop Sign Passing
1	1	Disobeying official Sign or Signal
61	11	Red Light Violations (Passing, No turn on Red)
34	13	Failure to Exhibit/Expired Registration
5	1	Passing Red Light Vehicles
25	28	One Light Running (one head light out)
32	6	Improper Lane Change
97	6	Improper Turn (no turn, no left turn, no right turn)
231	16	Speeding (ALL)
1306	194	Traffic Violations (all others)
1	0	Bike failure to yield right of way on side/crosswalk
48	0	Stopping, standing or parking vehicle in bike lane
3	0	Bicyclist Disobeying Official Sign or Signal
12	0	Fail to Clear Intersection/Obstruct Crosswalk
8	8	Failure to Use hand or Mechanical Signal
2692	445	Total Number of Violations/Warnings
TRAFFIC ARREST		
4		30 Over Posted Speed Limit
52		No Permit
65		All Other Arrests
121		Total

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
F1906ER-2025-01-43-58/ University of Connecticut	UConn: DC Traffic Stop Data Collection and Analysis	\$ 275,000.00 IIJA 1906	\$239,269.20

BACKGROUND

The Institute for Municipal and Regional Policy (IMRP) at the University of Connecticut (UConn) is a non-partisan, University-based organization dedicated to enriching the quality of local, state and national public policy. The IMRP seeks to ensure a just, equitable, and inclusive society by tackling critical, complex and often intractable issues. In doing so, the IMRP bridges the divide between academia, policymakers, practitioners, and the community.

Assessing racial disparities in policing data has been used for the last two decades as a policy tool to evaluate whether racial bias exists within a given jurisdiction. Although there has always been widespread public support for the equitable treatment of individuals of all races, recent national headlines have brought this issue to the forefront of American consciousness and prompted a contentious national debate about policing policy. The statistical evaluation of policing data is an important step toward developing a transparent dialogue between law enforcement and the public.

This study can help to identify the factors that are contributing to any racial and ethnic disparities (if they exist), and what interventions would be most effective for addressing those disparities while also improving the safety of our roadways. Ultimately, reducing crashes and ensuring enforcement is done in a fair and equitable manner.

PROJECT GOALS

By September 30, 2025, the University of Connecticut will complete the following:

- Evaluate available traffic stop data collected by MPD to determine if racial and ethnic disparities exist.
- Use research to develop and implement effective strategies and programs to reduce the occurrence of racial program through thoughtful data analysis.

PROJECT RESULTS

The researchers use several statistical models to look for disparity. They cannot draw conclusions on whether bias (individual, organizational, or systemic) exists, but the

findings suggest that some enforcement practices “result in disparate treatment, even if they are *prima facie* race-neutral.”

Findings

- Solar Visibility
 - No disparity when measuring citywide. Some disparities on the district level but not consistently. This is both the most rigorous model used and the most positive finding.
- Conditional Outcome
 - Disparities exist for arrests and ticketing citywide but are decreasing over time. At the district level, disparate outcomes involving tickets and arrests are common. For the duration, most districts show no disparity or shorter durations for minority groups of drivers.
- Search Hit-Rate
 - Most districts either show no disparity or have an insufficient sample size.

PAID MEDIA

Paid media ensures widespread awareness of traffic safety messaging and promotes overall behavioral change. These campaigns provide the HSO visibility in the community as champions of the safety message.

The HSO partners with media strategists and experts to effectively reach and educate the public on important safety issues. Paid media campaigns allow the Office to:

1. **Target Specific Audiences:** By using data and research, they can tailor messages to specific demographics most at risk, such as young drivers for distracted driving campaigns.
2. **Increase Awareness:** Paid media ensures broad reach and frequency, helping to inform a large audience quickly and effectively.
3. **Change Behaviors:** Use consistent and impactful messaging across various media channels to encourage safer driving habits and reduce traffic-related injuries and fatalities.

The following section summarizes the projects implemented in FY2025.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
PM-2025-00-00-00/ HSO Mass Media Campaign	McAndrews Company: Mass Media	\$995,000.00 IIJA 402	\$ 741,278.75

BACKGROUND

Paid media plays a critical role in building broad awareness of special traffic enforcement efforts. The Highway Safety Office follows the National Highway Traffic Safety Administration's proven traffic enforcement mobilization model, which strategically pairs paid advertising with law enforcement activity. Under this approach, advertising begins one week before each Police Department High Visibility Enforcement wave and continues through the first week of enforcement. This timing gives motorists a clear warning period before enforcement starts and reinforces the message as enforcement is underway. It also ensures the message appears on the stations, programs, and digital platforms most likely to reach and resonate with the intended audience.

PROJECT GOALS

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

The goals are to:

- Support the DC Highway Safety Office's Initiatives
- Increase awareness of the dangers of speeding
- Increase awareness of the consequences of impaired driving by following the NHTSA calendar with August and December outreach
- Increase awareness of safe Pedestrian/Driver behaviors
- Increase seatbelt usage rates by participating in the National Click It or Ticket Campaign
- Educate the public about the dangers of Distracted Driving

PROJECT RESULTS

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

During FY2025 the following media campaigns and projects were conducted:

- October 14- November 17, 2024: Pedestrian Safety Month
- December 9, 2024-January 1, 2025: Holiday Season Impaired Driving Campaign
- February 24- April 24, 2025: Safety Corridor Campaign
- April 1 – 30, 2025: Distracted Driving Campaign
- May 12 – June 8, 2025: Click It or Ticket Campaign
- August 18 – September 14, 2025: Speed Campaign
- August 18 – September 14, 2025: Labor Day Impaired Driving Campaign

PEDESTRIAN SAFETY

The media campaign was launched between October 14 – November 17, 2024 to encourage drivers to watch for pedestrians and encourage pedestrians to use crosswalks.

Media Strategies

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

- Radio: Produced 30-second spot ran on WTOP FM.
- Out-Of-Home: Digital posters, two-sheet posters were placed Metro stations. In-car cards ran on 150 metro cars.
- Digital: A cross platform of ads running on mobile, tablet and desktop devices were placed on news, sports, weather and entertainment websites. Ads ran in English and Spanish.



There were over 8,241,054 media impressions delivered during this campaign.

SAFETY CORRIDORS CAMPAIGN

The media campaign was launched between February 24 – April 24, 2025, to encourage safe driving on specific corridors in DC - New York Ave, NW from 4th Street and Bladensburg and South Capitol, SW from Southern to MLK.

Media Strategies

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

- **Out-Of-Home:** A billboard on New York Ave ran throughout the campaign. Two transit shelters ran – one on South Capitol and one on Southern Ave.
- **Digital:** A cross platform of ads running on mobile, tablet and desktop devices were placed on news, sports, weather and entertainment websites. Ads were geo-targeted to the safety corridors.
- *Media Impressions*

There were 2,703,335 media impressions delivered during this campaign.



IMPAIRED DRIVING

Following the NHTSA campaign, the District launched two impaired driving campaigns: December – Holiday Season, and August through September - Labor Day. The goal of these campaigns was to increase awareness that drunk and drugged driving is deadly and to encourage people to always plan for a sober ride. Young men, approximately 21 to 35, remain the focus of messaging efforts in the greater DC area.

Holiday Campaign

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

Dates

December 9, 2024 – January 1, 2025

Media Strategies

- A combination of paid media, social media and business/community outreach were used to reach the target audience.
- Radio: Produced :30 and :15 spots ran on local stations through a combination of broadcast and streaming radio. Spots aired on radios, smart speakers (Alexa, Google Home), desktops, tablets and mobile. Stations included will be WIAD (94.7FM), WASHFM (97.1FM), WIHT (99.5FM), WKYS (93.9FM), WPGC (95.5FM), WWDC (101.1FM), WTEM (980AM), WJFK (106.7FM), WLZL (107.9FM), Pandora and Spotify.
- Capital One Arena: Digital ads ran on the four (4) large displays on the outside of the building, on the general concourse displays and screens in the bathrooms.
- Digital: Full screen mobile ads were placed on the news, sports, weather and entertainment websites.
- Restaurant / Bar Takeover: Coasters, posters and mirror clings were distributed and installed in 35 restaurants and bars in DC.

Media Impressions

Over 3,528,109 media impressions were delivered during this campaign.

Labor Day Campaign

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



Dates

Paid Media: August 27 to September 14, 2025

Media Strategies

A digital ad campaign using mobile and cross platform ads was used to reach the target audience.

Digital: High-impact mobile ads were geo-targeted to the District, with a focus on nightlife areas. Ads were placed on news, sports, weather and entertainment websites and apps. Ads ran in English and Spanish.

Media Impressions

There were 825,000 media impressions delivered during this campaign.

DISTRACTED DRIVING

The media campaign was launched between April 1-30, 2025, to encourage DC residents and visitors to pay attention when driving a vehicle.

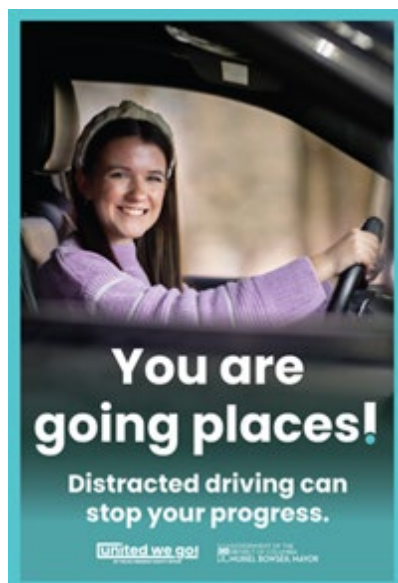
Media Strategies

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

- **Radio:** Produced 30- and 15-second spots ran on local stations in the Washington, DC Designated Market Area (DMA) through a combination of broadcast and streaming radio. Spots aired on radio stations, smart speakers (Alexa, Google Home), desktops, tablets and mobile. The radio spots ran on Spotify and Pandora through streaming. Stations included will be WIAD (94.7FM), WIHT (99.5FM), WKYS (93.9FM), WPGC (95.5FM), WWDC (101.1FM), Pandora and Spotify. Ads ran in English and Spanish
- **Out-Of-Home:** Twenty (20) bus king ads ran on WMATA buses throughout the District with specific routes in high incident wards. Additionally, 22 transit shelters were placed on high traffic and high crash incident corridors.
- **Digital:** A cross platform of ads running on mobile, tablet and desktop devices were placed on news, sports, weather and entertainment websites. Ads ran in English and Spanish

Media Impressions

There were 5,929,916 media impressions delivered during this campaign.



OCCUPANT PROTECTION

The media campaign was launched between May 12 – June 8, 2025, to encourage DC residents and visitors to always wear their seat belt.

Media Strategies

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

- **Radio:** Produced 30- and 15-second spots ran on local stations in the Washington, DC Designated Market Area (DMA) through a combination of broadcast and streaming radio. Spots aired on radio stations, smart speakers (Alexa, Google Home), desktops, tablets and mobile. The radio spots ran on Spotify and Pandora through streaming. The streaming ads were geo-targeted through zip codes to DC with an emphasis on Wards 7 & 8. Stations included WIAD (94.7FM), WIHT (99.5FM), WKYS (93.9FM), WPGC (95.5FM), WWDC (101.1FM), Pandora and Spotify. Ads ran in English and Spanish.
- **Out-Of-Home:** Five (5) Super Ultra bus sides ran on WMATA buses throughout the District with specific routes in high incident wards, including Wards 7 & 8. Digital billboards ran on Indian Head Highway and Brand Avenue facing traffic driving into DC.
- **Digital:** High-impact mobile ads were geo-targeted to high incidence routes with an emphasis in Wards 7 & 8. Spanish High-impact mobile ads were geo-targeted to Ward 1. Digital ads also ran on El Tiempo in Spanish. Ads ran on WTOP.com and there was a homepage takeover on May 22, 2025.

Media Impressions

There were 10,450,050 media impressions delivered during this campaign.



SPEED CAMPAIGN

The media campaign was launched between August 18 – September 14, 2025, to encourage drivers to slow down and obey posted speed limits.

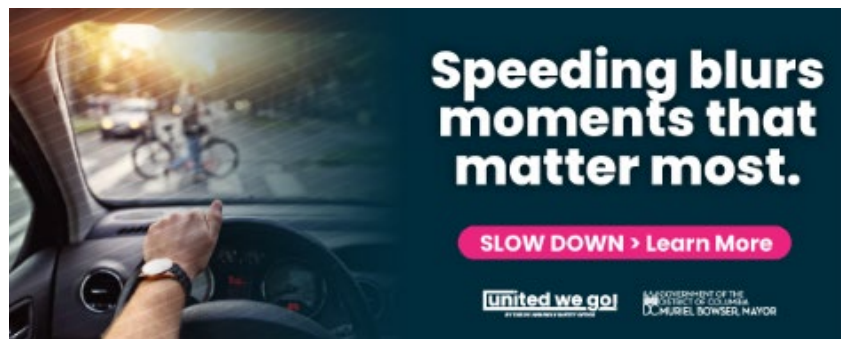
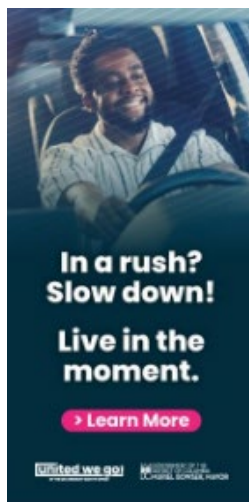
Media Strategies

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

Digital: A cross platform of ads running on mobile, tablet and desktop devices were placed on news, sports, weather and entertainment websites. Ads were geo-targeted to the safety corridors. Spanish digital ads ran on El Tiempo.

Media Impressions

There were 1,150,000 media impressions delivered during this campaign.



UNITED WE GO CAMPAIGN (PART OF CONTRACT WITH WRAP)

The media campaign was launched between June 9 – September 29, 2025, to encourage DC residents and visitors to walk, drive and roll safely throughout the District.

Media Strategies

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

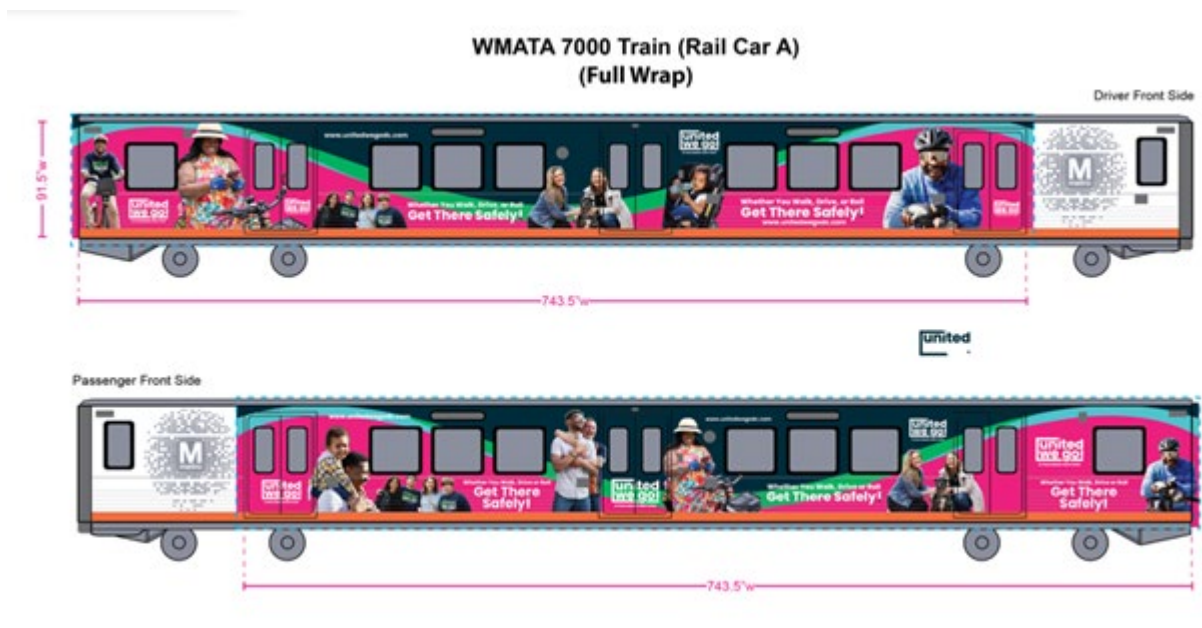
- Radio: Produced 30- -second streaming ads were geo-targeted through zip codes to DC. Ads ran in English and Spanish.

- Out-Of-Home: Ten (10) Super Ultra bus sides, fifteen (15) bus backs ran on WMATA buses throughout the District. Twenty digital transit shelters ran. Digital posters, two-sheet posters were placed Metro stations. In-car cards ran on 50 metro cars. Additionally, one metro bus and one Metrorail car were wrapped with the campaign creative.
- Digital: Mobile ads ran in games targeting residents and commuters.

Media Impressions

There were 65,893,744 media impressions delivered during this campaign

PAID MEDIA FOR ALL CAMPAIGNS DELIVERED 98,721,208 IMPRESSIONS



40' 28-2900 Series New Flyer (WMATA) - Full Wrap



PLANNING AND ADMINISTRATION

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

The following section summarizes projects implemented in FY2025.

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
PA-2025-00-00-03/ District Department of Transportation (DDOT)	DDOT: Fueling Culture Change Planning & Administration	\$500,000 IIJA 402	\$279,627.80

BACKGROUND

This project provided funding for the Highway Safety Office Director and Financial Manager positions in managing the day-to-day operations of the Highway Safety Office. Together, these individuals bring extensive experience in effective countermeasures, evaluation, community engagement, law enforcement, management of federal funds, and much more to the Highway Safety Office team.

PROJECT GOALS

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

The HSO continued its administrative support of the FY2025 HSP, grants, and management. Funds supported salary, office supplies, professional dues, and updates to the Policies and Procedures Manual.

PROJECT RESULTS

- **Executed FY2025 Grants.** Prepared Memorandum of Understandings (MOU), Grant Agreements, and Purchase Orders for grantees.
- **Monitored grantees.** Throughout the year, there was constant monitoring with each of the grantees via the review of monthly and quarterly reports, attending meetings and events.
- **Recruited Partners.** HSO Staff recruited new partners, including local State Farm Agents, ANC Commissioners, and migrant respite centers, in an effort to expand the office's reach.
- **Attended Various District specific meetings.** These meetings include weekly fatal crash review meetings, Pedestrian Advisory Council and Bicycle Advisory Council convenings, Virginia and North Carolina Impaired Driving Taskforce meetings and WRAP meetings.

- **Prepared Vouchers.** In partnership with the Office of the Chief Financial Officer (OCFO), the HSO reviewed, submitted, and ensured payment of grantees' claim submissions. OCFO prepared for NHTSA vouchers and Grants Tracking Entry to allow for District reimbursement of funds.
- **Public Messages.** Throughout the year, HSO coordinated with DDOT communications to alert drivers entering the District on traffic safety messages using the District's variable message boards.
- **Safe Communities.** The District continued Safe Communities Coalition, as other states have successfully implemented. The HSO held monthly coalition meetings with grantees and other relevant stakeholders.
- **Conference Travel.** HSO staff traveled to and presented at various transportation safety conferences including Lifesavers, GHSA Annual Meeting, ATSIP, and TRB.
- **Cross-Agency Guidance.** The HSO served as a resource to District agencies for transportation safety countermeasures and Vision Zero KPI development.
- **NOTE:** *The HSO Director and the Finance Manager resigned their roles and those roles remain vacant.*

Project Number/Agency	Project Name	Amount Awarded	Amount Expended
CP-2025-00-00-08/ DDOT/DMOI	DC HSO Special Assistant for Innovation and Evaluation	\$190,000/ IJA 402	\$98,594.68

BACKGROUND

Washington, DC faces persistent traffic safety challenges, including rising pedestrian and cyclist fatalities. In 2024, the District saw 52 roadway fatalities and 25 in FY25. Nearly 1/3 of these fatalities are believed to be tied to impaired driving. An additional 1/3 are tied to speed. Nearly 20 of these fatalities are pedestrians or other vulnerable roadway users. Preliminary estimates from the National Highway Traffic Safety Administration (NHTSA) indicate a positive trend in traffic safety that is not yet being seen in the District. Nationwide, an estimated 29,135 people died in traffic crashes during the first nine months of 2024, representing a decrease of about 4.4% compared to the same period in 2023. DC is not seeing this trend. Thus, the District must evaluate our practices and explore innovative new ways to change behavior. By funding this position, DC HSO will strengthen its capacity to identify trends, optimize resource allocation, and implement forward-thinking safety measures. This initiative aligns with the District's Vision Zero goals and broader national traffic safety priorities. The DC Highway Safety Office (DC HSO) seeks to build an innovation and evaluation program. Lead by the Special Assistant for Innovation

and Evaluation, this role will enhance the District's traffic safety initiatives by leveraging innovative solutions, integrating cutting-edge countermeasures, and improving data-driven evaluation processes. The position will be instrumental in advancing DCHSO's mission to reduce traffic-related injuries and fatalities through evidence-based strategies.

PROJECT GOALS

By September 30, 2025, the Special Assistant for Innovation and Evaluation will:

- **Enhance Data Utilization:** Develop methodologies to better analyze crash data, enforcement trends, and program effectiveness.
- **Foster Innovation:** Research and implement emerging technologies and best practices in traffic safety.
- **Evaluate Program Effectiveness:** Establish metrics and assessment frameworks to ensure continuous improvement in safety programs.
- **Engage Stakeholders:** Collaborate with local agencies, law enforcement, and community partners to drive innovative traffic safety solutions.

PROJECT RESULTS

In Fiscal Year 2025 (FY25), the **DC Highway Safety Office (HSO)** addressed the District's urgent traffic safety challenges by the Special Assistant for Innovation and Evaluation (SAIE) in January 2025. This role was established to reverse the localized rise in roadway fatalities—which reached 52 in 2024—by pivoting toward advanced data utilization and innovative behavioral countermeasures.

FY25 Strategic Accomplishments

- **Programmatic Evaluation and Metrics:** The SAIE successfully established a new assessment framework to evaluate the effectiveness of current District safety programs. This initiative focused on the primary catalysts of local trauma and the program's primary emphasis areas.
- **Innovation and Emerging Technology:** To bridge the gap between national downward trends in fatalities and the District's persistent challenges, the Special Assistant researched and integrated cutting-edge countermeasures.
- **Enhanced Data Utilization:** the SAIE optimized resource allocation through data-driven insights aiding the HSO in improving its ability to identify emerging "hot spots" and deploy intervention strategies more effectively.

- **Stakeholder Synergy:** Throughout the fiscal year, the SAIE fostered collaborative partnerships with local law enforcement, community stakeholders, and regional agencies. These efforts ensured that innovative safety solutions were seamlessly integrated into the District's broader **Vision Zero** strategy.

By September 30, 2025, the creation of this position has provided the DC HSO with the specialized capacity needed to transition from traditional safety models to a modern, evidence-based program rooted in the **Safe System Approach and ambidextrous innovation**.

PUBLIC PARTICIPATION AND ENGAGEMENT

Public participation and engagement are vital to the HSO's highway safety initiatives for several key reasons:

1. **Local Insights:** Community members provide firsthand knowledge of traffic conditions, hazards and behaviors that data alone may miss.
2. **Buy-In and Ownership:** Involving people in decisions increases support for safety measures and fosters shared responsibility.
3. **Tailored Solutions:** Engagement ensures initiatives are relevant, culturally sensitive and address specific community needs.
4. **Raising Awareness:** Educational campaigns promote road safety and encourage safer behavior among all users.
5. **Trust Building:** Public involvement strengthens trust and collaboration between communities and safety authorities.

These efforts enhance the effectiveness of traffic safety initiatives and contribute to reducing traffic-related injuries and fatalities. Throughout the year, the Highway Safety Office (HSO) actively engaged with community members, stakeholders, and traditionally underrepresented groups through a series of listening sessions. The comprehensive and robust public participation and engagement process resulted in significant insights that helped to guide and inform HSO's projects. Key areas of focus include youth outreach, senior outreach, pedestrian and bicycle safety efforts, and measures to address speeding.

Additionally, HSO participated in the following outreach events:

- Continued Safe Routes to School efforts.
- Partnered with Impact Teen Drivers to educate teen drivers, who are overrepresented in crashes based on their population size.
- Engaged George Washington University to tackle the risky mobility behaviors of college students.
- Piloted high school learn to drive classes in four district high schools
- Partnered with AARP to facilitate four Smart Driving Courses for seniors, helping participants refresh skills, reduce risks, and maintain independence behind the wheel.
- Partnered with Safe Kids Worldwide to pilot a traffic garden in the Brookland neighborhood in DC
- Engaged bicyclists at annual Bike to Work Day to promote safe riding habits.

- Attended Senior Fest connecting with over 2000 residents over age 55 sharing resources about traffic safety and alternative transportation options.
- Hosted the inaugural Mobility Safety Summit
- Partnered with AARP to co-host four interactive events teaching seniors how to safely ride e-bikes and scooters, promoting active transportation and confidence in new mobility options.
- Participated in six events geared toward older adults to provide traffic safety tips and resources and empower them to travel safely and confidently.
- Hosted three car seat installation events, guiding and educating new parents on proper installation techniques to ensure child passenger safety and build confidence in protecting their families.
- Attended E-bike Tasting Party and engaged with community about bike safety.

LAW ENFORCEMENT COMMUNITY COLLABORATION

Law enforcement and community collaboration are crucial for building safer and more resilient neighborhoods by:

- **Trust Building:** When law enforcement officers engage with the community in positive ways, it helps build trust and mutual respect. This trust is essential for effective policing and enforcement because it encourages community members to cooperate and share information.
- **Prevention and Enforcement:** Collaborative efforts can lead to better mobility enforcement strategies. Community members are often more aware of local issues and can provide valuable insights that help law enforcement address problems before they escalate.
- **Shared Responsibility:** Safety is a shared responsibility. When the community and law enforcement work together, they can create a more comprehensive approach to addressing safety concerns. This collaboration fosters a sense of collective responsibility and commitment to improving the community.
- **Better Communication:** Open lines of communication between law enforcement and the community can lead to more effective problem-solving. When both parties understand each other's perspectives, they can work together to find solutions that benefit everyone.
- **Enhanced Public Safety:** By working together, law enforcement and the community can identify and address root causes of crime, leading to safer neighborhoods. Collaborative efforts can also lead to more efficient use of resources and better-targeted interventions.
- **Increased Accountability:** Collaboration ensures that law enforcement remains accountable to the community they serve. Community input can help shape enforcement practices, making them more transparent and aligned with the needs and values of the community.

PROJECT NOT IMPLEMENTED IN FY2025

There are a myriad of reasons why a project is not implemented in the grant reporting year. Projects may require approval from multiple stakeholders, including government agencies, community leaders, as well as compliance with NHTSA requirements. Some projects face technical challenges that are difficult to overcome, such as limitations in current technology or infrastructure. Complicated logistics, administrative barriers including the coordination of multiple teams and resources, can cause delays and complications. Organizational or governmental priorities can shift, causing projects to be deprioritized.

Understanding these barriers can help in strategizing better planning, securing necessary resources, and ensuring stakeholder buy-in to increase the likelihood of successful project implementation.

The following projects were not implemented in FY25:

- Department of Motor Vehicles, DMV: 3340 Form Automation
- Howard University
- US Capitol Police, Supporting Intoximeter Transition
- Safe Routes to School

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OVERVIEW OF EXPENDITURES

Program Area	Funding	Project Number	Project Name	Obligated	Expended	Balance
Aggressive/ Distracted Driving	IIJA 402	CP-2025-00-00-01	DDOT/DMOI - Aggressive Mobility Prevention	\$ 175,000.00	\$ 98,551.23	\$76,448.77
	IIJA 402	DD-2025-21-43-35	DCPF - Addressing Distracted Driving	\$ 205,732.94	\$ 205,732.48	\$ 0.46
	IIJA 402	CP-2025-01-44-55	District Bridges - Engaging Business Leaders in Mobility Safety	\$ 250,000.00	\$ 171,640.97	\$78,359.03
	IIJA 402	CP-2025-01-43-66	GWU - Understanding the Biopsychosocial Needs of Mobility Safety	\$ 164,000.00	\$ 125,154.63	\$38,845.37
	IIJA 402	CP-2025-01-43-19	SWBID - "Move Like You Give a Duck"	\$ 200,000.00	\$ 91,216.10	\$ 108,783.90
	IIJA 405e	B8AX-2025-00-00-00	DC HSO - Holding Pot	\$ 135,001.50	\$ -	\$ 135,001.50
	IIJA 405e	B8A*TSP-2025-01-43-35	DCPF - Addressing Distracted Driving	\$ 15,565.12	\$ 15,565.12	\$ -
	IIJA 405e	B8A*TSP-2025-11-43-35	DCPF - Addressing Distracted Driving	\$ 172,413.72	\$ 172,413.72	\$ -
	IIJA 405e	B8APE-2025-00-00-00	DCPF - Addressing Distracted Driving	\$ 106,288.67	\$ 106,288.67	\$ -
	Sup IIJA 405e	B8AX-2025-00-00-00	DC HSO - Holding Pot	\$ 15,761.89		\$ 15,761.89
Emergency Services	IIJA 402	EM-2025-01-43-72	OUC - Post Crash Care: 911 Highway Safety Training	\$ 252,627.14	\$ 252,627.14	\$ -
	IIJA 402	CP-2025-01-43-62	NASEMO - DC Post Crash Care Liaison	\$ 195,000.00	\$ 177,310.21	\$ 17,689.79
Enforcement	IIJA 1906	F1906X-2025-00-00-00	DC HSO Holding Pot	\$ 748,939.60		\$ 748,939.60
	IIJA 1906	F1906ER-2025-01-43-58	UConn - Traffic Stop Data Collection and	\$ 275,000.00	\$ 239,269.20	\$ 35,730.80

	IIJA 402	PT-2025-01-43-68	DC Police Foundation - BUILDING CAPACITY	\$ 470,000.00	\$ 311,015.46	\$158,984.54
	IIJA 402	DD-2025-01-43-09	MPD Equitable Enforcement of Distracted	\$ 471,425.00	\$ 471,425.00	\$ -
	IIJA 402	PS-2025-11-43-12	MPD -Equitable Vulnerable Road User Education and Enforcement	\$ 86,536.42	\$ 86,536.42	\$ -
	IIJA 405b High	M1*PT-2025-01-43-11	MPD - OP Enforcement	\$ 388,000.17	\$ 388,000.17	\$ -
	IIJA 405d Low	FDLHVE-2025-01-43-10	MPD Equitable Impaired Driving Enforcement	\$ 600,000.00	\$ 500,038.95	\$99,961.05
	IIJA 405g	BGLE-2025-01-43-12	MPD -Equitable Vulnerable Road User Education and Enforcement	\$ 232,036.71	\$ 232,036.71	\$ -
	Sup IIJA 402	CP-2025-01-43-52	DPW Removing dangerous drivers from our roadways	\$ 197,961.97	\$ 197,961.97	\$ -
Impaired Driving	IIJA 402	PRT-2025-00-00-04	DDOT/DMOI - TSRP: Supporting Equitable Adjudication Through Prosecution	\$ 235,000.00	\$202,996.22	\$ 32,003.78
	IIJA 402	DE-2025-01-42-99	DMV - Public Education on Mobility Safety	\$ 23,987.29	\$ 23,987.27	\$ 0.02
	IIJA 405D Int	M7X-2025-00-00-00	DC HSO - Holding Pot	\$ 346,610.20	\$ -	\$346,610.20
	IIJA 405d Low	B6PEM-2025-11-43-26	ABCA - DC Double Check Program: ABCA	\$ 203,419.36	\$ 193,309.36	\$ 10,110.00
	IIJA 405d Low	M6X-2025-00-00-00	DC HSO - Holding Pot	\$ 1,053,409.72	\$ -	\$1,053,409.72
	IIJA 405d Low	B6CS-2025-11-43-60	OAG DUI Prosecutors - Ensuring Impaired Driving Convictions	\$ 507,114.33	\$ 288,787.78	\$218,326.55
	IIJA 405d Low	B6BAC-2025-21-43-63	OCME - The Evidence Needed to End Impaired Driving	\$ 334,961.91	\$ 258,511.82	\$76,450.09

	IJA 405d Low	B6PEM-2025-11-43-64	WRAP - Engaging New Audiences in Impaired Driving	\$ 200,000.00	\$ 91,378.89	\$108,621.11
	IJA 405d Low	M6OT-2025-01-43-64	WRAP - Engaging New Audiences in Impaired Driving	\$ 750,000.00	\$ 750,000.00	\$ -
	IJA 405d Mid	M5OT-2025-01-43-60	OAG DUI Prosecutors - Ensuring Impaired Driving Convictions	\$ 266,214.30	\$ 266,214.30	\$ -
	Sup IJA 405d Low	M6X-2025-00-00-00	DC HSO - Holding Pot	\$ 267,767.92		\$67,767.92
	Sup IJA 405d Mid	M5OT-2025-01-43-63	OCME - The Evidence Needed to End Impair	\$ 88,038.09	\$ 88,038.09	\$ -
	Sup IJA 405d Int	M7X-2025-00-00-00	DC HSO - Holding Pot	\$ 21,416.32		\$ 21,416.32
Occupant Protection	IJA 402	OP-2025-01-43-54	Aspira - ASPIRA Occupant Safety Program	\$ 145,905.69	\$ 145,905.69	\$ -
	FAST Act 405b High	M1X-2025-00-00-00	Holding Pot	\$ 17,211.01	\$ -	\$ 17,211.01
	IJA 405b High	M1PE-2025-11-43-54	Aspira - ASPIRA Occupant Safety Program	\$ 40,554.89	\$ 40,554.89	\$ -
	IJA 405b High	M1CPS-2025-01-54-56	Children's National Medical Center - Pediatric Motor Vehicle Occupant	\$ 66,088.40	\$ 33,491.13	\$32,597.27
	IJA 405b High	M1X-2025-00-00-00	DC HSO - Holding Pot	\$ 69,283.85	\$ -	\$69,283.85
	IJA 405b High	B1CPS_US-2025-00-00-07	DDOT - Project Safe Child	\$ 178,000.00	\$ 111,405.36	\$66,594.64
	IJA 405b High	M1*CP-2025-01-43-57	UMD - Understanding Seat Belt Usage: Annual Seat Belt Survey	\$ 250,000.00	\$ 238,527.57	\$ 11,472.43

	Sup IJA 405b High	M1CPS-2025-11-54- 56	Children's National Medical Center - Pediatric Motor Vehicle Occupant	\$ 88,567.88	\$ 88,567.88	\$ -
Other	IJA 402	X-2025-00-00-00	DC HSO - Holding Pot	\$ 199,502.47	\$ -	\$199,502.47
	IJA 402	CP-2025-00-00-08	DDOT/DMOI - Innovation and Evaluation	\$ 190,000.00	\$ 98,594.68	\$ 91,405.32
	Sup IJA 402	X-2025-00-00-00	DC HSO - Holding Pot	\$ 69,361.20		\$69,361.20
Planning and Administration	IJA 402	PA-2025-00-00-03	DDOT/DMOI - Planning and Administration	\$ 500,000.00	\$ 279,627.80	\$ 220,372.20
Paid Media	IJA 402	CP-2025-00-00-02	DDOT/DMOI - Mobility Safety Outreach and Communications	\$ 200,000.00	\$ 78,810.90	\$ 121,189.10
	IJA 402	PM-2025-00-00-00	Mass-Media Campaigns on Mobility Safety within DC	\$ 995,000.00	\$ 741,278.75	\$253,721.25
Nonmotorized	IJA 402	CP-2025-01-43-05	GHSA - Empowering Mobility Safety Professionals	\$ 105,000.00	\$ 105,000.00	\$ -
	IJA 405g	BGPE-2025-11-43-36	MWCOG - Reaching Drivers with a VRU Mess	\$ 35,223.86	\$ 35,223.86	\$ -
	Sup IJA 405g	BGX-2025-00-00-00	DC HSO - Holding Pot	\$ 15,246.51	\$ -	\$15,246.51
	Sup IJA 405g	BGPE-2025-01-43-36	MWCOG - Reaching Drivers with a VRU Mess	\$ 14,776.14	\$ 14,776.14	\$ -
	Sup IJA 405h	FHPE-2025-01-43-67	DOH - Safe Streets DC: Enhancing Pedestrian	\$ 25,706.67	\$ 25,324.40	\$ 382.27
	FAST Act 402	PS-2025-01-42-94	DFHV - Pedestrian and Bike Safety: For Hire Vehicles Education, Enforcement and Data Collection	\$ 33,133.64	\$ 33,133.64	\$ -
	IJA 402	PS-2025-00-00-05	DDOT/DMOI - Vulnerable Road User Outreach and Education	\$ 200,000.00	\$ 46,667.71	\$ 153,332.29

	Sup IIJA 402	PS-2025-21-42-94	DFHV - Pedestrian and Bike Safety: For Hire Vehicles Education, Enforcement and Data Collection	\$ 219,856.46	\$ 196,246.12	\$23,610.34
Teen Safety Programs	IIJA 402	TSP-2025-01-43-71	GWU - Building Capacity for GWU's Mobility Safety Program	\$ 125,000.00	\$ 82,751.46	\$42,248.54
	IIJA 402	TSP-2025-01-43-07	OSU - Improve Traffic Safety Among College Students in DC	\$ 450,000.00	\$ 404,862.42	\$45,137.58
Traffic Records	FAST Act 405c	M3DA-2025-01-42-98	DMV - Increase Data Accuracy: DMV Convictions	\$ 75,000.00	\$ 6,511.93	\$68,488.07
	IIJA 402	TR-2025-11-43-05	GHSA - Empowering Mobility Safety Professional - Traffic Records	\$ 42,866.89	\$ 42,358.79	\$508.10
	IIJA 405c	M3X-2025-00-00-00	DC HSO - Holding Pot	\$ 224,857.24		\$224,857.24
	IIJA 405c	B3TRP-2025-00-00-06	DDOT/DMOI - Traffic Records Program Manager	\$ 200,000.00	\$ 120,556.78	\$ 79,443.22
	IIJA 405c	B3DSA-2025-01-42-97	DMV - INCREASE IMPAIRED DRIVING DATA AMO	\$ 401,220.10	\$ -	\$401,220.10
	IIJA 405c	M3DA-2025-01-43-53	UVA - Data Driven Streets: Improving Dat	\$ 419,798.22	\$ 395,564.80	\$24,233.42
	Sup IIJA 405c	M3DA-2025-11-42-97	DMV - INCREASE IMPAIRED DRIVING DATA AMO	\$ 48,779.90	\$ -	\$48,779.90
	Sup IIJA 405c	M3DA-2025-11-43-53	UVA - Data Driven Streets: Improving Dat	\$ 50,201.78	\$ 50,201.78	\$ -
TOTAL				\$ 15,351,373.09	\$ 9,338,157.96	6,013,215.13

Funding Type	Obligated	Expended	Balance
FAST Act 402	\$ 33,133.64	\$ 33,133.64	\$ -
FAST Act 40b High	\$ 17,211.01	\$ -	\$ 17,211.01
FAST Act 405c	\$ 75,000.00	\$ 6,511.93	\$ 68,488.07
IIJA 1906	\$ 1,023,939.60	\$ 39,269.20	\$ 784,670.40
IIJA 402	\$ 5,882,583.84	\$ 4,244,051.33	\$ 1,638,532.51
IIJA 405b High	\$ 991,927.31	\$ 811,979.12	\$ 179,948.19
IIJA 405c	\$ 1,245,875.56	\$ 516,121.58	\$ 729,753.98
IIJA 405d Int	\$ 346,610.20	\$ -	\$ 346,610.20
IIJA 405d Low	\$ 3,648,905.32	\$ 2,082,026.80	\$ 1,566,878.52
IIJA 405d Mid	\$ 266,214.30	\$ 266,214.30	\$ -
IIJA 405e	\$ 429,269.01	\$ 294,267.51	\$ 135,001.50
IIJA 405g	\$ 267,260.57	\$ 267,260.57	\$ -
IIJA 405 TOTAL	\$ 7,196,062.27	\$ 4,237,869.88	\$ 2,958,192.39
Sup IIJA 402	\$ 487,179.63	\$ 394,208.09	\$ 92,971.54
Sup IIJA 405b High	\$ 88,567.88	\$ 88,567.88	\$ -
Sup IIJA 405c	\$ 98,981.68	\$ 50,201.78	\$ 48,779.90
Sup IIJA 405d Low	\$ 267,767.92	\$ -	\$ 267,767.92
Sup IIJA 405d Mid	\$ 88,038.09	\$ 88,038.09	\$ -
Sup IIJA 405d Int	\$ 21,416.32	\$ -	\$ 21,416.32
Sup IIJA 405e	\$ 15,761.89	\$ -	\$ 15,761.89
Sup IIJA 405g	\$ 30,022.65	\$ 14,776.14	\$ 15,246.51
Sup IIJA 405h	\$ 25,706.67	\$ 25,324.40	\$ 382.27
Sup IIJA 405 TOTAL	\$ 636,263.10	\$ 266,908.29	\$ 369,354.81
	\$ 15,351,373.09	\$ 9,338,157.96	\$ 6,013,215.13