



District of Columbia  
FY 2008  
Highway Safety Plan



Mayor Adrian M. Fenty



## *EXECUTIVE SUMMARY*

---

On behalf of the Mayor of the District of Columbia, and the Director of the District Department of Transportation, the D.C. Highway Safety Office (HSO) is pleased to present the Fiscal Year 2008 Highway Safety Plan. This plan provides an outline for improving the safety of all motorists on the District's roadways, details the priority areas, performance goals, and measures the initiatives to be undertaken to decrease the loss of life and injuries resulting from motor vehicle crashes.

For FY 2008, the following highway safety priority areas have been identified:

- Occupant Protection
- Impaired Driving
- Aggressive Driving
- Traffic Records
- Pedestrian /Bike Safety
- Engineering/Infrastructure

Data driven problem identification was conducted to determine the most appropriate priority areas to fund to improve the city's crash, fatality and injury picture.

In addition to detailing the problem identification process utilized to identify the priority areas and accompanying goals for the coming year, the Highway Safety Plan includes an organizational overview of the Highway Safety Office, demographic information of the city's population, a description of the process undertaken to select sub grantees for FY 2008, and the Highway Safety Cost Summary and Certifications and Assurances.

The Highway Safety Plan is the District's blueprint for improving highway safety in Washington, DC.



## *TABLE OF CONTENTS*

---

<i>OVERVIEW OF THE HIGHWAY SAFETY OFFICE</i>	<i>3</i>
<i>FY 2008 PRIORITY AREAS</i>	<i>10</i>
<i>PROBLEM IDENTIFICATION PROCESS</i>	<i>11</i>
<i>HIGHWAY SAFETY PRIORITY AREAS</i>	<i>12</i>
<i>OCCUPANT PROTECTION</i>	<i>12</i>
<i>IMPAIRED DRIVING</i>	<i>14</i>
<i>AGGRESSIVE DRIVING</i>	<i>15</i>
<i>TRAFFIC RECORDS</i>	<i>16</i>
<i>PEDESTRIAN SAFETY</i>	<i>17</i>
<i>ENGINEERING / INFRASTRUCTURE</i>	<i>18</i>
<i>FY 2008 MEDIA PLAN</i>	<i>20</i>
<i>TOTAL OBLIGATIONS SUMMARY</i>	<i>23</i>
<i>GRANT SELECTION PROCESS</i>	<i>23</i>
<i>CERTIFICATIONS AND ASSURANCES</i>	<i>26</i>
<i>HSP COST SUMMARY</i>	<i>36</i>



**DISTRICT OF COLUMBIA  
OFFICE OF HIGHWAY SAFETY**

**Our Mission:**

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

**Our Vision:**

*By the year 2025, the District of Columbia will achieve a safe and efficient transportation system that has zero traffic related deaths and disabling injuries.*

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

Recently the DDOT underwent a reorganization which impacted the Highway Safety Office (HSO). The DC HSO is now an office within the Transportation Policy and Planning Administration, District of Columbia's Department of Transportation. Currently there are two full-time staff positions with the DC HSO. Carole A. Lewis is Chief of the Highway Safety Office and serves as the coordinator of the District's highway safety program. Ms. Lewis supervises Karen Gay, Child Passenger Safety Specialist. Ms. Gay's primary duty is to administer the District's child passenger safety program. The vacant Alcohol Manager position was filled by the contracting of a Traffic Safety Resource Prosecutor, with the Office of the Attorney General. The Assistant Coordinator's position is currently vacant. Once the position is filled that individual will take the lead on the development of the District's Highway Safety Plan (HSP), oversight of the traffic records system, grants development and administration.

Highway safety programming is focused on public outreach and education; high-visibility enforcement; utilization of new safety technology; collaboration with safety and business organizations; and cooperation with other city agencies. Programming resources are directed to the following identified highway safety priority areas: Occupant Protection, Impaired Driving, Aggressive Driving, Traffic Records, Pedestrian/Bike Safety and Engineering/Infrastructure.

The primary functions of the HSO include:

- ◆ Problem Identification: Includes identification of actual and potential traffic hazards and the development of effective countermeasures.
- ◆ Administration: Includes the management of federal highway safety funds, distribution of these funds to agencies and the preparation of the Annual Highway Safety Plan and Annual Evaluation Report.
- ◆ Monitoring & Evaluation: Includes monitoring legislative initiatives that affect highway safety and evaluating the effectiveness of approved highway safety projects.
- ◆ Public Information & Education: Includes development and coordination of numerous media events and public awareness activities with emphasis on the identified priority areas.

## **Safety Staff and Responsibilities**

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

1. Policy Development Division
  - Public Space Policy Branch
  - Transportation Systems Policy Branch
  - Research & Development Branch
2. Strategic Transportation Planning Division
  - Transportation Systems Planning Branch
  - Regional Planning Branch
3. Plan Review & Compliance Division
  - Compliance Branch
  - Plan Review Branch
  - Public Space Management Branch

The District of Columbia's Highway Safety Office (DC HSO) is within the Transportation Policy and Planning Administration, DC Department of Transportation. Currently there are two full-time staff positions with the DC HSO. Carole A. Lewis serves as the coordinator of the District's highway safety program. Ms. Lewis supervises Karen Gay, Child Passenger Safety Specialist. Ms. Gay's primary duty is to administer the District's child passenger safety program. One of the vacant positions was filled by the contracting of a Traffic Safety Resource Prosecutor. The Coordinator's Assistant/Program Manager (currently vacant) position will take the lead on the development of the District's Highway Safety Plan (HSP), oversight of the traffic system, grants development and administration.

# **HSO ORGANIZATION CHART**

**Emeka C. Moneme**  
**Director**

**District Department of Transportation**

**Kenneth Laden** -----  
**Associate Director**

**Carole A. Lewis**  
**Highway Safety Program**

**Officer**  
**Transportation Policy & Planning Administration**  
**Coordinator)**

**(Highway Safety**

**Vacant**  
Assistant to  
Coordinator

**Karen Gay**  
Child Passenger Safety Manager

**Kara Preissel**  
Traffic Safety Resource Prosecutor/  
Office of Attorney  
General

## **NHTSA Training Completed**

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

## **Delegation of Authority**

The representative responsible for the administration of the District of Columbia's Highway Safety Program is Emeka Moneme, Director, District Department of Transportation.

## Citywide Demographics

### Population

In 2007, there were 550 thousands people living in the District of Columbia.

### Licensed Drivers

In 2006, there were 355 thousand licensed drivers. Of which 15 thousand (4.2%) were ages 16-20 and 39 thousand (10.9%) were ages 65+.

### Road Miles

There are 1,153 road miles in the District of Columbia.

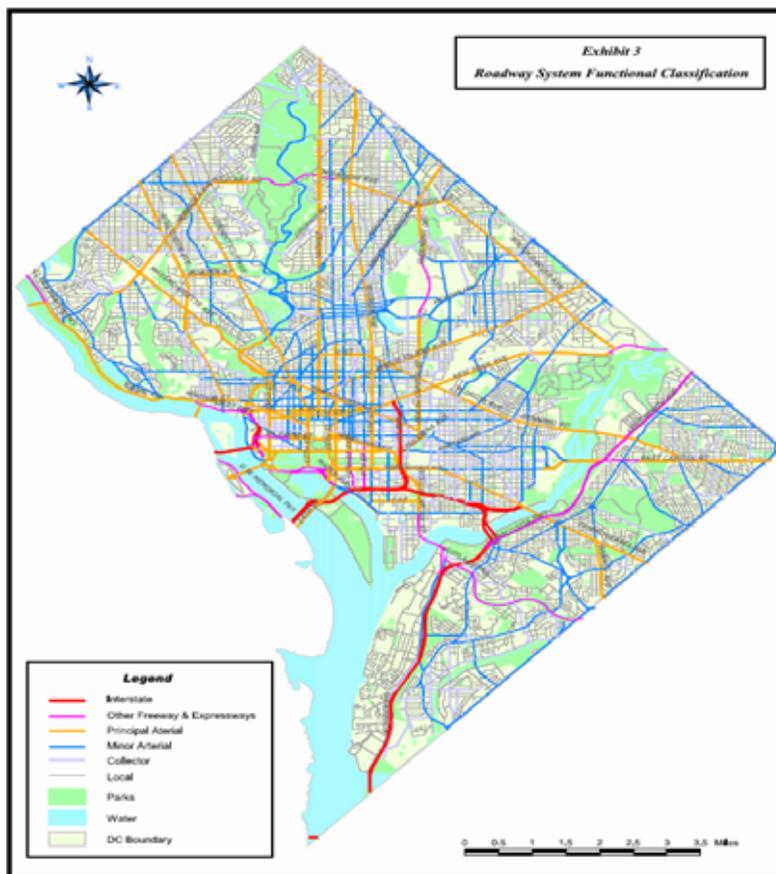
54 miles or 5% are classified as Freeways and Expressways.

92 miles or 8% are classified as Principal Arterials.

173 miles or 15% are classified as Minor Arterials.

152 miles or 13 % are classified as Collectors.

6 miles or 60 % are classified as Local Roads.



### VEHICLE MILES OF TRAVEL

In 1994, the annual vehicle-miles of travel (VMT) in the District of Columbia were 3.4 billion miles. In 2004, the annual vehicle-miles of travel had increased to 3.7 billion miles; a nine percent (9%) increase over ten years. VMT does affect the number of fatalities and injuries. In the absence of any safety improvement, as VMT increases, the number of fatalities and injuries also tend to increase due to increased exposure.

### Figures

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



## CITYWIDE MOTOR VEHICLE STATISTICS

	2000	2001	2002	2003	2004	2005	2006
Seat Belt Use	83%	84%	85%	85%	88%	89%	85%
* Unbelted Passenger Vehicle Occupant Fatalities	14 64%	29 59%	13 41%	23 57%	10 46%	14 62%	7 14%
Total Fatalities	48	68	47	67	43	48	41
Fatalities/100M VMT	1.4	1.8	1.3	1.6	1.15	1.29	Not Avail
Total Injuries	10,107	10,758	8,775	8,233	8,054	7,555	7,053
Est. % of Alcohol-Related Fatalities, at .08+	37%	40%	48%	47%	34%	44%	37%
* Alcohol-Related Fatality Rate/100M VMT	.57	.91	.68	.98	.51	.70	Not Avail
Total Motorcycle Fatalities	7	5	7	7	8	6	1
Total Speed-Related Fatalities	21	19	17	22	20	18	17
Population Census	572,059	572,059	572,059	572,059	572,059	550,521	550,521
Pedestrians	18	11	7	18	9	16	17

## STATUS OF TRAFFIC SAFETY LAWS

	YES	NO	EFFECTIVE DATE IF YES	AGES COVERED, IF APPLICABLE
Primary Seat Belt Law	x		April 9, 1997	N/A
Graduated Drivers License	x			
Open Container Law (154)	x		2000	N/A
Repeat Intoxicated Driver Law (164)	x		2000	N/A
CPS	x		1982	
Booster Seat	x		2002	
Motorcycle Helmet Law	x			
Prohibit Racial Profiling		x		N/A
High BAC				N/A

### Estimated Cost of Crashes

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

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

### Miscellaneous State Data

#### Elected Officials

- Adrian M. Fenty, Mayor of the District of Columbia
- Council of the District of Columbia
- US Congressional Representative, Delegate Eleanor Holmes Norton
- Board of Education
- Advisory Neighborhood Commissions



## **Council of the District of Columbia**

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

Vincent C. Gray, Chairman-At-Large	Tommy Wells
Carol Schwartz	David Catania
Phil Mendelson	Jim Graham
Jack Evans	Mary Cheh
Harry Thomas, Jr.	Muriel Bowser
Yvette M. Alexander	Kwame R. Brown
Marion Barry	

## **District of Columbia Courts**

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

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

## **Metropolitan Police Department's Districts & Police Service Areas (PSA's)**

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

# SUMMARY OF DC'S FISCAL YEAR 2008 HIGHWAY SAFETY PROGRAMS

## Our Long Range Goal

The District of Columbia seeks to reduce the serious and fatal injuries in the City by 50 percent by 2025. To achieve the goal relating to a reduction in traffic fatalities, the District must consistently record 2.5 percent fewer fatalities each year for the next 20 years. To achieve the goal relating to a reduction in injuries, the District must record more than 200 fewer injuries each year for the next 20 years.

## Our Immediate Goal

To reduce fatality rate per 100 million vehicle miles traveled from 1.29 2005 to 1.16 in 2008.

1. Occupant Protection – To increase seat belt use from 87.04% in 2007 to 90% in 2008. In order to achieve a 90 % seat belt use rate, DC must convert the 30% of its current non-seat belt users into seat belt users.
2. Impaired Driving – To reduce alcohol-related fatalities from 15, or 37% in 2006 to 13, or 15% in 2008.
3. Aggressive Driving – To reduce fatal crashes resulting from aggressive driving behaviors from 44% in 2006 to 34% in 2008.
4. Traffic Records – To implement a citywide-integrated data collection system to allow for comprehensive analysis of all traffic crashes and thus improve the timeliness, accuracy, and completeness of transportation safety information utilized in problem identification and program development processes.
5. Pedestrian/Bike Safety – To reduce pedestrian fatalities by 10% (from 17 in 2006 to 15 in 2008.)
6. Engineering/Infrastructure
  - Improve delineation;
  - Improve surface treatments;
  - Improve design features and processes;
  - Conduct roadway safety audits;
  - Install median barriers
  - Develop:
    1. Clear zone policy
    2. Roadside furniture relocation and delineation policy
    3. Tree placement, removal and delineation policy
    4. Delineate utility poles, other fixed objects

- Increase enforcement of intersection violations;
- Develop and deliver an intersection safety education program for engineers and planners
- Improve safety through traffic control and operational improvements at site-specific high-crash locations
- Improve safety through better driver visibility;
- Improve intersection visibility by providing enhancing signing and delineation;
- Provide a STOP bar on minor road approaches
- Install roadway treatment to improve overall safety
- Keep vehicles from encroaching into opposite lane;
  1. Install centerline rumble strip on two-lane roads
- Enhance enforcement of traffic laws in work zones:
  1. Target enforcement campaigns;
  2. Improve work zone inspections
- Provide training to DDOT and contractor personnel on the new work zone guidelines.

## **PROBLEM IDENTIFICATION PROCESS**

### **Problem Identification Process - Strengths and Challenges**

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

Even though the District has passed all recommended highway safety legislation, it is important to recognize that political agendas may influence the problem identification process. To determine traffic fatality and injury trends, as well as the District of Columbia's overall highway safety status, crash data for the preceding years are collected and analyzed. Traffic Operations Administration, DDOT, as well as other DC agencies such as the Metropolitan Police Department and the Department of Motor Vehicles, assist the DC HSO in identifying the District's highway safety problems. The DC HSO also works closely with private sector groups such as DC Safe Kids, ASPIRA, the Washington Regional Alcohol Program (WRAP), media firms, George Washington University, Advocates for Highway and Auto Safety, and Associates for Renewal in Education, Inc. to help define the highway safety problems and issues.

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

## Highway Safety Priority Areas Performance Goals, Measures, and Funded Projects

---

### Occupant Protection

Based on the Annual Citywide Observational Seat Belt Use Survey conducted in the District in June 2007, D.C.'s seat belt use rate is 87%, up from 85% in 2006. The nation's seat belt use rate is 82%. In 2006, 13 drivers and 10 passengers were killed in motor vehicle crashes on the District's roadways. Seven out of 23, or 3%, were not wearing seat belts. Statistics reveal that as many as half of those killed who weren't wearing seat belts may have survived had they buckled up

### SEAT BELT USE DATA

Year	1999	2000	2001	2002	2003	2004	2005	2006	2007
Use Rate	78%	83%	84%	84.56%	84.93%	87.02%	88.78%	85.36%	87.13%

### Performance Goal

To increase seat belt use from 87% in 2007 to 90% in 2008.

Year	2006	2007	2008	2009	2010	2011
------	------	------	------	------	------	------

<b>% use goal</b>	<b>85.36%</b>	<b>87.13%</b>	<b>90%</b>	<b>94%</b>	<b>97%</b>	<b>100%</b>
-------------------	---------------	---------------	------------	------------	------------	-------------

In order to achieve a 90% seat belt use rate in 2008, DC must convert 30% of its current non-seat belt users into seat belt users.

**Performance Measures**

- Annual citywide observational seat belt use surveys will continue to be utilized to measure the statewide usage rates for seat belts. In 1998, the HSO’s Observational Survey Plan was developed and was approved by the National Highway Traffic Safety Administration. Seat belt use is surveyed at over eighty sites across the city and calculations of use are based on VMT (vehicle miles traveled).
- Monitoring of overall seat belt use rates in personal injury and fatal crashes will allow for a comprehensive approach to the problem identification process. The HSO will continue to monitor the locations of unrestrained fatal and personal injury crashes.

**FY 2008 Occupant Protection Projects (estimated)**

<b>DC Metropolitan Police Department OP Enforcement</b>	<b>\$100,000</b>
<b>CPS Program</b>	<b>\$ 80,000</b>
<b>GW University</b>	<b>\$100,000</b>
<b>OP Media Contract</b>	<b>\$100,000</b>
<b>Surveys</b>	<b>\$ 80,000</b>
<b>Associate Renewal Education</b>	<b>\$ 75,000</b>
<b>Aspira</b>	<b>\$ 75,000</b>

The enforcement, media and survey projects will support the May Mobilization and required observational citywide seat belt survey.

**SAFETEA-LU Occupant Protection Incentive Grants**

**Section 406 Incentive Grant - eligibility criteria includes:**

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

- Enacts for the first time after December 31, 2002, and has in effect and is enforcing a conforming primary safety belt use law for all passenger motor vehicles (States meeting this criterion are called *New Primary Law States*); or,

- After December 31, 2005, has a State safety belt use rate of 85 percent or more for each of the 2 consecutive calendar years immediately preceding the fiscal year of the grant (States meeting this criterion are called *Safety Belt Performance States*).

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

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

**FY 2006 & FY 2007 – (\$561,545 in FY06 & \$1,006,955 in FY 07)** DC qualified for this incentive grant based on passing a primary belt law prior to January 1, 2003. Funds will be used to support the national May seat belt mobilization to include: HVE, paid and earned media, and an approved observation seat belt survey.

**Section 405 Occupant Protection Incentive Grant** -- eligibility criteria include meeting four of the following six criteria:

- a law requiring seat belt use by all front seat passengers (all passengers in the vehicle in FY 2001).
- a primary enforcement seat belt law.
- minimum fine or penalty points for occupant protection law violations.
- a statewide special traffic enforcement program for occupant protection that emphasizes publicity.
- a statewide child passenger safety education program.
- a child passenger law that requires minors to be properly secured in a child safety seat.

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

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

**Impaired Driving**

Based on the DC’s Annual Traffic Statistics Report for 2006, alcohol-related fatalities accounted for 15 of the 41 total traffic crash fatalities. Overall, there were 15 total alcohol-related crashes. Further crash analysis revealed that 53% of all alcohol-related crashes occurred between midnight and 4 am and over 73% (11) occurred between 10 pm and 5 am. In addition, statistics show that most occur on Sundays and Wednesdays. Male drivers account for approximately 70% of all alcohol-related fatal crashes, and the average age is 36 years old.

Alcohol Involvement in Traffic Crashes

<b>YEAR</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>
<b>Fatalities</b>	<b>70</b>	<b>47</b>	<b>67</b>	<b>45</b>	<b>48</b>	<b>41</b>
<b>Alcohol-related</b>	<b>11</b>	<b>24</b>	<b>34</b>	<b>15</b>	<b>19</b>	<b>15</b>
<b>% of Total</b>	<b>16%</b>	<b>51%</b>	<b>51%</b>	<b>34%</b>	<b>40%</b>	<b>37%</b>
<b>Injuries</b>	<b>10,758</b>	<b>8,775</b>	<b>8,233</b>	<b>8,054</b>	<b>7,555</b>	<b>7,053</b>

**Performance Goals**

To decrease the percentage of alcohol-related fatalities.

<b>YEAR</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
<b>% Alcohol</b>	<b>31%</b>	<b>27%</b>	<b>24%</b>	<b>20%</b>

**Performance Measures**

- Ongoing analysis of DC’s traffic crash data will be used to measure progress towards the desired goals. Particular attention will be placed on all crashes which involve alcohol, the age and sex of the drivers involved in these crashes, the BAC level of the drivers involved in these crashes, the districts in which the crashes occur, the time of day and day of week the crashes occur, and the total number of arrests made by the MPD.

**FY 2008 Impaired Driving Projects**

<b>MPD DUI Enforcement</b>	<b>\$200,000</b>
<b>Alcohol Media Contract</b>	<b>\$100,000</b>

<b>Washington Regional Alcohol Program</b>	<b>\$ 80,000</b>

These projects will be used to support the national DUI Crackdown enforcement and media activities.

**SAFETEA-LU Impaired Driving Incentive Grant**

Section 410 Incentive Grant - eligibility criteria includes meeting five of the following seven criteria. Highlighted criteria represent those that the state met in order to qualify:

- Administrative license revocation
- An underage drinking prevention program
- A statewide traffic enforcement program
- A graduated driver licensing system with three distinct driving phases
- Graduated sanctions for drivers with high BACs
- A young adult drinking and driving program
- Testing for BAC levels equal to or greater than the national average

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

FY 2007 – Not eligible

*Aggressive Driving*

In an analysis of aggressive driving-related fatal crashes in 2006, males were 2:1 more likely to be involved in an aggressive driving-related crash. In 2006, 44% of the fatalities were aggressive driving-related compared to 51% in 2003. Aggressive driving-related fatalities involved more 20+ year olds than any other age group (7 of 18). The primary contributing circumstance for fatal aggressive driving-related crashes in 2006 was speed.

Percentage of fatal crashes resulting from aggressive driving behaviors

YEAR	2000	2001	2002	2003	2004	2005	2006
Total fatal crashes	52	71	50	68	43	49	41
Aggressive driving related	25	39	29	32	30	22	22
Percentage	48%	55%	58%	47%	70%	45%	54%

**Performance Goal**

To decrease the percentage of fatal crashes resulting from aggressive driving behaviors

YEAR	2008	2009	2010	2011
%	40	37	35	32

**Performance Measures**

- MPD will continue on-going analysis of aggressive driving-related crash data to assist in more targeted program planning in this priority area. Continued implementation of coordinated data collection systems will enable a more efficient and accurate problem identification process related to the problem of aggressive driving. By identifying high crash locations and the primary contributing circumstances, special emphasis can be placed on target areas.

**FY 2008 Aggressive Driving Projects**

Enforcement	\$100,000
Media – Smooth Operator	\$100,000

These projects will be used to support/enforce the District’s posted speed limits using sustained and high visibility enforcement as well as paid media during designated enforcement waves.

**Traffic Records**

The absence of comprehensive citywide data on injuries and fatalities resulting from motor vehicle crashes has hindered an efficient problem identification process. These deficiencies include an inability to link traffic records from one agency to another and a lack of a comprehensive system to analyze crash data from the crash scene, patient care systems, licensing, and adjudication of the violations. Currently there are efforts underway to create an integrated data collection network in order to capture crash, driver

licensing, location, and medical data relating to location of crashes, demographics of those involved, occupant protection use, primary contributing circumstances in crashes, severity of injury data, and specifics with regard to fatalities. The integrated data collection system will allow for comprehensive problem identification for improving highway safety in the District.

**Performance Goal**

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

**Performance Measures**

- The Traffic Records Coordinating Committee’s Strategic Plan will be utilized as a guide to ensure that the proper steps are being taken to implement a citywide integrated data collection network available for highway safety stakeholders.

**FY 2008 Traffic Records Projects**

See 408 grant application	

**SAFETEA-LU Traffic Records Incentive Grants**

Section 408 Incentive Grant - eligibility criteria includes certification that a traffic records assessment has been completed, that a Traffic Records Coordinating Committee is in place, and that the state has developed a multi-year plan for strategic implementation of efforts to improve traffic records data collection and analysis.

FY 2006 – DC did not submit an application.

**FY 2007 – (\$300,000)**

*Pedestrian /Bike Safety*

In 2005, 780 persons were injured and 16 were killed in pedestrian crashes. This number is up from 2004 when there were 10 pedestrian fatalities. Of the 16 pedestrians killed in 2005, 5 had a positive BAC.

## Percentage of Pedestrian Fatalities

YEAR	2000	2001	2002	2003	2004	2005	2006
Total Traffic Fatalities	49	70	50	70	38	49	41
Pedestrian Fatalities	19	13	8	18	10	16	17
% Pedestrian Fatalities	39%	19%	16%	26%	27%	33%	42%

### **Performance Goal**

To decrease the percentage of pedestrian fatalities.

YEAR	2008	2009	2010	2011
% use goal	35%	30%	27%	24%

### **Performance Measures**

- The MPD will continue ongoing analysis of pedestrian crash data, including the age of victims, crash locations, and alcohol involvement.

### **FY 2008 Pedestrian/Bike Safety Projects**

Washington Area Bicycle Association	\$ 60,000
DDOT	\$ 60,000
MPD	\$100,000

## *Engineering / Infrastructure*

Re-engineering the infrastructure may help to alleviate the severity of crashes. An analysis of all crashes over the period 2001-2005 where re-engineering may help, yield the following focus areas:

- Run-off-road
- Fixed Objects
- Signalized Intersections
- Unsignalized Intersection
- Head On and Across Median
- Work Zones

In the District of Columbia between 2001 and 2005, the focus areas accounted for approximately 50,000 collisions that resulted in over 130 fatalities and 15,000 injuries.

### **RUN-OFF-ROAD**

Driver fatigue, impaired driving, speeding, driving at night or around curves, and certain pavement conditions are among the factors that contribute to a vehicle leaving the roadway.

In the District of Columbia, run-off-the road crashes are in an upward trend. Between 2001 and 2005, run-ff-the-road crashes accounted for approximately 840 collisions that resulted in over 247 injuries and 115 fatalities.

- Strategy
  1. Engineering

### **FIXED OBJECTS**

Fixed object crashes involve vehicles leaving the travel land or roadway and striking a fixed object.

In the District of Columbia between 2001 and 2005, fixed-object collisions accounted for 4,423 collisions that resulted in 1,018 injuries sand 27 fatalities.

- Strategy
  1. Engineering
  2. Education

### **SIGNALIZED INTERSECTIONS**

Although intersections are but a small part of the overall highway system, they are the point at which traffic movements most often conflict with one another.

In the District of Columbia, 35 percent of all crashes occur at intersections, with 60 percent of these at signalized intersections. Between 2001 and 2005, there were 19,851 collisions at signalized intersections, resulting in 7,849 injuries and 65 fatalities.

- Strategy
  1. Engineering
  2. Education

### **UNSIGNALIZED INTERSECTIONS**

Intersections are locations where two or more roads join or cross one another. The crossing and turning maneuvers occurring at intersections create opportunities for vehicle-vehicle, vehicle-pedestrian, and vehicle-bicycle conflicts, which may result in traffic crashes.

There are approximately 7,700 intersections in the District of Columbia, of which approximately 6,022 are unsignalized. However, unlike national statistics, the number of crashes at unsignalized intersections is less than at signalized intersections. Between 2001 and 2005, there were 7,171 collisions at unsignalized intersections, resulting in 2,714 injuries and 13 fatalities. Based on the same time period, injuries at unsignalized intersections are in an upward trend.

- Strategy
  1. Engineering

### **HEAD-ON AND ACROSS MEDIAN**

A head-on crash typically occurs when a vehicle crosses a centerline or a median and crashes into an approaching vehicle. It can also occur when a driver knowingly or unknowingly travels the wrong way in a traffic lane. Head-on crashes usually result from a motorist making an “unintentional” maneuver, such as the driver falling asleep, being distracted, or traveling too fast in a curve. A deliberate action may include a driver executing a passing maneuver on a two-lane road (aggressive driving).

In the District of Columbia between 2001 and 2005, there were 2,704 head-on and across-the-median collisions, resulting in 937 injuries and 15 fatalities.

By their nature, work zones require more attention than normal driving conditions because they place motorists in special situations not encountered elsewhere on the roadway system.

- Strategy
  1. Education
  2. Engineering

### **WORK ZONES**

In the District of Columbia, between 2001 and 2005, there were 1,187 collisions in work zones, of which 321 resulted in injury and eight fatalities. Based on the data, there is an upward trend for work zone crashes in the District.

- Strategy
  1. Enforcement
  2. Review legislation
  3. Education

## 2008 PAID MEDIA PLAN

It has been proven that by combining intense enforcement with high visibility public awareness, states can positively affect their highway safety priority areas more than by relying on either method alone. Therefore, the DC HSO has developed a plan for supporting enforcement based campaigns throughout the year with paid media.

The HSO has contracted with the communications firm of Design House to assist with year-round strategic communications planning, as well as the creation, development and implementation of citywide public awareness campaigns. These campaigns include Click It or Ticket, Checkpoint Strikeforce and Smooth Operator campaign. Other priority areas the firm will support include pedestrian /bike safety and underage drinking.

The media mix for these enforcement and non-enforcement-based campaigns depends on the target audiences determined for each. For instance, billboards, radio ads and television ads will be utilized for Click It or Ticket and Checkpoint Strikeforce.

Services provided by Design House include production of media spots and collateral materials such as fliers and posters, production of the creative, media buying and placement, evaluation and earned media.

Please refer to the chart on the following page to review the HSO's FY 2008 plans to use federal funding for the purposes of paid media advertising.

# MEDIA CAMPAIGNS

Program Area, Campaign Name	\$ of Funding Allocated	Method of Assessing Effectiveness of Campaign	\$ Amount for Evaluation	Funding Source
<b>Occupant Protection Click It or Ticket May 2007</b>	Approx. \$100,000 for paid advertisement, i.e. radio, TV, account management and evaluation	Observational Seat Belt Surveys night and day	\$71,752	402
<b>Impaired Driving Checkpoint Srikeforce July 2007 – December 2007</b>	\$350,000 for paid advertisement, i.e. radio, TV, account management	Provide # of paid airings, print ads, reach, frequency and GRPs. Have independent firm conduct roadside surveys at checkpoints to determine how many motorists have gone through a checkpoint with ANY positive alcohol readings	Evaluation provided as part of contract with DCs PR firm	410
<b>Other DUI Mobilizations, i.e., St Patrick's Day, Cinquo de Mayo, Halloween, Super bowl Sunday (Ict, 2006 – August 2007)</b>	Included as part of the \$350,000 shown above. Radio ads, educational materials	Provide number of paid airings, reach, frequency and GRPs	Evaluation provided as part of contract with DCs PR firm	410
<b>Aggressive Driving, Smooth Operator Campaign</b>	\$100,000 for paid advertisement, i.e., radio, TV, Internet ads, account management	Provide number of paid airings, reach, frequency and GRPs as well as the before and after approach	Evaluation provided as part of contract with DCs PR firm	402
<b>Pedestrian/Bicycle Safety</b>	\$100,000 for paid advertisement, i.e. radio, TV, account management	Provide number of paid airings, reach, frequency and GRPs	Evaluation provide as part of contract with DC's PR firm	402

**NOTE: All requirements under NHTSA Grant Funding Policy Part II E, and 402 Advertising Space Guidance in the Grant Management Manual will be followed.**

## ***TOTAL OBLIGATIONS SUMMARY***

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

N/A = funds not available that fiscal year

\* = did not qualify for the funds

\*\* = funds received to date

\*\*\*=total funds expected

### **GRANT SELECTION PROCESS**

The Coordinator of the HSO, through the problem identification process, identifies the top priority areas and sends out a memo requesting grant proposals to address these issues. Because the District's program is city-based, this allows for a less structured and open-grants solicitation process. The Coordinator's experience and knowledge, as well as the ongoing partnerships, further allow for direct solicitation of grant proposals. For example, all enforcement-based grants go directly to the MPD, since it is the only law enforcement agency in the City eligible to receive federal grant funds.

Although the Coordinator initiates the majority of grant proposals, any interested group and/or organization may obtain a request for a proposal. Currently there are no grant application seminars, workshops, or grant review committees. With the support of the Mayor's Representative (Director, District Department of Transportation), the TSD Chief/HSO Coordinator selects and approves all sub-grants.

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

### **WHO CAN APPLY**

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

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

### **WHEN TO APPLY:**

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

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

### **PRE-AWARD NOTICE:**

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

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

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

The project director shall, by the fifteenth of each month, submit an Administrative Report, which outlines activities from the previous month as detailed in the reporting requirements obtained at the pre-award meeting. See reporting schedule below:

<b>Reporting Month</b>	<b>Report Due Date</b>
<b>October</b>	<b>November 15</b>
<b>November</b>	<b>December 15</b>
<b>December</b>	<b>January 15</b>
<b>January</b>	<b>February 15</b>
<b>February</b>	<b>March 15</b>
<b>March</b>	<b>April 15</b>
<b>April</b>	<b>May 15</b>
<b>May</b>	<b>June 15</b>
<b>June</b>	<b>July 15</b>
<b>July</b>	<b>August 15</b>
<b>August</b>	<b>September 15</b>
<b>September</b>	<b>October 15</b>

All grants are reimbursable in nature, meaning that the agency must first spend the funds and then request reimbursement from HSO. In order to be reimbursed for funds spent as part of the grant, grantees must submit a reimbursement voucher. This form indicates the amount of federal funding spent each month. Backup documentation must be attached to the reimbursement voucher. This documentation would include receipts, timesheets, etc. In addition, in order to be reimbursed monthly, the reimbursement voucher must accompany the monthly administrative report. A final administrative report is required to be submitted at the end of the project period. This report is an in-depth cumulative summary of the tasks performed and goals achieved during the project period. This report is due no later than November 30 of each year.

## STATE CERTIFICATIONS AND ASSURANCES

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

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

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

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

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

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

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

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

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

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

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

**The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42**

U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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

**The State will provide a drug-free workplace by:**

- a) **Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;**
- b) **Establishing a drug-free awareness program to inform employees about:**
  - 1) **The dangers of drug abuse in the workplace.**
  - 2) **The grantee's policy of maintaining a drug-free workplace.**
  - 3) **Any available drug counseling, rehabilitation, and employee assistance programs.**
  - 4) **The penalties that may be imposed upon employees for drug violations occurring in the workplace.**
- c) **Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).**
- d) **Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will**
  - 1) **Abide by the terms of the statement.**

- 2) **Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.**
- e) **Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.**
- f) **Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -**
  - 1) **Taking appropriate personnel action against such an employee, up to and including termination.**
  - 2) **Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.**
- g) **Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.**

## **BUY AMERICA ACT**

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

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

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

### **CERTIFICATION REGARDING FEDERAL LOBBYING**

#### **Certification for Contracts, Grants, Loans, and Cooperative Agreements**

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

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

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

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

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

## **RESTRICTION ON STATE LOBBYING**

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

## **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

### **Instructions for Primary Certification**

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*,

*principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

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

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

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

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

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

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

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

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

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

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

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

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

### **Instructions for Lower Tier Certification**

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

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

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

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

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

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

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

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

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

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

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

**ENVIRONMENTAL IMPACT**

The Governor's Representative for Highway Safety has reviewed the State's fiscal year 2007 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

---

Mayor's Representative for Highway Safety

---

Date

## **COST SUMMARY**