



BY THE DC HIGHWAY SAFETY OFFICE

# FFY26 District of Columbia Annual Grant Application





*National Highway Traffic Safety Administration (NHTSA)  
1200 New Jersey Avenue, SE  
4<sup>th</sup> Floor  
Washington, DC 20590*

July 30, 2025

Dear Acting Administrator Simshauser:

On behalf of Mayor Muriel Bowser, it is a pleasure to submit the Annual Grant Application (AGA) for the District of Columbia for Federal Fiscal Year 2026.

Under Mayor Bowser's bold leadership, the District continues to be an international destination to live, work, and play. Beyond our hallowed sites and world class attractions, the District is also a hub for safety innovation – and we're seeing real results. Through our behavior programs and in partnership with the NHTSA Region 3 Office, we are seeing a change in our culture and a dramatic decrease in our fatalities.

FFY26 aims to continue these trends with a continued focus on a safer system. You will see the DC HSO focus on moving together through a centerpiece campaign, *United We Go!*

This call to action reminds us that through education, enforcement, understanding of engineering, and post-crash care, we can move us closer to Vision Zero.

We look forward to our close collaboration. Should you need any additional information, please do not hesitate to contact our office.

Your partner in safety,

A handwritten signature in black ink that reads "Rick Birt".

Rick Birt  
*Governor/Mayor's Representative for Highway Safety  
Director, DC Highway Safety Office*

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## Coordination of the Triennial Highway Safety Plan (3HSP), Data Collection, and Information Systems with the State Strategic Highway Safety Plan (SHSP)

Mayor Bowser is committed to a holistic government that works to make our roadways safer for all, and this commitment begins with inner agency coordination. The Highway Safety Office reports to the City Administrator and leads efforts associated with the Triennial Highway Safety Plan and Strategic Highway Safety Plan. The HSO will lead continued efforts around Public Participation and Engagement (PP&E), which will drive decision-making for mobility safety outreach investments. The HSO will continue to lead the Traffic Records Coordinating Committee, which will ensure that data is foundational to the 3HSP and SHSP process and outcomes. The HSO also instituted a Safe Community Coalition in Fiscal Year 2024. This coalition, meeting monthly, leverages the data mentioned to share resources, and promising practices, and coordinate on shared projects. With the HSO leading safety efforts for the District, the coordination of these efforts will serve as a national model to reduce roadway crashes, injuries, and fatalities.

## Changes to the Triennial Highway Safety Plan (3HSP)

As required under 23 CFR 1300.12(b)(1), the DC HSO evaluates the submitted Triennial Highway Safety Plan (3HSP) each year. The annual evaluation includes traffic-safety specific problem-identification supporting data, performance measures, and countermeasure strategy, with the relevant info required for a strategy for any new measures the HSO wishes to deploy apart from those previously provided.

### Addition of Whole Blood Program as a Countermeasure to Enhance Post-Crash Care and Reduce Severity of Roadway Trauma

In response to the recent support of the National Highway Traffic Safety Administration (NHTSA) support of Whole-Blood, the DC Highway Safety Office wishes to amend the Triennial Highway Safety Plan (3HSP). Specifically, the HSO is adding Whole Blood as a program to reduce injuries and fatalities in support of Post-Crash Care.

A 2022 *Journal of the American College of Surgeons* study showed whole blood transfusion increases 30-day survival rates by 60% and reduces the need for blood products compared to component therapy in trauma patients. Whole blood offers a simpler, balanced resuscitation, particularly low-titer O whole blood (LTOWB), which is seen as a universal donor product. Key findings include improved survival, reduced mortality, better shock management, and faster administration compared to fractionated blood, especially in pre-hospital settings.

The District of Columbia launched a Whole Blood pilot in April of 2024. Between April 2024 and April 2025, 123 individuals received whole blood. Six individuals received whole blood after suffering roadway trauma; four of those individuals ultimately survived. According to the District Department of Health (DOH), those individuals most likely survived only because of this intervention. From this, our Department of Health confirmed that our roadway fatalities would have increased from 52 to 56 lives lost. In serious injuries, our serious injuries were reduced by nearly 40 percent due to the administration of whole blood.

While this program is neglected in the *Countermeasures that Work* publication, the District has firsthand proof that this program has saved lives and reduced roadway trauma, the very definition of a program working. While NHTSA has made the burdensome and unreasonable request for proportional funding, the HSO has yet to receive guidance on how to support this program from a proportional perspective. The HSO will work with our NHTSA Regional Office to refine this process.

## Section 402: State and Community Highway Safety Grant Program

Innovation happens at the State (or District) level. The projects below were selected through a competitive process, scored by experts in the field of Mobility Safety, and selected for their ability to change the culture in the District. Leveraging both countermeasures that work and promising practices, the DC HSO believes these projects fit the needs of our community and are eligible uses of the federal funds for which we are entrusted.

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### PROJECT NAME: COUNCIL FOR COURT EXCELLENCE: DISTRICT OF COLUMBIA STATE JUDICIAL OUTREACH LIAISON

**Countermeasure(s):** Supporting Enforcement (2-3.1); Communications and Outreach Supporting Enforcement (3-4.1); Communications and Outreach on Distracted Driving (4-2.1); Communications and Outreach: Motorist Awareness of Motorcyclists (5-4.2); Impaired Pedestrians: Communications and Outreach (8-3.1)

**Federal Funding Source(s):** 402: State Highway Safety Programs

**Project Agreement Number:** N/A

**Subrecipient(s):** Council for Court Excellence

**Eligible Use of Funds:** TC

**Planning and Administration Costs:** No                      **Amount:** \$90,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** District-wide

The Council for Court Excellence (CCE) will support the State Judicial Outreach Liaison (SJOL) program in Washington, DC. The initiative aims to strengthen judicial engagement in impaired driving prevention by ensuring that local judges handling traffic cases receive evidence-based training, policy research, and peer-to-peer education. CCE will serve as the administrative and programmatic lead, supporting the SJOL in advancing multi-agency collaborations, legal research, and stakeholder engagement. By enhancing judicial awareness and coordination with law enforcement, legal professionals, and community leaders, this project contributes to DC's Vision Zero goal of reducing traffic fatalities and injuries caused by impaired driving.

- Support the State Judicial Outreach Liaison (SJOL) in judicial education efforts.
- Develop a multi-year work plan outlining long-term SJOL program goals.
- Conduct peer-to-peer judicial training on impaired driving policies.
- Organize community engagement events to strengthen awareness and public safety outreach.
- Provide policy research and analysis to assist judges in traffic-related cases.
- Maintain coordination with local courts, law enforcement, and traffic safety stakeholders.
- Participate in national SJOL conferences for professional development.
- Track judicial engagement and evaluate program effectiveness.



- Prepare monthly and quarterly reports for DC Highway Safety Office.
- Strengthen judicial engagement in impaired driving prevention through education, policy research, and stakeholder collaboration.
- Conduct at least 10 judicial training sessions, host three community engagement events, and develop one multi-year work plan by September 30, 2026.
- Leverage CCE's legal expertise, judicial relationships, and administrative support for effective program implementation.
- Enhancing judicial awareness contributes to more informed decision-making and supports Vision Zero's goal of reducing traffic-related fatalities.
- Complete all training, engagement, and program evaluation activities by September 30, 2026.

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**PROJECT NAME:** DC DEPARTMENT OF FOR-HIRE VEHICLES: PEDESTRIAN AND BICYCLIST, FOR-HIRE VEHICLES EDUCATION, ENFORCEMENT, AND DATA COLLECTION

**Countermeasure(s):** Enforcement Strategies (A4-4.4); Enforcement Strategies (A5-3.3); High-Visibility Enforcement (3-2.2)

**Federal Funding Source(s):** 402: State Highway Safety Programs

**Project Agreement Number:** N/A

**Subrecipient(s):** DC Department of For-Hire Vehicles (DFHV)

**Eligible Use of Funds:** PS

**Planning and Administration Costs:** No                      **Amount:** \$248,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** District-wide

The DC Department of For-Hire Vehicles (DFHV) seeks to enhance pedestrian and bicyclist safety through education, enforcement, and data collection. The initiative aims to reduce traffic-related incidents at high-risk intersections by conducting targeted enforcement and outreach. DFHV will also focus on educating vehicle-for-hire industry participants on best practices for traffic safety while tracking Transportation Network Company (TNC) activities to identify trends. This project supports the District's Vision Zero goals and includes a public awareness campaign to promote safer streets.

- Conduct 3,500 hours of overtime enforcement at high-risk intersections for pedestrian and bicyclist safety violations.
- Distribute outreach materials and advertisements on traffic safety for vehicle-for-hire operators.
- Deploy Toughbook devices to enforcement officers for real-time data tracking and reporting.
- Launch a public information campaign to increase awareness of DFHV's role in traffic safety.
- Participate in monthly Vision Zero Fatal Crash Review calls to align safety efforts.
- Assist MPD in at least 24 traffic checkpoints focused on impaired driving enforcement.
- Engage with the community through educational events and outreach activities.
- Submit monthly narrative and financial reports to track program effectiveness.

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**PROJECT NAME: DC HEALTH POST-CRASH CARE: PROJECT PEDAL (PROMOTING ENHANCED DATA AND LINKAGE)**

**Countermeasure(s):** Pursuing measurable improvements anticipated in the State's core safety databases, including crash, citation, or adjudication, driver, emergency medical, or injury surveillance system, roadway, and vehicle databases.

**Federal Funding Source(s):** 402: State Highway Safety Programs

**Project Agreement Number:** N/A

**Subrecipient(s):** DC Department of Health (DOH)

**Eligible Use of Funds:** CP

**Planning and Administration Costs:** No                      **Amount:** \$100,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** District-wide

The DC Department of Health (DOH) proposes a data-centered initiative to enhance trauma and injury surveillance by improving the accuracy, completeness, and timeliness of trauma-related traffic records. The project will develop integrated dashboards and strengthen data uniformity, accessibility, and interoperability across EMS, trauma, and crash datasets. These upgrades directly support Traffic Records Program Objective T-1 and will inform highway safety decisions aligned with the District's Vision Zero strategy.

DOH will evaluate the effectiveness of this project using both qualitative and quantitative methods. Quantitative metrics will include the accuracy, completeness, and timeliness of integrated EMS, trauma, emergency department, and police crash datasets. Qualitative evaluation will be based on feedback from project partners and stakeholders, including CPPE, EMS providers, hospital trauma coordinators, and community safety representatives. Specific evaluation activities will include:

- Measurement of time from EMS record creation to successful dashboard integration
- Monthly review of data linkage rates between EMS and trauma registries
- Health impact analysis to assess trends in injury types, severity, and outcomes
- Stakeholder feedback through structured feedback loops and Safe Community meetings
- Use data obtained through participation in Vision Zero crash review meetings, the DC Mobility Summit, and monthly traffic records meetings to assess and refine integration efforts.
- Apply principles of continuous quality improvement, using findings from evaluation activities to guide implementation refinements throughout FY26.
- Develop evaluation tools to measure project success and ensure that reporting aligns with the requirements of NHTSA's 23 CFR 1300.
- Submit monthly reports to include a summary of project progress, accomplishments, and challenges.



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**PROJECT NAME:** DISTRICT OF COLUMBIA HOUSING AUTHORITY POLICE DEPARTMENT: “SAFE PATHWAYS: A DATA-DRIVEN APPROACH TO REDUCING TRAFFIC INJURIES AND FATALITIES WITHIN DCHA COMMUNITIES”

**Countermeasure(s):** Publicized Sobriety Checkpoints (1-2.1); High-Visibility Saturation Patrols (1-2.2); Integrated Enforcement (1-2.5)

**Federal Funding Source(s):** 402: State Highway Safety Programs

**Project Agreement Number:** N/A

**Subrecipient(s):** DC Housing Authority

**Eligible Use of Funds:** SC

**Planning and Administration Costs:** No                      **Amount:** \$50,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** DCHA Communities

**Affected Communities:** Wards 3,5,6,7,8

District of Columbia Housing Authority (DCHA) Police Department seeks to reduce traffic-related injuries and fatalities within DCHA communities. The initiative, titled "Safe Pathways: A Data-Driven Approach to Reducing Traffic Injuries and Fatalities within DCHA Communities," aims to improve pedestrian safety, enforce speed regulations, and protect vulnerable populations such as children, seniors, and individuals with disabilities. By leveraging comprehensive data integration from crash reports, police records, traffic citations, and community feedback, the project will implement targeted interventions, including high-visibility enforcement, community outreach, and infrastructure improvements. The goal is to foster safer environments, reduce pedestrian risks, and mitigate traffic hazards through evidence-based strategies.

- Conduct high-visibility pedestrian safety enforcement near schools, senior centers, and high-risk locations.
- Distribute educational materials on pedestrian safety for children, seniors, and vulnerable populations.
- Implement speed enforcement zones using radar and lidar to deter speeding in residential areas.
- Conduct child passenger safety (CPS) training for officers and regular car seat checks for DCHA residents.
- Utilize GIS mapping to track crash hotspots and identify high-risk corridors for intervention.
- Organize community feedback sessions to gather residents' concerns and tailor traffic safety measures.
- Deploy data analysts to assess crash trends and inform safety strategies.
- Provide specialized training for officers on traffic laws, enforcement procedures, and best practices.

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**PROJECT NAME:** ENGAGING YOUTH, ENGAGING LAW ENFORCEMENT: DC POLICE FOUNDATION

**Countermeasure(s):** High-Visibility Enforcement (3-2.2), Enforcement Strategies (A4-4.4); Enforcement Strategies (A5-3.3)

**Federal Funding Source(s):** 402: State Highway Safety Programs

**Project Agreement Number:** N/A

**Subrecipient(s):** DC Police Foundation

**Eligible Use of Funds:** PT

**Planning and Administration Costs:** No                      **Amount:** \$650,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** District-Wide

The Washington DC Police Foundation aims to strengthen traffic law enforcement, enhance officer training, and improve collaboration between multiple law enforcement agencies in DC. The LEL will serve as a direct link between the DC Highway Safety Office and local and federal law enforcement agencies, promoting key safety priorities such as impaired driving prevention, occupant protection, vulnerable roadway user safety, and speed management. The project will provide technical assistance, training workshops, and enhanced communication tools, ensuring law enforcement leaders actively support Vision Zero goals to reduce traffic fatalities and injuries in the District.

- Maintain direct communication between law enforcement agencies and the Highway Safety Office.
- Organize statewide training workshops to improve officer knowledge of traffic enforcement best practices.
- Conduct monthly leadership meetings with law enforcement to align traffic safety strategies.
- Develop and distribute updated training materials on high-visibility enforcement techniques.
- Facilitate multi-agency coordination efforts among MPD, Capitol Police, Park Police, and Secret Service.
- Participate in national and local law enforcement safety conferences.
- Assist law enforcement agencies with grant compliance, funding oversight, and policy recommendations.
- Implement data-sharing initiatives to monitor traffic trends and identify enforcement gaps.
- Support traffic enforcement efforts such as saturation patrols, impaired driving crackdowns, and speed enforcement blitzes.
- Provide technical assistance for wet lab training and community engagement events.
- Conduct 25 school-based programs to educate students on traffic safety and responsible mobility habits.
- Host 15 community engagement events to promote safe transportation behaviors in diverse settings.
- Establish a Youth Traffic Safety Ambassador (YTSA) coalition, prioritizing outreach in Wards 5, 7, and 8.
- Organize the Be the Change Fellowship Summit with Safe Kids Worldwide to mentor youth leaders.
- Provide train-the-trainer workshops to equip educators and community leaders with traffic safety tools.
- Develop and distribute educational resource materials, including facilitator kits and digital curriculum.

- Launch a traffic safety webpage with online learning resources for students and families.
- Engage local DC business leaders in roadway safety initiatives through media outreach.
- Conduct evaluations using the Theory of Planned Behavior (TPB) to assess program impact.

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**PROJECT NAME: HSO POSITION FOR INNOVATION & EVALUATION**

**Countermeasure(s):** Communications and Outreach Supporting Enforcement (3-4.1); Communication and Outreach on Distracted Driving (4-2.1); Communications and Outreach: Motorist Awareness of Motorcyclists (5-4.2); Impaired Pedestrians: Communications and Outreach (8-3.1)

**Federal Funding Source(s):** 402: State Highway Safety Programs

**Project Agreement Number:** N/A

**Subrecipient(s):** District Department of Transportation (DDOT) / Highway Safety Office (HSO)

**Eligible Use of Funds:** CP

**Planning and Administration Costs:** No                      **Amount:** \$190,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** District-wide

The Innovation & Evaluation Grant from the DC Highway Safety Office funds a new Special Assistant role to lead data-driven traffic safety improvements across Washington, DC. These efforts to reduce roadway fatalities and injuries by enhancing program evaluation, integrating innovative countermeasures, and improving stakeholder engagement. The Special Assistant will analyze crash and enforcement data, assess program effectiveness, and support grantees through technical assistance. This position directly supports Vision Zero goals and addresses persistent safety issues such as impaired driving, speeding, and vulnerable road user fatalities. Through strategic evaluation and innovation, the grant seeks to transform how DC approaches traffic safety.

- Continue employment of a Special Assistant for Innovation & Evaluation (CS-14)
- Conduct at least five in-depth program evaluations to support grantee outreach.
- Perform comprehensive reviews of law enforcement grants to assess effectiveness.
- Host quarterly office hours to provide technical assistance to grantees.
- Develop and apply metrics to evaluate traffic safety programs.
- Attend GHSA Annual Meeting, Lifesavers Conference, and TSI training sessions.
- Collaborate with stakeholders to implement innovative traffic safety solutions.
- Analyze crash data and enforcement trends to inform strategic planning.
- Produce an annual report summarizing program impact and recommendations.
- Conduct five in-depth program evaluations by September 30, 2026 to enhance outreach and effectiveness.
- Complete a full review of all law enforcement grants and provide recommendations by September 30, 2026.
- Host four quarterly technical assistance sessions for grantees by September 30, 2026.
- Attend three professional development events (GHSA, Lifesavers, TSI) by September 2026 to strengthen evaluation capacity.

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**PROJECT NAME: DEPARTMENT OF PUBLIC WORKS (DPW): SCOFFLAW OVERTIME**

**Countermeasure(s):** High-Visibility Enforcement (3-2.2), Enforcement Strategies (A4-4.4); Enforcement Strategies (A5-3.3)

**Federal Funding Source(s):** 402: State Highway Safety Programs

**Project Agreement Number:** N/A

**Subrecipient(s):** Department of Public Works (DPW)

**Eligible Use of Funds:** PT

**Planning and Administration Costs:** No                      **Amount:** \$250,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** District-wide

This grant seeks funding to support an overtime enforcement program targeting vehicles with egregious outstanding automated traffic and parking violations. The initiative aims to remove high-risk vehicles from DC streets to improve traffic safety and reduce dangers to pedestrians, cyclists, and motorists. The program will focus on enforcement in residential areas and high-traffic special event locations, using tow trucks, booting teams, and parking enforcement officers to impound violators' vehicles. By leveraging technology and strategic enforcement, DPW seeks to enhance compliance with traffic laws and contribute to safer roadways across all District wards.

- Conduct citywide impoundment operations targeting vehicles with excessive traffic or parking violations.
- Deploy license plate recognition (LPR) technology to identify repeat offenders.
- Assign tow trucks, booting teams, and enforcement officers to remove flagged vehicles.
- Focus enforcement on high-risk zones, including residential areas and event locations.
- Maintain detailed data collection and reporting on impound rates and violation trends.
- Coordinate with enforcement agencies to recover violation fees and auction impounded vehicles which represent our most dangerous drivers – drivers 17x more likely to be involved in a crash in the District.

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**PROJECT NAME: HSO POSITION - PUBLIC INFORMATION OFFICER**

**Countermeasure(s):** Communications and Outreach Supporting Enforcement (3-4.1); Communications and Outreach on Distracted Driving (4-2.1); Communications and Outreach: Motorist Awareness of Motorcyclists (5-4.2); Impaired Pedestrians: Communications and Outreach (8-3.1)

**Federal Funding Source(s):** 402: State Highway Safety Programs

**Project Agreement Number:** N/A

**Subrecipient(s):** District Department of Transportation (DDOT) / Highway Safety Office (HSO)

**Eligible Use of Funds:** CP

**Planning and Administration Costs:** No **Amount:** \$175,000

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** District-wide

The Public Information Officer (PIO) Grant funds a full-time communications professional within the DC Highway Safety Office to lead strategic outreach, media engagement, and public awareness efforts aimed at reducing traffic fatalities and injuries across Washington, DC. The PIO will manage communications campaigns aligned with national messaging initiatives such as Click It or Ticket and If You Feel Different, You Drive Different. The role includes hosting community events, maintaining social media and web content, supporting grantees, and coordinating with Vision Zero agencies. The initiative responds to a troubling rise in traffic fatalities—52 in 2024—by promoting behavioral change through targeted, data-informed messaging. Effectiveness will be measured by media reach, event participation, and campaign performance

- Attend community events to promote traffic safety awareness.
- Manage the McAndrew media contract and oversee campaign execution.
- Support grantees with communications and outreach efforts.
- Serve as liaison with Vision Zero partner agencies.
- Maintain and update HSO social media platforms and website.
- Complete required trainings and attend conferences (e.g., Lifesavers, NAGC).
- Develop and disseminate educational materials (flyers, brochures).
- Track media impressions and public engagement metrics.
- Coordinate messaging for national campaigns (e.g., seatbelt and impaired driving).
- Host or participate in at least 12 community events by September 30, 2026 to engage residents across all 8 wards.
- Secure at least 20 media placements (TV, radio, digital) by September 30, 2026 to amplify traffic safety messaging.
- Update HSO website and social media at least once per week through September 30, 2026 to maintain public engagement.
- Attend at least 3 professional development conferences by September 30, 2026 to enhance communication strategy.

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**PROJECT NAME:** HIGHWAY SAFETY OFFICE - PLANNING & ADMINISTRATION (P&A)

**Countermeasure(s):** Supporting Enforcement (2-3.1); Communications and Outreach Supporting Enforcement (3-4.1); Communications and Outreach on Distracted Driving (4-2.1); Communications and Outreach: Motorist Awareness of Motorcyclists (5-4.2); Impaired Pedestrians: Communications and Outreach (8-3.1)

**Federal Funding Source(s):** 402: State Highway Safety Programs

**Project Agreement Number:** N/A

**Subrecipient(s):** District Department of Transportation (DDOT) / Highway Safety Office (HSO)

**Eligible Use of Funds:** PA

**Planning and Administration Costs:** Yes                      **Amount:** \$400,000

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** District-wide

The Planning & Administration (P&A) Grant supports the operational backbone of the DC Highway Safety Office (HSO), enabling strategic coordination, fiscal oversight, and programmatic leadership for traffic safety initiatives across Washington, DC. The grant funds key personnel (Director and Finance Manager), outreach efforts, technical assistance, and interagency collaboration. The HSO plays a pivotal role in implementing Vision Zero goals, managing federal grants, hosting workshops, and maintaining compliance with NHTSA and GHSA requirements. The grant also supports the development of strategic plans, monitoring of grantees, and coordination of task forces and committees focused on impaired driving and traffic records. Through robust planning and administration, the HSO aims to reduce traffic fatalities and injuries while fostering a culture of safety across all eight DC wards.

- Host grant workshops and provide technical assistance to grantees.
- Notify the public of grant availability via the DC Register and HSO website.
- Review grant applications and conduct risk assessments.
- Draft MOUs and grant agreements in coordination with DDOT legal counsel.
- Develop briefing papers for city leadership.
- Create and manage the Grant Spending Plan with the CFO.
- Conduct regular meetings with grantees and monitor progress.
- Administer contracts for media and support services.
- Submit vouchers to NHTSA and maintain financial reporting.
- Attend required NHTSA, GHSA, and regional planning meetings.
- Maintain the electronic grants system (ZoomGrants).
- Conduct annual seatbelt surveys and support outreach/media efforts.
- Host quarterly Traffic Records Committee and Impaired Driving Taskforce meetings.
- Prepare and implement the Highway Safety Plan, Strategic Highway Safety Plan, and Impaired Driving Strategic Plan.
- Submit the Annual Grant Application and Annual Report to NHTSA.
- Host at least one grantee workshop with 20+ attendees by September 30, 2026.
- Launch the FY27 grant application process with 20+ organizations submitting applications by September 30, 2026.
- Conduct monthly Safe Community Coalition meetings with 10+ partners to review impaired driving data by September 30, 2026.
- Submit the Annual Grant Application (AGA) with all required elements to NHTSA by June 30, 2026.
- Complete and submit the Annual Report to NHTSA by January 30, 2026.



- Conduct formal monitoring of all grantees with at least one documented review per quarter by September 30, 2026.

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**PROJECT NAME: SUPPORTING ENFORCEMENT & JUDICIAL OUTCOMES - THE TSRP**

**Countermeasure(s):** Supporting Enforcement (2-3.1); Communications and Outreach Supporting Enforcement (3-4.1); Communications and Outreach on Distracted Driving (4-2.1); Communications and Outreach: Motorist Awareness of Motorcyclists (5-4.2); Impaired Pedestrians: Communications and Outreach (8-3.1)

**Federal Funding Source(s):** 402: State Highway Safety Programs

**Project Agreement Number:** N/A

**Subrecipient(s):** District Department of Transportation (DDOT) / Highway Safety Office (HSO)

**Eligible Use of Funds:** PRT

**Planning and Administration Costs:** No                      **Amount:** \$250,000

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** District-wide

The Traffic Safety Resource Prosecutor (TSRP) seeks to deter impaired driving offenses through this position. The focus of the TSRP will be to keep criminal violation of any traffic laws and resulting deaths, property damage, and physical injuries to a minimum by:

- Training: The TSRP will provide education and training, technical support, and tools for prosecutors, law enforcement, highway safety professionals, toxicology personnel, and others involved in the prevention, investigation, and prosecution of impaired driving and other traffic related cases.
- District-wide Resource: Assist and serve as a resource to law enforcement officials and prosecutors by offering expertise for prosecuting traffic safety offenses. Improve breath, blood, and urine testing program, and increase the use of Ignition Interlock. Develop and enhance the District's impaired driving programs and cooperation to improve awareness and enforcement of impaired driving offenses.
- Intra-office Support: Provide legal, technical, and litigation support in the prosecution of impaired driving cases and other mobility safety topics.

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**PROJECT NAME: GRANTS MANAGEMENT AND SUPPORT SERVICES**

**Countermeasure(s):** Supporting Enforcement (2-3.1); Communications and Outreach Supporting Enforcement (3-4.1); Communications and Outreach on Distracted Driving (4-2.1); Communications and Outreach: Motorist Awareness of Motorcyclists (5-4.2); Impaired Pedestrians: Communications and Outreach (8-3.1)

**Federal Funding Source(s):** 402: State Highway Safety Programs

**Project Agreement Number:** N/A

**Subrecipient(s):** Traffic Safety Network, Inc.

**Eligible Use of Funds:** PA

**Planning and Administration Costs:** Yes **Amount:** \$300,000

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** District-wide

The purpose of this Grant Management and Support Services project is to assist the DC Highway Safety Office (DC-HSO) to review projects and provide recommendations towards compliance with Federal and District Regulations. Experienced Grant Management Specialists will work closely with the DC-HSO Program Managers in reviewing ZoomGrants to ensure required documents are uploaded into the system by grantee per the District requirements.

Grant Management Specialists will provide technical assistance as needed to DC-HSO Program Managers in reviewing National Highway Traffic Safety Administration (NHTSA), Grant Tracking System (GTS) entries, budget modification and Annual Grant Application (AGA) Amendments. Other support services would include reviewing the DC-HSO Triannual Highway Safety Plan, AGA, and Annual Report. The DC-HSO will be updated through progress reports and status meetings to assess the level of effort based on the technical assistance needed.

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**PROJECT NAME:** GW DEPARTMENT OF EMERGENCY MEDICINE ENGAGING DC CITIZENS IN MOBILITY SAFETY EDUCATION

**Countermeasure(s):** Communications on Outreach and Distracted Driving (4-2.1),

**Federal Funding Source(s):** 402: State Highway Safety Programs

**Project Agreement Number:** N/A

**Subrecipient(s):** George Washington University (GWU)

**Eligible Use of Funds:** CP

**Planning and Administration Costs:** No **Amount:** \$75,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-Wide with a focus on those individuals age 65 and older.

**Affected Communities:** District-Wide with a focus on those individuals age 65 and older.

The GW Department of Emergency Medicine will engage residents aged 65 and older to understand their mobility challenges, medication-related risks, and transit safety needs, particularly for emergency and everyday transportation. By collecting survey data from Emergency Department patients, the initiative aims to develop educational materials, inform transportation policies, and advocate for safer transit

solutions. The project prioritizes outreach, research, and collaboration with healthcare providers, transportation officials, and community stakeholders to promote evidence-based interventions for aging road users.

- Recruit 200+ Emergency Department patients aged 65+ to participate in mobility safety surveys.
- Collect data on transportation habits, mobility challenges, and medication-related driving risks.
- Analyze survey results to identify barriers to safe transit for older adults.
- Develop graphic educational materials on medication safety and mobility best practices.
- Distribute visual safety guides to primary care offices and transportation authorities.
- Host 12 community meetings to discuss senior road safety concerns.
- Present research findings to DC transportation and health agencies for policy development.
- Participate in DC Mobility Safety Summit and other stakeholder engagement initiatives.

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**PROJECT NAME: GEORGE WASHINGTON UNIVERSITY- DIVISION FOR STUDENT AFFAIRS  
BUILDING CAPACITY AROUND MOBILITY SAFETY AT GW**

**Countermeasure(s):** Communications and Outreach Supporting Enforcement (3-4.1)

**Federal Funding Source(s):** 402: State Highway Safety Programs

**Project Agreement Number:** N/A

**Subrecipient(s):** George Washington University (GWU)

**Eligible Use of Funds:** TSP

**Planning and Administration Costs:** No                      **Amount:** \$250,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** Ward 2 specifically college students on GW Campus

**Affected Communities:** District-Wide with a focus on GW students within Ward 2

With this program, the George Washington University (GW) - Division for Student Affairs aims to address the high rate of traffic-related injuries among college students, which accounted for 28% of all traffic-related injuries and fatalities in DC in 2023. The initiative focuses on education, environmental improvements, data collection, and strategic partnerships to enhance pedestrian, cyclist, and vehicle safety. By hiring a full-time Mobility Safety Education Coordinator, GW will develop outreach campaigns, peer education initiatives, and infrastructure enhancements to create a model mobility safety program for universities nationwide.

- Retain Mobility Safety Education Coordinator to manage all mobility safety efforts at GW.
- Conduct a social norming and peer education campaign with student organizations like GW Biking Club and Capital Peers.
- Expand educational partnerships with GYPD, Vision Zero, and the GW Substance Use Task Force.
- Enhance safe transportation options, including an expansion of Sober Ride Lyft vouchers for student use during high-risk events.
- Organize focus groups and community engagement sessions to tailor mobility safety efforts.

- Launch an annual mobility safety survey in partnership with HECAOD to track trends and inform programming.
- Participate in Vision Zero Fatal Crash Review meetings to align GW's safety efforts with DC-wide mobility initiatives.
  - Reduce traffic-related injuries and fatalities among GW students through education, environmental enhancements, and strategic outreach.
  - Distribute at least 1,000 conspicuity enhancement materials and conduct 32 tabling sessions on mobility safety by September 30, 2026.
  - Leverage existing campus partnerships, trained student leaders, and mobility safety specialists to implement interventions effectively.
  - Addressing mobility safety will reduce pedestrian injuries, increase helmet use, and improve compliance with traffic laws.

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**PROJECT NAME:** GOVERNORS HIGHWAY SAFETY ASSOCIATION DC 2026 MOBILITY SUMMIT, COMMS SUPPORT, IMPAIRED DRIVING AND CPS PROGRAM REVIEWS, FLEET TRAINING

**Countermeasure(s):** Communications and Outreach Supporting Enforcement (3-4.1); Communications and Outreach on Distracted Driving (4-2.1); Communications and Outreach: Motorist Awareness of Motorcyclists (5-4.2); Impaired Pedestrians: Communications and Outreach (8-3.1)

**Federal Funding Source(s):** 402: State Highway Safety Programs

**Project Agreement Number:** N/A

**Subrecipient(s):** Governor's Highway Safety Association (GHSA)

**Eligible Use of Funds:** CP

**Planning and Administration Costs:** No                      **Amount:** \$250,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** District-wide

This grant, requested by the Governors Highway Safety Association (GHSA) through the DC Highway Safety Office, seeks \$248,615.90 in funding to support five key mobility safety initiatives. The project includes hosting a DC Mobility Summit, providing communications support for traffic safety messaging, conducting peer reviews of the District's impaired driving and child passenger safety programs, and offering fleet training for DC vehicle operators. These activities aim to reduce traffic fatalities, improve road safety interventions, and enhance law enforcement and community education efforts. By leveraging expert analysis, strategic outreach, and professional training, the initiative contributes to a safer transportation environment for all road users in the District of Columbia.

- Host the 2026 DC Mobility Safety Summit, facilitating expert discussions and safety strategies.
  - Manage speaker and attendee registration, ensuring comprehensive participation.
  - Provide on-call communications support, improving public messaging on road safety.

- Conduct a peer review of the District's impaired driving program and develop an action plan, as the District moves from a low-range state to a mid-range state.
- Review the child passenger safety program, identifying opportunities for enhancement.
- Develop and deliver fleet training to DC vehicle operators, focusing on speed management and distraction avoidance.

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**PROJECT NAME: POST CRASH CARE LIAISON**

**Countermeasure(s):** Communications and Outreach Supporting Enforcement (3-4.1); Communications and Outreach on Distracted Driving (4-2.1); Communications and Outreach: Motorist Awareness of Motorcyclists (5-4.2); Impaired Pedestrians: Communications and Outreach (8-3.1)

**Federal Funding Source(s):** 402: State Highway Safety Programs

**Project Agreement Number:** N/A

**Subrecipient(s):** National Association of State EMS Officials (NASEMO)

**Eligible Use of Funds:** CP

**Planning and Administration Costs:** No                      **Amount:** \$195,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** District-wide

The National Association of State EMS Officials (NASEMSO) aims to strengthen collaboration between highway safety officials, EMS, and trauma system providers by improving data integration, communication, and response strategies for post-crash care. The Liaison will facilitate multi-agency meetings, analyze EMS and trauma data, engage with neighboring jurisdictions, and support key initiatives such as the NHTSA National 911 Program and DC Whole Blood Project. The project seeks to reduce fatalities and serious injuries through enhanced coordination, evidence-based policy recommendations, and improved emergency medical response.

- Establish a Post-Crash Care Liaison to enhance communication between HSO and EMS officials.
- Conduct quarterly meetings with DC Fire & EMS leadership to improve post-crash care coordination.
- Host bi-annual regional meetings with post-crash care partners across DC, Maryland, and Virginia.
- Perform data analysis using NEMSIS and ePCR to evaluate EMS response times and injury trends.
- Support DC Health in evaluating transportation incident data and improving safety databases.
- Utilize findings from the NHTSA 911 Assessment to develop post-crash care improvements.
- Provide technical assistance to NHTSA's National 911 Program and the District's Office of Unified Communications.
- Organize monthly Safe Community Coalition meetings to collaborate on post-crash care initiatives.
- Coordinate Traffic Incident Management (TIM) training and increase first responder engagement.

- Participate in Vision Zero Fatal Crash Review meetings to align goals with broader safety initiatives.
- Submit monthly and quarterly reports detailing program activities, challenges, and impact.
  - Enhance post-crash care coordination between DC Highway Safety officials, EMS, and trauma providers.
  - Conduct at least four quarterly FEMS meetings and two bi-annual regional meetings with post-crash care partners by September 30, 2026.
  - Utilize existing HSO-EMS partnerships, data analysis tools, and technical assistance programs for implementation.
  - Strengthened collaboration and evidence-based policy improvements will reduce post-crash fatalities and improve EMS response.
  - Complete all training, outreach, and evaluation efforts by September 30, 2026.

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**PROJECT NAME:** DEVELOPING CAMPUS AND COMMUNITY PARTNERSHIPS TO IMPROVE TRAFFIC SAFETY AMONG COLLEGE STUDENTS IN D.C.

**Countermeasure(s):** Communications and Outreach Addressing Impaired Pedestrians, Communications and Outreach on Distracted Driving

**Federal Funding Source(s):** 402: State Highway Safety Programs

**Project Agreement Number:** N/A

**Subrecipient(s):** Ohio State University (OSU)

**Eligible Use of Funds:** TSP

**Planning and Administration Costs:** No                      **Amount** \$200,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** Ward 1,2,3,5 with a focus on college students in D.C.

**Affected Communities:** Ward 1,2,3,5 with a focus on college students in D.C.

With this grant, The Ohio State University addresses alcohol and drug-impaired road use by expanding the DC Collegiate Traffic Safety Network, recruiting additional campuses, and implementing data-driven interventions tailored to students. By collaborating with the Alcoholic Beverage and Cannabis Administration, conducting research on impaired mobility habits, and engaging students in education programs, this project aims to reduce impaired driving incidents, enhance pedestrian and bicyclist safety, and improve overall roadway behaviors.

- Recruit one additional campus to join the DC Collegiate Traffic Safety Network.
- Conduct three Plan-Do-Study-Act (PDSA) cycles to develop traffic safety interventions for participating campuses.
- Partner with the Alcoholic Beverage and Cannabis Administration to design and distribute an impaired driving prevention campaign targeting college students.
- Administer post-intervention surveys and conduct two panel surveys to measure safety behavior improvements.
- Provide monthly training sessions for campus representatives on data collection, intervention implementation, and marketing strategies.



- Develop and distribute educational materials and promotional assets related to impaired driving prevention.
- Host campus and community outreach events focused on traffic safety and responsible mobility.
- Share findings with the DC Highway Safety Office to support citywide traffic safety initiatives.

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**PROJECT NAME: DC OFFICE OF ATTORNEY GENERAL AGGRESSIVE DRIVER PROSECUTOR (ADP)**

**Countermeasure(s):** Other Enforcement Methods (2-2.3); Communications and Outreach Supporting Enforcement (3-4.1); Communications and Outreach on Distracted Driving (4-2.1); Communications and Outreach: Motorist Awareness of Motorcyclists (5-4.2); Impaired Pedestrians: Communications and Outreach (8-3.1)

**Federal Funding Source(s):** 402: State Highway Safety Programs

**Project Agreement Number:** N/A

**Subrecipient(s):** District Office of the Attorney General (DCOAG)

**Eligible Use of Funds:** TC

**Planning and Administration Costs:** No                      **Amount:** \$135,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** District-wide

This grant, requested by the DC Office of the Attorney General (OAG) through the DC Highway Safety Office, seeks funding to continue an Aggressive Driver Prosecutor (ADP) position. The ADP program is dedicated to prosecuting the most serious criminal traffic offenses, including reckless driving, hit-and-run incidents, and other aggressive driving violations that threaten public safety. By screening arrest cases, reviewing video evidence, providing intra-office expertise, conducting legal training, and litigating high-risk cases, the ADP will enhance enforcement of traffic laws, reduce traffic-related injuries and fatalities, and hold repeat offenders accountable. This initiative leverages prosecutorial specialization, data tracking, and community engagement to improve roadway safety in the District of Columbia.

- Screen and prosecute 90% of aggressive driving arrests, including citation and warrant cases.
- Review police paperwork and body-worn camera footage for evidentiary analysis.
- Make preservation requests for critical video footage from street and station cameras.
- Provide training for OAG attorneys and law enforcement on aggressive driving prosecution.
- Attend traffic prosecution and safety conferences to stay updated on best practices.
- Maintain a caseload of 40-60 aggressive driving cases, including fatalities and major crashes.
- Coordinate victim outreach efforts, ensuring timely communication with affected individuals.
- Track and evaluate recidivism rates of prosecuted drivers at 6-month, 1-year, and 2-year intervals.
- Develop training materials with MPD for investigating and prosecuting hit-and-run offenses.

Engage in community outreach, hosting or attending at least 10 events in FY26, year, and 2-year increments to assist with statistical data-keeping by September 30<sup>th</sup>, 2025.

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**PROJECT NAME: OFFICE OF UNITED COMMUNICATIONS: SUPPORTING POST-CRASH CARE**

**Countermeasure(s):** Training – Uniform Guidelines for State Highway Safety Programs No. 11  
Emergency Medical Services

**Federal Funding Source(s):** 402: State Highway Safety Programs

**Project Agreement Number:** N/A

**Subrecipient(s):** Office of Unified Communications (OUC)

**Eligible Use of Funds:** CP

**Planning and Administration Costs:** No                      **Amount:** \$200,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** District-wide

When a crash occurs, emergency response is the final safeguard in the Safe System to prevent fatalities. To enhance post-crash care, the District’s Highway Safety Office is supporting several initiatives through OUC, including the deployment of RapidSOS Harmony AI—a platform that delivers real-time crash data to 911 dispatchers—and the addition of a dedicated data analyst to monitor its impact. These efforts aim to reduce response times, improve situational awareness for dispatchers, and ensure continuous performance improvements by analyzing key metrics such as crash-related calls automatically transmitted to CAD systems.

- Deploy RapidSOS Harmony AI to transmit real-time crash data directly to DC CAD systems.
- Enhance dispatcher situational awareness for faster and more accurate crash response.
- Cover full implementation, licensing, and customization of RapidSOS Harmony AI by September 30, 2026.
- Partially support a 911 Data Analyst through the STAR2 contract.
- Monitor quarterly crash-related 911 calls automatically transmitted via RapidSOS.
- Quantify performance metrics to guide continuous improvement in emergency response.

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**PROJECT NAME: SOUTHWEST BUSINESS IMPROVEMENT DISTRICT “LIKE YOU GIVE A DUCK”  
ROADWAY SAFETY CAMPAIGN**

**Countermeasure(s):** Communications and Outreach on Distracted Driving (4-2.1)

**Federal Funding Source(s):** 402: State Highway Safety Programs

**Project Agreement Number:** N/A

**Subrecipient(s):** Southwest Business Improvement District (SWBID)

**Eligible Use of Funds:** CP

**Planning and Administration Costs:** No                      **Amount:** \$50,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** Ward 6 & 8

**Affected Communities:** Ward 6 & 8

The Southwest Business Improvement District (SWBID) to expand the "Like You Give a Duck" Roadway Safety Campaign across Southwest DC and Capitol Riverfront. The initiative builds on previous success by doubling safety outreach events, incorporating arts-based engagement, promoting senior biking programs, and developing a traffic garden to educate children and adults on roadway safety. Through strategic education, equipment distribution, and business engagement, SWBID aims to reduce pedestrian, cyclist, and occupant safety risks in High Injury Corridors, focusing on Wards 6 and 8, where seatbelt noncompliance and pedestrian fatalities remain major concerns.

- Host 17 roadway safety events, doubling outreach efforts from FY25.
- Distribute safety equipment (bike helmets, Dutch reach stickers, reflectors) at all events using private funds.
- Collaborate with Capitol Riverfront BID to extend seatbelt, pedestrian, and cyclist safety initiatives.
- Implement Silver Spokes, a senior cycling program featuring guided rides and road safety workshops.
- Engage local artists to create public safety installations, reinforcing roadway safety awareness.
- Partner with Washington Area Bicyclists Association to conduct helmet fitting demonstrations.
- Expand business engagement with direct outreach and distribution of educational resources.

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**PROJECT NAME:** SUPPORTING POST-CRASH CARE & WHOLE BLOOD PROGRAMS: FEMS

**Countermeasure(s):** Whole Blood is a proven countermeasure that has saved thousands of lives on our roadways. Acting Administrator Peter Simshauser has dubbed this effort a NHTSA priority.

**Federal Funding Source(s):** 402: State Highway Safety Programs

**Project Agreement Number:** N/A

**Subrecipient(s):** DC Fire and Emergency Medical Services Department (FEMS)

**Eligible Use of Funds:** EM

**Planning and Administration Costs:** No                      **Amount:** \$250,000

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** District-wide

In 2024, Whole Blood was administered to six individuals in DC involved in traffic crashes – four of those individuals survived because they received whole blood. Based upon these numbers, DC prevented a 10% increase in fatal crashes because of the Whole Blood program. DC FEMS and the HSO are thrilled that NHTSA seems the value of this life saving program. As roadway collisions remain one of the leading causes of severe hemorrhagic injuries in the District, the ability to initiate pre-hospital transfusion of low-titer O+ whole blood is a critical advancement in trauma care. This expansion will allow DC FEMS to equip additional advanced life support (ALS) units with the training, storage capacity, and clinical oversight necessary to deliver whole blood in the field, particularly in high-crash corridors and underserved areas with longer transport times to trauma centers.

The proposed funding will support procurement and deployment of portable, temperature-controlled storage devices approved for whole blood transport, as well as the integration of a real-time blood tracking and inventory management system. This system will enable DC FEMS to monitor blood product location, expiration status, and usage trends to prevent waste and ensure readiness. Coupled with expanded clinical protocols and continuing education for paramedics and EMS physicians, this system-wide upgrade will help reduce preventable deaths from exsanguination—particularly among traffic crash victims experiencing non-compressible torso hemorrhage, who are at greatest risk during the pre-hospital window.

DC FEMS's Whole Blood Program has already demonstrated life-saving potential, and this targeted expansion will allow the department to scale its impact, reach more patients, and contribute to the District's Vision Zero goal of eliminating traffic fatalities. By investing in mobile transfusion capabilities and modern inventory tracking infrastructure, this grant will support a sustainable and clinically advanced trauma response system that ensures the right care, at the right time, with the right resources—ultimately saving lives on DC's roadways.

- Support the purchase and implementation of additional software that will track and support the management of blood product to ensure a timely use
- Support the purchase of additional on unit equipment that will be used for refrigeration, storage, and other essential elements of the program
- Support the training of additional FEMS staff in whole blood management and implementation to ensure the successful expansion of the program.

While NHTSA has made the burdensome and unreasonable request for proportional funding of this project, the HSO has yet to receive guidance on how to support this program from a proportional perspective. The HSO will work with our NHTSA Regional Office to refine this process prior to vouchering for this project.

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#### **PROJECT NAME:** HSO – MASS MEDIA CAMPAIGNS

**Countermeasure(s):** Mass Media Campaigns (1-5.2); Supporting Enforcement (2-3.1); Communications and Outreach Supporting Enforcement (3-4.1); Communications and Outreach on Distracted Driving (4-2.1); Communications and Outreach: Motorist Awareness of Motorcyclists (5-4.2); Impaired Pedestrians: Communications and Outreach (8-3.1)

**Federal Funding Source(s):** 402: State Highway Safety Programs

**Project Agreement Number:** N/A

**Subrecipient(s):** District Department of Transportation (DDOT) / Highway Safety Office (HSO)

**Eligible Use of Funds:** PM

**Planning and Administration Costs:** No **Amount:** \$995,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** District-wide

The Mass Media Campaigns effort creates strategic advertising and educational initiatives aimed at reducing traffic-related fatalities and injuries across Washington, DC. Through a partnership with a professional contractor and collaboration with the Metropolitan Police Department (MPD), the grant will support at least five multimedia campaigns targeting key safety issues: seat belt use, child passenger safety, aggressive driving, impaired and underage driving, and nonmotorized road user safety. These campaigns will align with NHTSA guidelines and be evaluated using metrics such as impressions, engagement, and return on investment. The initiative spans all eight DC wards and is designed to promote behavior change through consistent, high-impact messaging across diverse platforms.

- Contract with a full-service ad agency to manage campaign development and execution
- Launch five mass media campaigns focused on:
  - Distracted driving
  - Nonmotorized road user safety
  - Speeding
  - Seatbelt use (“Click It or Ticket”)
  - Impaired driving (“If You Feel Different, You Drive Different”)
- Collaborate with MPD for campaign coordination and enforcement messaging.
- Submit all creative materials for HSO review and approval prior to launch.
- Track campaign performance using metrics like impressions, reach, and engagement.
- Evaluate campaign effectiveness based on budget impact and added value.
- Ensure campaigns reach all eight DC wards, while engaging unique audiences that are overrepresented in crashes
- Produce PSA and outreach materials to prevent unattended passenger/child heatstroke across the District.

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**PROJECT NAME:** WASHINGTON REGIONAL ALCOHOL PROGRAM FY 2026 DC PUBLIC INFORMATION & EDUCATION

**Countermeasure(s):** Alternative Transportation (1-5.4); Youth Programs (1-6.5); Mass Media Campaigns (1-5.2)

**Federal Funding Source(s):** 402: State Highway Safety Programs

**Project Agreement Number:** N/A

**Subrecipient(s):** Washington Regional Alcohol Program (WRAP)

**Eligible Use of Funds:** AL

**Planning and Administration Costs:** No **Amount:** \$700,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** District-wide

This grant seeks funding to support DC Public Information & Education efforts focused on impaired driving prevention. WRAP aims to reduce alcohol- and drug-impaired driving fatalities through a multifaceted media campaign, workplace outreach, law enforcement engagement, and community-based education initiatives. With the SoberRide® safe ride service, data-driven reporting, educational materials, and partnerships with local businesses and government agencies, this project promotes responsible driving behaviors and safer roadways across Washington, DC.

- Conduct five SoberRide campaigns (Halloween, Holiday season, Super Bowl, St. Patrick's Day, and Cinco de Mayo).
- Distribute 250,000+ printed materials to support impaired driving prevention messaging.
- Host four DC-based activation events with community and government partners.
- Publish the 2026 "How Safe Are Our Roads?" report to track impaired driving trends.
- Organize the WRAP Law Enforcement Awards recognizing officers for DUI prevention.
- Support workplace education through WRAP's SAVE program, reaching businesses with DUI prevention resources.
- Provide translation services for impaired driving outreach targeting diverse communities.
- Develop co-branded outreach materials (posters, coasters, stickers) with MPD, HSO, and local organizations.
- Promote DUI prevention at 25+ public events, engaging 21-35-year-olds in high-risk areas.
- Enhance impaired driving media campaigns with strategic advertising purchases.

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**PROJECT NAME:** METROPOLITAN POLICE DEPARTMENT - PEDESTRIAN AND BICYCLE SAFETY ENFORCEMENT

**Countermeasure(s):** Enforcement Strategies (8-4.4); Enforcement Strategies (9-3.3)

**Federal Funding Source(s):** 402: State Highway Safety Programs

**Project Agreement Number:** N/A

**Subrecipient(s):** Metropolitan Police Department (MPD)

**Eligible Use of Funds:** PS

**Planning and Administration Costs:** No                      **Amount:** \$200,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** District wide with a focus on pedestrians and bicyclists

The Metropolitan Police Department (MPD) seeks to enhance pedestrian and bicycle safety enforcement throughout the District of Columbia. The initiative focuses on reducing pedestrian and bicyclist fatalities and injuries by conducting targeted enforcement operations, public education campaigns, and officer training programs. MPD will implement monthly crosswalk enforcement using decoy officers, and saturation patrols in high-risk areas. The project will also support



Vision Zero efforts by analyzing crash trends, collaborating with city agencies, and increasing community engagement.

- Conduct monthly crosswalk enforcement using decoy officers through the Step Out Program.
- Deploy saturation patrols targeting driver, pedestrian, and bicyclist violations in high-risk locations.
- Attend pedestrian crash reconstruction investigation training to improve crash analysis.
- Support National Pedestrian Safety Month (October) and Bicycle Safety Month (May).
- Participate in 12 Vision Zero Fatal Crash Review meetings to align enforcement with citywide safety efforts.
- Remove at least 20 high-risk scofflaw vehicles from DC streets by September 30, 2026.
- Engage in 12 community safety meetings to educate residents on pedestrian and bicycle safety.
- Send four MPD staff to attend the DC Mobility Safety Summit to collaborate on best practices.

## Locally Funded Projects

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### PROJECT NAME: TECH SAFETY CORRIDOR: NEW PARTNERSHIP WITH ITSA AMERICA

**Countermeasure(s):** Promising practices in protecting vulnerable roadway users, especially pedestrians and users of micro-mobility.

**Federal Funding Source(s):** Local funds

**Project Agreement Number:** N/A

**Subrecipient(s):** ITS America, Inc.

**Eligible Use of Funds:** Local funds

**Planning and Administration Costs:** No                      **Amount:** \$250,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** Ward 8, specifically the half mile stretch of M Street SE

**Affected Communities:** Wards 8

Intelligent Transportation Society of America (ITS America) seeks to pilot the M Street SE Safety Technology Corridor. The initiative aims to improve roadway safety along a half-mile stretch of M Street SE by deploying cutting-edge hardware and software solutions that address leading crash types and modal conflicts. ITS America will collaborate with multiple DC agencies—including DDOT, MPD, WMATA, and OUC—to identify safety challenges, facilitate a reverse pitch to select technology vendors, and evaluate the effectiveness of deployed solutions. The project supports DC's Vision Zero goals and leverages proven countermeasures from NHTSA and FHWA to reduce traffic fatalities and injuries.

- Host up to 3 workshops with DC agencies to define corridor challenges and desired outcomes.
- Develop a reverse pitch process to solicit safety technology proposals from vendors.
- Select and coordinate 2–4 technology solutions for deployment on M Street SE.
- Install and demonstrate safety technologies during a 2–3 month pilot period.

- Collect and analyze crash reduction and behavior change data from pilot technologies.
- Produce a case study and final report with lessons learned and recommendations.
- Explore optional human factors testing with research partners like IIHS.
- Improve safety outcomes on M Street SE by deploying targeted technologies that address crash causation and modal conflicts.
- Install 2–4 safety technologies, host 3 workshops, and produce 1 final evaluation report by September 30, 2026.
- Leverage ITS America’s expertise, vendor partnerships, and existing DC infrastructure for efficient implementation.
- Complete all pilot activities—including planning, installation, evaluation, and reporting—by September 30, 2026.

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**PROJECT NAME: LUTHERAN COLLEGE WASHINGTON CONSORTIUM POLICY INTERNS: POLICY CHANGE FOR VISION ZERO**

**Countermeasure(s):** Communications and Outreach Supporting Enforcement (3-4.1); Communications and Outreach on Distracted Driving (4-2.1); Communications and Outreach: Motorist Awareness of Motorcyclists (5-4.2); Impaired Pedestrians: Communications and Outreach (8-3.1)

**Federal Funding Source(s):** Local Funds

**Project Agreement Number:** N/A

**Subrecipient(s):** Lutheran College Washington

**Eligible Use of Funds:** Local Funds

**Planning and Administration Costs:** No                      **Amount:** \$20,000

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** All roadway users to expand on Project Vision Zero

The Lutheran College Washington Consortium aims to provide paid internship opportunities for students from diverse backgrounds, allowing them to contribute to local mobility safety policy efforts. By engaging young professionals trained in public policy, data analysis, behavioral economics, and psychology, the project leverages fresh perspectives and academic expertise to develop interventions that reduce traffic-related injuries. This initiative fosters collaboration between students and DC government agencies, ensuring equitable access to professional development opportunities while advancing Vision Zero’s goal of safer streets.

- Recruit six student interns annually (two per semester) to work on Vision Zero-related projects.
- Provide paid internship stipends, ensuring equitable access for students from diverse backgrounds.
- Connect interns with DC government agencies working on mobility safety interventions.
- Conduct policy research and data analysis on pedestrian and bicyclist safety challenges.
- Evaluate the effectiveness of traffic safety policies and interventions within Wards 7 and 8.
- Host intern presentations to showcase findings and policy recommendations.

- Collect supervisor evaluations and student feedback surveys to measure internship success.
- Develop educational resources based on research conducted by interns.
  - Engage student interns in policy research and intervention strategies to reduce pedestrian and bicyclist injuries.
  - Place six interns annually (two per semester) in relevant DC government roles.

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**PROJECT NAME: METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS FY 2026  
SUPPLEMENTAL SAFETY GRANT-REGIONAL TRAFFIC RECIPROCITY**

**Countermeasure(s):** Communications and Outreach (3-4.1); Share the Road Awareness Programs (4-4.2)

**Federal Funding Source(s):** Local Funds

**Project Agreement Number:** N/A

**Subrecipient(s):** Metropolitan Washington Council of Governments (MWCOCG)

**Eligible Use of Funds:** Local Funds

**Planning and Administration Costs:** No                      **Amount:** \$80,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** District-wide

This grant, requested by the Metropolitan Washington Council of Governments (MCOG) seeks funding to develop a white paper and legislative template addressing automated traffic enforcement (ATE) reciprocity and dangerous driver accountability across jurisdictions. The project aims to analyze regional traffic violations, quantify enforcement gaps, and propose legislative solutions to strengthen interstate compliance with traffic laws. MWCOCG will leverage data-driven policy research, case study comparisons, and stakeholder engagement to advance discussions on a multi-jurisdictional reciprocity agreement between DC, Maryland, and Virginia. Through expert analysis and collaborative outreach, the initiative seeks to inform decision-makers and enforcement agencies while promoting safer roadways across the region.

- Conduct data analysis on the prevalence of dangerous drivers and violation trends.
- Research existing multi-jurisdictional traffic enforcement reciprocity agreements.
- Compare case studies of regions successfully implementing reciprocity.
- Identify legislative and institutional barriers to regional traffic enforcement.
- Develop recommendations to address policy gaps and enforcement challenges.
- Create a draft legislative template to guide decision-makers.
- Publish a white paper summarizing findings and policy proposals.
- Engage stakeholders in discussions to build consensus around reciprocity solutions.
- Utilize an on-call consultant or standalone procurement for research execution.
  - Develop a white paper and legislative template to address ATE reciprocity and driver accountability in the region.
  - Quantify outstanding traffic violations across jurisdictions and propose at least three legislative solutions by September 30, 2026.

- Utilize on-call consultants and MWCOG expertise to conduct policy research and facilitate stakeholder discussions.
  - Strengthening reciprocity agreements will improve compliance with traffic laws and reduce violations across DC, Maryland, and Virginia.
- Complete all research, stakeholder engagement, and policy drafting by September 30, 2026.

## Section 405b: Occupant Protection

The District of Columbia is applying for the Occupant Protection Grant as outlined in Section 405b (23 CFR 1300.21). The state's occupant protection program area plan for the upcoming fiscal year is provided. The state will participate in the *Click it or Ticket* national mobilization in the fiscal year of the grant. A description of the State's planned participation is provided. The District has provided the State's active network of child restraint inspection stations including the number of planning inspection stations and events during the fiscal year. The State has also provided the number of current nationally Certified Child Passenger Safety Technicians in the Triennial Highway Safety Plan to ensure stations and events are led by nationally Certified Child Passenger Safety Technicians. The state continues to work to increase this number – including training 100% of HSO staff in FFY25.

### Occupant Protection Plan

The District of Columbia has prepared an aggressive plan to maintain the rating of a high seat belt use rate. The District Highway Safety Office (HSO) will lead efforts connected to participation in Click it or Ticket national mobilization and create a mass media campaign to raise awareness of the dangers of not wearing a seat belt. The District will host a kick-off event with invited city leadership and other community partners to kick-off the launch of the mobilization. The following agencies will participate in the Click it or Ticket mobilization in FY25:

DC Metropolitan Police Department (MPD)	Children's National Medical Center	DC Department of Transportation (DDOT)
US Park Police (USPP)	George Washington University Hospital	Safe Kids Worldwide
US Capital Police (USCP)	ASPIRA	University of Maryland
DC Department of For-Hire Vehicles (DFHV)	Safe Routes to School	DC Police Foundation
DC Office of the Attorney General (OAG)	DC Department of Motor Vehicles (DMV)	DC Department of Public Works (DPW)
DC Fire & EMS (FEMS)	Governor's Highway Safety Association (GHSA)	George Washington University Office of Student Affairs
Lutheran College Washington Semester	DC Department of Health (D	DC Council for Court Excellence

This plan supports the OP Target Measures outlined in the DC 3HSP. Those targets include: Measure C-4 (Reduce number of unrestrained passenger-vehicle-occupant fatalities, all seat positions, by 5 percent from 4.2 (2018–2022 rolling average) to 4.0 by 2026), B-1 (Observed Seatbelt Use for Passenger Vehicles, Front Seat Outboard Occupants (Survey) Maintain observation seatbelt use to more than 90 percent by 2026), and C-12 (Unrestrained-related Injuries Reduce number of unrestrained- related injuries by 7 percent from 100.2 (2018–2022 rolling average) to 93.2 by 2026).

### Child Restraint Inspection Stations

The District of Columbia has an active network of child passenger safety inspection stations and car seat voucher distribution program. For more than 30 years, *Project Safe Child*, has been expanding the use of child passenger safety devices across DC. We continue to see this program growing. At the same time, the DC HSO has a passionate and ever-growing network of technicians.

The DC HSO plans to host three CPS Training Classes in FFY26, training an estimated 50 new technicians. The HSO will also be hosting at least two refresher classes to continue compliance for our techs. We continue to thank these community champions for their tireless dedication to protecting our kiddos.

Certified technicians will be available at the following planned inspection locations (. Each location is considered an urban environment, as defined by NHTSA under 405(b) criteria:

DMV Inspection Station <i>52 events planned (one per week)</i>	DC Metro Police Department (MPD) <i>52 events planned (one per week)</i>	Bright Beginnings Childcare <i>52 events planned (one per week)</i>
Capital Hill Pregnancy Center <i>52 events planned (one per week)</i>	DC DOH Help Me Grow Site <i>52 events planned (one per week)</i>	Community of Hope <i>52 events planned (one per week)</i>

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### PROJECT NAME: PROJECT SAFE CHILD

**Countermeasure(s):** Strategies for Child Restraint and Booster Seat Use (2-6.2)

**Federal Funding Source(s):** 405b: Occupant Protection

**Project Agreement Number:** N/A

**Subrecipient(s):** District Department of Transportation (DDOT) / Highway Safety Office (HSO)

**Eligible Use of Funds:** M1CPS/M1CSS

**Planning and Administration Costs:** No                      **Amount:** \$300,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** District-wide

The Project Safe Child Grant supports a long-standing initiative by the DC Highway Safety Office to improve child passenger safety across all eight wards of Washington, DC. The program provides free car seats, booster seats, and safety training to caregivers, community leaders, and service providers. Now in its 39th year, Project Safe Child aims to reduce injuries and fatalities among children by increasing proper car seat use, offering hands-on demonstrations, and hosting certification workshops. The program



addresses barriers such as cost, misinformation, and low perceived enforcement risk, while leveraging partnerships with health centers, schools, and community organizations. Evaluation efforts include crash data analysis, observational studies, and stakeholder feedback to ensure measurable impact and continuous improvement.

- Distribute at least 1,200 child passenger safety seats through community partners and events.
- Host two 2-hour workshops per quarter for caregivers on proper car seat use.
- Participate in at least six community events annually to promote child passenger safety.
- Conduct three monthly demonstrations/inspections on car seat installation and seat belt use.
- Host one 32-hour National Child Passenger Safety Certification Training for first responders and childcare professionals.
- Host one recertification class for at least five previously certified personnel.
- Provide quarterly support and educational materials to CPS technicians.
- Attend professional development events such as GHSA Annual Meeting, Lifesavers Conference, Kidz in Motion, and TSI Training.
- Increase correct use of child passenger safety seats by 10% across the District by September 30, 2026.

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**PROJECT NAME: METROPOLITAN POLICE DEPARTMENT OCCUPANT PROTECTION: INCREASING SEAT BELT USAGE AND CHILD PASSENGER SAFETY**

**Countermeasure(s):** Short-term, High-Visibility Seat Belt Law Enforcement (2-2.1); Integrated Nighttime Seat Belt Enforcement (2-2.2); Sustained Enforcement (2-2.3)

**Federal Funding Source(s):** 405b: Occupant Protection

**Project Agreement Number:** N/A

**Subrecipient(s):** Metropolitan Police Department (MPD)

**Eligible Use of Funds:** M1HVE

**Planning and Administration Costs:** No                      **Amount:** \$200,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** District-Wide with a focus in historically underserved communities.

The Metropolitan Police Department (MPD) will continue their work in enforcing occupant protection during both day and night through overtime at events at high hazard locations identified by the HSO and MPD sources. The MPD is the primary law enforcement agency for the District of Columbia and has over 100 years of combined traffic safety law enforcement experience.

The project's goal is 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.

- Conduct daytime and nighttime seat belt enforcement at high-risk locations using traffic safety checkpoints.
- Deploy high-visibility saturation patrols along the District's high-injury network.
- Host child passenger safety (CPS) workshops for parents and caregivers.
- Provide CPS certification and recertification training for police officers and emergency personnel.
- Train at least 12 new officers to become CPS technicians in FY26.
- Distribute child safety seats to families in need during community outreach events.
- Participate in Vision Zero Fatal Crash Review meetings to align enforcement efforts.
- Submit monthly financial and narrative reports tracking enforcement progress.

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**PROJECT NAME: 2026 DC SEAT BELT STUDY – UNIVERSITY OF MARYLAND**

**Countermeasure(s):** Strategies for Child Restraint and Booster Seat Use (2-6.2); Supporting Enforcement (2-3.1);

**Federal Funding Source(s):** 405b: Occupant Protection

**Project Agreement Number:** N/A

**Subrecipient(s):** University of Maryland (UMD)

**Eligible Use of Funds:** M1\*CP

**Planning and Administration Costs:** No                      **Amount:** \$200,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** District-wide

This project will conduct a seat belt observational survey in Washington, D.C. in 2026 to evaluate compliance with seat belt laws. The initiative aims to assess seat belt usage rates among front-seat occupants in Washington, DC, ensuring compliance with national safety standards. The National Study Center for Trauma and EMS (NSC) will oversee the survey using pre-selected roadway observation sites, employing trained counters, and performing rigorous quality control assessments. The study's findings will inform DC safety initiatives and support federal certification efforts through the National Highway Traffic Safety Administration (NHTSA).

- Hire and train 16 counters to perform seat belt observations at designated roadway sites.
- Conduct seat belt observational surveys using GPS-mapped locations and quality control measures.
- Develop an electronic data collection tool to improve observational accuracy.
- Compile and analyze survey data to calculate DC's front-seat occupant seat belt usage rate.
- Prepare a final report and federal certification submission to NHTSA.
- Participate in Safe Community Coalition meetings to align efforts with broader mobility safety goals.

**Locally Funded Project(s)**

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**PROJECT NAME: SAFE KIDS WORLDWIDE INCREASING SAFETY FOR DC CHILDREN**

**Countermeasure(s):** Strategies for Child Restraint and Booster Seat Use (2-6.2)

**Federal Funding Source(s):** Local funds

**Project Agreement Number:** N/A

**Subrecipient(s):** Safe Kids Worldwide via Children's National Medical Center

**Eligible Use of Funds:** Local funds

**Planning and Administration Costs:** No                      **Amount:** \$300,000

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** Wards 5,7, and 8

**Affected Communities:** Wards 5,7,8 with a focus on child pedestrians & bicyclist.

This grant will improve child mobility safety in Wards 5, 7, and 8, where the highest number of crashes and childhood injury risks have been recorded. The initiative aims to reduce unrestrained fatalities, pedestrian incidents, and bicycle-related injuries among children by implementing bike and pedestrian safety education, traffic garden development, and child passenger safety programs. Through strategic partnerships, community engagement, and infrastructure improvements, the project seeks to make DC's streets safer for its youngest residents.

- Collaborate with Safe Routes to School to provide bike and pedestrian safety education in Wards 7 and 8.
- Conduct bike rodeos and pedestrian training sessions for elementary school children.
- Establish Walking School Bus programs to improve safe walking routes for students.
- Lead Traffic Garden assessments and initiate at least two revitalization projects in Wards 7 and 8.
- Implement a Child Passenger Safety Inspection Station at Cedar Hill Hospital.
- Develop a Child Passenger Safety Technician (CPST) Certification Course for healthcare providers and staff.
- Explore virtual child restraint inspections to improve accessibility for families.
- Distribute car seats, helmets, and reflective safety devices to increase child protection.
- Hire a state-wide Occupant Protection program manager (consultant) that will support the DC HSO in program management and execution.

## Section 405c: State Traffic Safety Information System Improvements

The District of Columbia is applying for State Traffic Safety Information System Improvement Grants (23 CFR 1300.22) in FFY26. The State has a functioning Traffic Records Coordinating Committee, meeting at least three (3) times yearly. The GR has designated Brigid Anderson, Special Assistant for Traffic Records, as the TRCC Chair. The State has established a State Traffic Records Strategic Plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation, or adjudication, driver, emergency medical, or injury surveillance system, roadway, and vehicle databases. A written description of the performance measures and all supporting data that the state is relying upon to demonstrate the achievement of the quantifiable improvement in the preceding 12 months of this application is provided in the Triennial Highway Safety Plan (3HSP).

### **Quantitative Improvements to a Core Traffic Records Database: *Crash System Location Accuracy***

Measurable Outcome: *Decrease the inaccuracy of crash location data included in PD-10s and associated datasets by using latitude and longitude coordinates from 10.7% in the baseline period (July 1, 2023 – June 30, 2024) to 9.6% during the performance period (July 1, 2024 – June 30, 2025).*

The DC Highway Safety Office continues to pursue quantitative improvements to our traffic records ecosystem. To meet the requirement of the 405c regulations, states must demonstrate quantitative improvements to a core traffic records database and provide supporting documentation covering a contiguous period starting no earlier than April 1, 2024 (e.g., April 1, 2024 – March 31, 2025) demonstrating a quantitative improvement to the comparable 12-month baseline period (e.g., April 1, 2023 – March 31, 2024).

The Crash Database is one of the six core areas of traffic records management in which the DC HSO has made meaningful and measurable progress. As part of the 2022 Traffic Records Coordinating Committee Strategic Plan Recommended Projects, Formal Crash Data Quality Control Program, Project 1.0(1) (Page 16). One of the focuses of this project was to Improve data accuracy related to crash locations to eliminate 'impossible' locations. While reviewing crash location data contained in the District's repository, a subset of crashes was found to have a listed location that was deemed incorrect due to the physical impossibility of vehicle access (e.g., the Capitol dome). This subset of crashes was further analyzed to determine how the location came to be incorrectly recorded. The outcome of the analysis was the identification of an input limitation and an associated default action that was programmed into the reporting application. After the issue was identified, the Metropolitan Police Department (MPD) and the DC HSO worked with the crash application vendor to resolve the limitation, and to enhance the location reporting function to allow a 'pin-drop' function that subsequently reports/records a latitude and longitude for the crash location. By identifying and addressing this issue, the District was able to decrease the inaccuracy of crash location data included in PD-10s (MPD's crash reporting form) and associated datasets by using latitude and longitude coordinates, which was implemented in October of 2024, from 10.7% in the baseline period (July 1, 2023 – June 30, 2024) to 9.6% during the performance period (July 1, 2024 – June 30, 2025).

Crash Total Estimate	Jul 1, 2023 - Jun 30, 2024	Percentages	Jul 1, 2024 - Jun 30, 2025	Percentages
Total Crash Reports	20956		19643	
Total Crash and Event Location Mismatch	2245	10.71%	1903	9.69%
Total Crash and Event Location Mismatch requiring updates	95	4.23%	50	2.63%
* RMS Crash Location vs. QuickCrash Location Total (Lat/Lon Bug Fixes)	3452	16.47%	3199	16.29%
Reports Not Updated (missing in MAR, e.g., I695 addresses)	27		0	

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**PROJECT NAME: DMV OVERTIME FOR PROCESSING CONVICTIONS**

**Countermeasure(s):** Pursuing measurable improvements anticipated in the State's core safety databases, including crash, citation, or adjudication, driver, emergency medical, or injury surveillance system, roadway, and vehicle databases.

**Federal Funding Source(s):** 405c: State Traffic Safety Information System Improvements

**Project Agreement Number:** N/A

**Subrecipient(s):** Department of Motor Vehicles (DMV)

**Eligible Use of Funds:** M3DA

**Planning and Administration Costs:** No      **Amount:** \$50,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** All district drivers

The DC Department of Motor Vehicles (DMV) seeks to continue overtime work for processing out-of-state traffic convictions. The DMV receives approximately 2,400 traffic convictions per month, leading to a significant backlog that affects timely enforcement actions, including license suspensions and revocations for habitual traffic offenders. By expediting conviction processing, the DMV aims to enhance mobility safety within the District of Columbia, particularly by removing unsafe drivers from the roads. The project will utilize historical data, staff overtime, and system modernization to improve efficiency in record updates and contribute to broader traffic safety efforts.

- Assign overtime shifts to Legal Instrument Examiners for conviction data entry.

- Schedule work dates and prepare necessary records for processing.
- Enter convictions into the DESTINY system to update driver records.
- Track conviction entry progress using DMV overtime reports.
- Monitor and assess backlog reduction, ensuring timely processing.
- Coordinate with enforcement agencies to support mobility safety initiatives.
- Increase the number of out-of-state convictions posted to DC driver records.
- Process 50% more convictions per month, increasing from 1,600 to 2,400.

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**PROJECT NAME: IMPROVE IMPAIRED DRIVING DATA AMONG LEGACY DATA SYSTEMS: THE 3340 FORM, TAKE II**

**Countermeasure(s):** Legislation and Licensing of Drug-Impaired driving Laws, Enforcement of Drug Impaired Driving

**Federal Funding Source(s):** 405c: State Traffic Safety Information System Improvements

**Project Agreement Number:** N/A

**Subrecipient(s):** Department of Motor Vehicles (DMV)

**Eligible Use of Funds:** M3DA

**Planning and Administration Costs:** No                      **Amount:** \$450,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** District-wide

The Department of Motor Vehicles (DMV) will leverage new technology to automate the process of form DMV-3340 to be distributed to arrestees as required by law. The DMV has a long history of responsibility for the issuance, monitoring, and other activities associated with obtaining and maintaining a driving privilege in the DC area.

Form DMV-3340 is a form that is provided to arrestees who refuse to provide blood, breath, or urine sample for testing when pulled over on suspicions of DUI. The arrestee must be both served with the DMV-3340 and afforded an opportunity to sign that he or she was served with a copy. The original copy is then sent to the DMV to suspend the arrestee's driver operating privileges in the District of Columbia. By automating the process, we can ensure full accountability of those motorists who have been arrested.

- Spend 80 hours on design & analysis by September 30, 2026.
- Spend 120 hours on requirement documentation by September 30, 2026.
- Spend 2040 hours on development by September 30, 2026.
- Spend 320 hours on quality assurance testing by September 30, 2026.
- Spend 20 hours on production deployment by September 30, 2026.
- Spend 320 hours on DMV User Acceptance Testing by September 30, 2026.
- Spend 100 hours on IT Support by September 30, 2026.



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**PROJECT NAME: DATA DRIVEN STREETS: A PARTNERSHIP WITH UVA**

**Countermeasure(s):** Pursuing measurable improvements anticipated in the State's core safety databases, including crash, citation, or adjudication, driver, emergency medical, or injury surveillance system, roadway, and vehicle databases.

**Federal Funding Source(s):** 405c: State Traffic Safety Information System Improvements

**Project Agreement Number:** N/A

**Subrecipient(s):** The Rectors & Visitors of the University of Virginia (UVA)

**Eligible Use of Funds:** B3SA

**Planning and Administration Costs:** No                      **Amount:** \$100,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** District-wide

The University of Virginia seeks to continue the Data-Driven Streets (DDS) project. The initiative focuses on improving mobility safety by addressing gaps in police-reported crash data, which fail to capture up to 40% of crashes in DC—especially in lower-income and minority communities. By integrating 911 dispatch records, Waze user-generated crash reports, telematics data, and street safety scoring, DDS aims to provide more accurate crash analytics, improve resource allocation, and guide safer transportation infrastructure across all eight wards in DC. This project expands DDS' efforts beyond data collection to include policy analysis, mobility safety research, and street safety improvement recommendations.

- Incorporate unreported crashes into official safety planning to improve equity.
- Develop a comprehensive street safety score using 911 dispatch data, Waze reports, and telematics analytics.
- Evaluate the impact of traffic cameras and distracted-driving infrastructure.
- Analyze bike lane usage and assess bikeshare's effect on head injuries.
- Identify unsafe student commutes using school boundary data.
- Assess non-ADA sidewalks and prioritize safety interventions.
- Provide measurement services for traffic safety messaging campaigns.
- Track risky roads, drivers, and behaviors to inform intervention strategies.
- Publish policy research and legislative recommendations to advance DC's Vision Zero initiatives.

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**PROJECT NAME: HSO SPECIAL ASSISTANT FOR TRAFFIC RECORDS – TRCC LEADERSHIP**

**Countermeasure(s):** Supporting Enforcement (2-3.1); Communications and Outreach Supporting Enforcement (3-4.1); Pursuing measurable improvements anticipated in the State's core safety databases, including crash, citation, or adjudication, driver, emergency medical, or injury surveillance system, roadway, and vehicle databases.

**Federal Funding Source(s):** 405c: State Traffic Safety Information System Improvements

**Project Agreement Number:** N/A

**Subrecipient(s):** District Department of Transportation (DDOT) / Highway Safety Office (HSO)

**Eligible Use of Funds:** B3TRP

**Planning and Administration Costs:** No                      **Amount:** \$200,000

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** District-wide

This grant will continue a position within the HSO staff to lead traffic data management and analysis across the District. This position addresses critical issues in crash data accuracy, including misidentified vehicle types, omitted incidents, and incorrect crash locations. These inconsistencies hinder the identification of high injury networks and compromise safety interventions. The Program Manager will oversee the execution of the Traffic Records Strategic Plan, facilitate interagency collaboration, and provide technical assistance to grantees. The role also includes hosting quarterly Traffic Records Coordinating Committee meetings, attending professional development conferences, and implementing system upgrades to improve data integrity and reporting efficiency. Ultimately, the grant aims to enhance traffic safety outcomes through better data practices and informed decision-making.

- Continue employment of a Traffic Records Program Manager (CS-14 position).
- Execute the next phase of the Traffic Records Strategic Plan.
- Host four quarterly meetings of the Traffic Records Coordinating Committee.
- Provide technical assistance to grantees on traffic data collection and analysis.
- Attend at least two educational conferences or trainings.
- Facilitate trainings on proper data collection and reporting.
- Oversee system upgrades and implementations across agencies.
- Track and report progress using evaluation tools and metrics.
- Collaborate with law enforcement and federal partners to ensure complete crash data reporting.

## Section 405d: Impaired Driving Countermeasures

The District of Columbia is applying for the Impaired Driving Countermeasures Grant as outlined in Section 405d (23 CFR 1300.23(D)-(F)). The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1300.23(j).

As the state has progressed to a Mid-Range State, the DC Highway Safety Office has revived a Statewide Impaired Driving Task Force. The Task Force, operating as part of the DC Safe Community Coalition has been directed by the Mayor's Representative on Highway Safety to build, construct, and evaluate a comprehensive Impaired Driving Strategic Plan that follows the guidance of Highway Safety Guideline No. 8—Impaired Driving.

### Program Management

The Impaired Driving Strategic Plan is managed by the Impaired Driving Task Force, a working group of the DC Safe Community Coalition. The Task Force is chaired by Melissa Shear, Traffic Safety Resource Prosecutor for the District. The Task Force meets monthly, on the second Thursday of each month from 10:30 am – 12:00 pm. The Safe Community Coalition is comprised of “traditional and non-traditional parties, .... [law] enforcement [officers], criminal justice [professionals], driver licensing, treatment, liquor law enforcement, business, medical, health care, advocacy and multicultural groups, the media, institutions of higher education, and the military.”

- The Task Force provides regular updates to the GR to ensure:
- The Strategic Plan remains focused and on schedule
- Establish process to ensure programs are implemented and evaluated
- Ensure impaired driving has the necessary resources to be successful in all efforts
- Support the TRCC in data and records efforts
- Support the HSO and partners in all communication effort

Specific members of the Task Force include:

Melissa Shear, TSRP	The Honorable Craig Iscoe, JOL	Commander George Kuick, (Ret.), LEL
Derek Brooks, Senior Investigator, ABCA	Travis Nembhard, Enforcement Lead, DFHV	Tyrone Sweet, Chief of Staff, DMV
Brianne Dornbush, Executive Director, District Bridges	Liz Branham, Transportation Specialist, HEC	Klohver Tynes, Office of the Chief, Howard University
Lara Jacobs, McAndrews Media Company	Asst. Chief Carlos Heraud, MPD	Allie Chevez, Post Crash Care Liaison, NASEMSO
Peter Saba, Chief, OAG	Dr. Samantha Tolliver, Chief Toxicologist, OCME	Isaac Entsua-Mensah, Chief of 911, OUC
Zachary Baldwin, Southwest Business Improvement District	Capt. Ronald Ortega, US Capital Police	Sgt. Adam Zielinski, US Park Police

Kurt Erickson, Executive Director, WRAP	Chief Michael Reese, DC Housing Authority Police	Catherine Delgado, Student Wellness Lead, GW Office of Student Affairs
Perri Storey, Special Assistant for Innovation & Evaluation, DC HSO	Brigid Anderson, Special Assistant for Traffic Records/TRCC Chair, DC HSO	Rick Birt, Director, DC HSO/GR

The Task Force used a comprehensive process to develop and approve the plan. First, the Task Force reviewed the current 3HSP and identified additional programs and partnerships that will support a reduction in impaired driving. Members of the Task Force (who had not applied for funding from the HSO) were asked to review grant applications for funding opportunities and provide feedback on 405(d) related project submissions. The Chair of the Task Force made recommendations to the Task Force on which projects should be funded and supported. Those projects are listed below. The Task Force voted to approve this plan by voice vote on July 10, 2025. The plan was approved unanimously. The Task Force agreed to support the following efforts in FFY26.

To further support the efforts of the Task Force, the Governor's Highway Safety Association (GHSA) has been engaged to conduct a program review of the District's impaired driving efforts. The report will make recommendations to the Task Force to further enhance impaired driving efforts across the Safe System landscape.

The Task Force has chosen to undertake the following projects in FFY26 to address the rise in impaired driving.

### Prevention Efforts

The HSO has recruited new education and prevention efforts for FFY26 to expand prevention efforts across the District.

- Promote Responsible Alcohol Services
  - The HSO will engage District Bridges and Business Improvement Districts (BIDs) across the District to engage our entertainment industry to support responsible service. WRAP will support these efforts.
- Promote Transportation Alternatives
  - DC and the region enjoy a world-class metro network that the HSO will continue to support. The HSO is so expanding support of the SoberRide program conducted by WRAP.
- Community-Based Programs
  - The HSO will support ABCA, the BIDS, SADD, and other organizations who will engage the public. To date, more than 100 impaired driving community-based programs/events are scheduled for FFY26.

### Criminal Justice System

The Task Force will engage our criminal justice partners to combat impaired driving. In FFY25, the District obtained funding from NHTSA and the ABA to hire our first Judicial Outreach Liaison. The HSO continues to support the TSRP program, which empowers five DUI prosecutors in the Office of the Attorney General (OAG).

### Laws

The Task Force will conduct a review of existing laws in the District and make recommendations to the Mayor for improvements where appropriate and possible.

### Enforcement

The Task Force will support fair enforcement of impaired driving laws. The DC MPD has made a commitment to continue weekly checkpoints. MPD will also increase saturation patrols. The HSO has attempted to award funding to our federal partners and Capital Police and Park Police who have both turned down efforts due to operational limitations. The HSO has recruited DC Housing Police and the Department of For-Hire Vehicles who are also now supporting enforcement efforts on impaired driving.

### Publicizing High Visibility Enforcement

All enforcement efforts are highly publicized through earned, paid, and social medias.

### Communications Program

The Task Force supports the HSO in launching *United We Go*, as new communication strategy to highlight shared responsibility in mobility safety. This *move-ment* includes efforts to combat impaired driving through paid and earned media that occurs year-round. Specific efforts target the High Injury Network, five percent of our roadways that account for 50% of injuries and fatalities. Special efforts also target seasons where impaired driving is more likely to occur, including the HSO's signature holiday program, *Sleigh the Season Safely*.

### Evaluation

The HSO has hired a Special Assistant for Evaluation and Innovation who will support the Task Force in evaluating all efforts associated with the Strategic Plan. GHSA will also provide in depth evaluation feedback as part of the program review.

The Task Force supports the inclusion of the following programs to advance the goals of the Strategic Plan.

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### PROJECT NAME: ALCOHOLIC BEVERAGE AND CANNABIS ADMINISTRATION: ABCA HSO GRANT

**Countermeasure(s):** Zero-Tolerance Law Enforcement (1-6.2); Alcohol Vendor Compliance Checks (1-6.3); Other Minimum Legal Drinking Age 21 Law Enforcement (1-6.4); Youth Programs (1-6.5); Education Regarding Medications (1-7.3)

**Federal Funding Source(s):** 405d: Impaired Driving Countermeasures - Low

**Project Agreement Number:** N/A

**Subrecipient(s):** Alcoholic Beverage & Cannabis Administration (ABCA)

**Eligible Use of Funds:** FDL\*TSP

**Planning and Administration Costs:** No                      **Amount:** \$140,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** District-wide

This grant, requested by the Alcoholic Beverage and Cannabis Administration (ABCA) through the DC Highway Safety Office, seeks \$140,000 in funding to support the DC Double Check Program. The program aims to reduce underage access to alcohol and cannabis, curb impaired driving, and enhance community education and enforcement efforts. ABCA will implement youth outreach initiatives, provide ID verification training and resources for businesses, conduct compliance checks at alcohol-licensed establishments, monitor high-risk events, and collaborate with enforcement agencies to shut down illegal cannabis shops. Through targeted enforcement and educational campaigns, the initiative strives to improve overall road safety and public health in the District of Columbia.

- Distribute 2,000 ID checking guides to alcohol-licensed businesses.
- Conduct at least 1,000 compliance checks at alcohol-licensed establishments with trained minors.
- Host four virtual fake ID training sessions for business employees.
- Participate in four high school and college campus events to educate students about impaired driving.
- Conduct 500 photo ID checks at alcohol-licensed businesses using Intelli check.
- Monitor high-risk events such as pub crawls and outdoor alcohol-related gatherings.
- Expand ABCA's enforcement team by hiring additional investigators.
- Conduct compliance checks and enforcement actions against illegal cannabis shops.
- Participate in monthly Vision Zero Fatal Crash Review calls and monthly Safe Community Coalition Meetings

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**PROJECT NAME: ENSURING IMPAIRED DRIVING CONVICTIONS: OAG DUI PROSECUTORS**

**Countermeasure(s):** DWI Courts (1-3.1)

**Federal Funding Source(s):** 405d: Impaired Driving Countermeasures - Low

**Project Agreement Number:** N/A

**Subrecipient(s):** District Office of the Attorney General (OAG)

**Eligible Use of Funds:** FDLCS

**Planning and Administration Costs:** No                      **Amount:** \$740,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** District-wide

This grant, requested by the DC Office of the Attorney General seeks \$748,000 in funding to support a team of DUI prosecutors exclusively dedicated to handling impaired driving cases in the District of Columbia. The initiative aims to strengthen DUI enforcement, reduce alcohol- and drug-impaired driving fatalities, enhance legal expertise, and support treatment-based interventions. The DUI team will screen every DUI arrest, collaborate with law enforcement to ensure evidence preservation, litigate high-risk cases, and participate in Drug Court to help repeat offenders achieve sobriety. By leveraging prosecutorial specialization, targeted enforcement, and community engagement, this program contributes to roadway safety and impaired driving deterrence.



- Screen and review at least 95% of DUI arrests, including citation and warrant applications.
- Analyze video and forensic evidence, including body-worn camera footage and toxicological results.
- Assist officers in obtaining and preserving chemical samples for DUI cases.
- Participate in Drug Court, screening offenders for suitability and representing the District in hearings.
- Litigate high-risk DUI cases, including repeat offenders, child-in-car cases, and major crashes.
- Provide intra-office legal training for attorneys handling DUI-related prosecutions.
- Develop trial strategies for complex impaired driving cases.
- Monitor recidivism rates and track offender outcomes post-prosecution.
- Engage in community outreach, participating in safety awareness events.
- Submit monthly and quarterly reports assessing prosecution effectiveness.
- Improve DUI enforcement by ensuring high prosecution rates for impaired driving offenders.
- Screen and review at least 95% of DUI arrests annually, with a focus on high-risk cases.
- Leverage a dedicated team of DUI prosecutors, trained in DUI law and forensic analysis.
- Strengthened prosecution will reduce repeat offenses and impaired-driving-related fatalities.
- Complete full implementation and track prosecutorial impact by September 30, 2026.

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**PROJECT NAME: OFFICE OF THE CHIEF MEDICAL EXAMINER TOXICOLOGICAL INVESTIGATIONS OF SUSPECTED IMPAIRED DRIVERS**

**Countermeasure(s):** Breath Test Devices and Management (1-2.3)

**Federal Funding Source(s):** 405d: Impaired Driving Countermeasures - Low

**Project Agreement Number:** N/A

**Subrecipient(s):** Office of the Chief Medical Examiner (OCME)

**Eligible Use of Funds:** B6BAC

**Planning and Administration Costs:** No                      **Amount:** \$325,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** District-wide

The Office of the Chief Medical Examiner (OCME) will conduct forensic toxicological investigations of suspected impaired drivers. The initiative aims to strengthen DUI enforcement and impaired driving prevention by expanding laboratory capacity to analyze blood and urine specimens, providing expert testimony, and training law enforcement officers in breath alcohol testing. The forensic toxicology laboratory will assess drug trends, calibrate breathalyzer instruments, and support data collection for policy and enforcement efforts. Through scientific analysis and collaboration with enforcement agencies, the project contributes to reducing alcohol- and drug-impaired driving fatalities in Washington, DC.

- Maintain and calibrate Metropolitan Police Department (MPD) and Capitol Police breath alcohol instruments.
- Conduct forensic toxicology testing for suspected impaired driving cases.
- Train law enforcement officers in breath alcohol instrument operation.

- Monitor drug trends and update impaired driving testing methodologies.
- Provide expert testimony in DUI-related court cases.
- Educate DC legislators and law enforcement agencies in policy decisions.
- Submit quarterly reports on testing data and impaired driving trends.
- Improve forensic toxicology investigations to enhance DUI enforcement and impaired driving prevention.
- Complete forensic toxicology testing for at least 2,000 specimens annually and ensure 100% case completion within 60 days.
- Utilize existing OCME toxicologists, breath alcohol experts, and forensic analysts to support implementation.
- Strengthening forensic toxicology efforts will support DUI prosecution and impaired driving reduction initiatives.
- Achieve full implementation and tracking of testing, training, and policy support activities by September 30, 2026.

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**PROJECT NAME: METROPOLITAN POLICE DEPARTMENT (MPD): IMPAIRED DRIVING ENFORCEMENT AND OUTREACH**

**Countermeasure(s):** Publicized Sobriety Checkpoints (1-2.1); High-Visibility Saturation Patrols (1-2.2); Integrated Enforcement (1-2.5); Enforcement of Drug-Impaired Driving (1-7.1)

**Federal Funding Source(s):** 405d: Impaired Driving Countermeasures - Low

**Project Agreement Number:** N/A

**Subrecipient(s):** Metropolitan Police Department (MPD)

**Eligible Use of Funds:** FDLHVE

**Planning and Administration Costs:** No                      **Amount:** \$640,000

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** District-wide

The Metropolitan Police Department will continue to enhance impaired driving enforcement and outreach throughout the District of Columbia. The initiative aims to reduce alcohol- and drug-impaired driving incidents by deploying high-visibility saturation patrols, traffic safety checkpoints, and specialized enforcement units. MPD will utilize an Alcohol Enforcement Van, conduct targeted enforcement during high-risk holidays, and facilitate advanced officer training in Standardized Field Sobriety Testing (SFST) and Advanced Roadside Impaired Driving Enforcement (ARIDE).\*\* By combining enforcement with community engagement and data-driven strategies, this project contributes to Vision Zero's goal of eliminating traffic fatalities in Washington, DC.

- Deploy the Alcohol Enforcement Van twice weekly for impaired driving patrols.
- Conduct high-visibility saturation patrols and traffic safety checkpoints in high-injury areas.
- Coordinate enforcement efforts across all seven MPD districts in collaboration with TSSES.

- Participate in NHTSA-designated impaired driving crackdown periods during major holidays in support of *Drive Sober or Get Pulled Over*
- Staff a dedicated Traffic Unit with trained officers and civilian members focused on DUI enforcement.
- Provide SFST and ARIDE training for officers to improve impaired driving detection accuracy.
- Attend community meetings and Vision Zero Fatal Crash Review calls to align enforcement efforts.
- Submit monthly narrative and financial reports to track enforcement progress and impact.

## Section 405e: Distracted Driving

The District of Columbia is applying for the distracted driving incentive grant under (23 CFR 1300.24). As required, the State has altered its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data within 30 days after the award. The State has a prohibition on texting while driving. The State's texting ban statute prohibiting texting while driving requires a fine and was enacted on July 1, 2004. The State also has a prohibition on handheld phone use while driving, enacted on July 1, 2004 and last amended on February 18, 2017. Additionally, the state also has a prohibition on viewing devices while driving, which was enacted on July 1, 2004 and last amended on February 18, 2017. The assurances lists the legal citations for each of these behaviors.

Sample questions from the driver's license examination would include the following related to distracted driving:

- "Distracted driving may be caused by:
  - Changing the radio, CD, or tape
  - Eating, drinking beverages or smoking
  - Using cellular phones and/or texting
  - **All of the above**
- "During your learner permit stage, while driving in the District of Columbia you may use a mobile phone or other electronic devices with a hands-free accessory."
  - True/**False**
- "If you are driving and need to use a cell phone to make a call or send a text message you should:
  - Slow down and stay in the curb lane
  - Use the phone's voice feature and don't look down to type a message
  - **Pull off the road safely and stop**



< 2 / 25 > >> 8 % 59 min 48 secs

Distracted driving may be caused by:

- ☐ Changing the radio, CD, or tape
- ☐ Eating, drinking beverages or smoking
- ☐ Using cellular phones and/or texting
- ☐ All of the above

Next



4 / 25 16 % 59 min 01 secs

During your learner permit stage, while driving in the District of Columbia you may use a mobile phone or other electronic devices with a hands free accessory.

☐ False

☐ True

Next



6 / 25 24 % 58 min 19 secs

If you are driving and need to use a cell phone to make a call or send a text message you should

☐ Slow down and stay in the curb lane

☐ Use the phone's voice feature and don't look down to type a message

☐ Pull off the road safely and stop

Next

**PROJECT NAME:** HSO POSITION FOR AGGRESSIVE MOBILITY (DISTRACTED DRIVING)

**Countermeasure(s):** Communications and Outreach on Distracted Driving (4-2.1)

**Federal Funding Source(s):** 405e: Distracted Driving

**Project Agreement Number:** N/A

**Subrecipient(s):** District Department of Transportation (DDOT) / Highway Safety Office (HSO)

**Eligible Use of Funds:** M8\*CP

**Planning and Administration Costs:** No

**Amount:** \$115,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** District-wide

The Aggressive Mobility Program Manager Grant from the DC Highway Safety Office seeks to revolutionize transportation across Washington, DC by addressing distracted driving behaviors and promoting safer mobility for all road users. The program will implement strategic initiatives to reduce traffic distractions, enhance transportation accessibility, and foster community engagement on distracted mobility. Key interventions include hosting listening sessions, collaborating with local organizations, and analyzing data to evaluate program effectiveness of distracted driving prevention efforts. The grant also supports the Strategic Highway Safety Plan (SHSP) and the Engaging Unhoused Individuals Project, who have been overrepresented in distracted driving crashes.

- Lead strategic initiatives to improve mobility safety by decreasing distracted driving
- Collaborate with nonprofits, community members, and district agencies on distracted driving efforts
- Host or participate in community events focused on mobility safety to decrease distracted driving incidents.
- Conduct listening sessions across all eight DC wards.
- Identify and support two Community Champions for mobility safety focused on distracted driving prevention
- Support efforts to engaged the unhoused, an audience overrepresented in distracted driving crashes
- Collect and analyze data through surveys and traffic records.  
Attend conferences and trainings to enhance program management skills.



## Section 405g: Non-motorized Safety

The District of Columbia is applying for the Non-Motorized Safety Grant as outlined in Section 405d (23 CFR 1300.26).

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### PROJECT NAME: HSO POSITION: PEDESTRIAN & BICYCLE SAFETY PROGRAM MANAGER

**Countermeasure(s):** Supporting Enforcement (2-3.1); Communications and Outreach Supporting Enforcement (3-4.1); Communications and Outreach on Distracted Driving (4-2.1); Communications and Outreach: Motorist Awareness of Motorcyclists (5-4.2); Impaired Pedestrians: Communications and Outreach (8-3.1)

**Federal Funding Source(s):** 405g: Non-motorized Safety

**Project Agreement Number:** N/A

**Subrecipient(s):** District Department of Transportation (DDOT) / Highway Safety Office (HSO)

**Eligible Use of Funds:** BGSP

**Planning and Administration Costs:** No                      **Amount:** \$137,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** District-wide

This position creates, executes, and evaluates comprehensive safety initiative focused on protecting pedestrians and bicyclists across Washington, DC. A dedicated VRU Program Manager leads data-driven interventions, stakeholder engagement, and public education efforts. The initiative responds to alarming local statistics, where VRUs account for over 50% of traffic-related deaths, with young adults (18–24) disproportionately affected in recent years in DC. Through behavioral safety campaigns, community partnerships, and targeted enforcement, the program aims to reduce fatalities and injuries, especially in high-crash corridors and underserved neighborhoods. Evaluation will include crash data analysis, outreach metrics, and enforcement impact, culminating in a year-end performance report to guide future improvements.

- Continue employment of a VRU Program Manager (CS-12)
- Host five mass media campaigns focused on pedestrian and bicyclist safety.
- Conduct at least 20 community events to engage drivers on VRU protection.
- Establish partnerships with at least five VRU-focused organizations for coalition participation.
- Conduct trainings at four Pedestrian Advisory Council (PAC) and four Bicycle Advisory Council (BAC) meetings.
- Distribute educational materials and supplies for outreach.
- Attend professional development events (GHSA, Lifesavers, TSI, bike safety training).
- Analyze crash data and monitor enforcement trends

## Section 405h: Preventing Roadside Deaths

The District of Columbia is applying for the Preventing Roadside Deaths Grant as outlined in Section 405h (23 CFR 1300.21). If awarded funding, the HSO will launch an ambitious program to protect those who serve the traveling public and work roadway.

### Preventing Roadside Deaths Plan

The District of Columbia has prepared an aggressive plan to prevent roadside deaths. The District Highway Safety Office (HSO) will lead efforts connected to increase compliance with our “Move-Over Law.” The District will host a kick-off event with invited city leadership and other community partners to kick-off the launch of the mobilization during specific windows of the year. The following agencies will participate:

Under the direction of our Aggressive Mobility Program Manager and our Communications Manager, the HSO will launch a comprehensive public awareness campaign that brings together private and public partners to increase risk perception for drivers. This program will include three phases:

#### 1) Mass Media Campaign

Using traditional, earned, and social medias, the HSO will create a social norming campaign that builds on our “move-over” laws to protect those who survive the motoring public. \$150,000 will be allotted for this effort.

#### 2) Community Outreach

Grantees will be engaged to add support and outreach to their programming on the subject of preventing roadside deaths. Specifically, Flagman, Inc will be considered for funding and a future AGA amendment will be created to provide specific details on this project once the HSO is made aware of funding.

#### 3) TIMS Training

Using local funds, the Highway Safety Office will partner with the Metropolitan Police Department and other law enforcement agencies (see below) to increase Traffic Incident Management Training for all law enforcement in the District. As referenced above, the Office of Unified Communications (OUC) is working with the HSO on this issue to make our 9-1-1 callers trained in this life-saving program.

## Section 1906: Racial Profiling Data Collection

The District of Columbia approaches mobility safety as a top priority, rooted in the ideals of protecting all citizens in fair enforcement efforts. The projects that the State will undertake during the fiscal year will maintain and allow public inspection of the statistical information on the race and ethnicity of the driver for each motor vehicle stop are made by a law enforcement officer on all public roads.

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### PROJECT NAME: UNIVERSITY OF CONNECTICUT: DC METRO TRAFFIC STOP STUDY

**Countermeasure(s):** Integrated Enforcement (1-2.5); Sustained Enforcement (2-2.3); High-Visibility Enforcement (3-2.2); Other Enforcement Methods (3-2.3)

**Federal Funding Source(s):** 1906: Racial Profiling Data

**Project Agreement Number:** N/A

**Subrecipient(s):** The University of Connecticut (UConn)

**Eligible Use of Funds:** F1906ER

**Planning and Administration Costs:** No                      **Amount:** \$200,000.00

**Project Used to Meet Disposition of Unexpended Balances Requirements:** No

**Location where the Project is Performed:** District-wide

**Affected Communities:** District-wide

University of Connecticut seeks to analyze disparities in traffic stops conducted by the DC Metropolitan Police Department (MPD) and federal agencies between 2021-2023. The project builds on the Connecticut Model, a nationally recognized approach to identifying and addressing bias in traffic enforcement. The study will evaluate traffic stop data using advanced methodologies, including big data analysis from anonymized cellphone and vehicle locator pings, to construct benchmarks for DC's roadways. The initiative also includes a pilot program targeting individual officers, encouraging voluntary behavioral change through data-driven insights, rather than mandated reforms. Findings will be used to develop equitable policing strategies, reduce pretextual stops, and improve community trust in traffic enforcement.

- Conduct an annual study evaluating racial and ethnic disparities in traffic stops.
- Develop roadway composition benchmarks using anonymized location data.
- Implement a pilot intervention engaging officers with traffic stop data insights.
- Improve evaluation tools for identifying disparities in enforcement outcomes.
- Analyze racial/ethnic trends in crash-related police contacts.
- Collaborate with MPD to refine stop location data for accuracy.
- Present findings and recommendations to DC Highway Safety Office and MPD.
- Engage in community discussions regarding equitable enforcement practices.