



District of Columbia
FFY24 Annual Grant Application
July 31, 2023

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Updates to the District's Triennial Highway Safety Plan

The District of Columbia's 2024 - 2026 Triennial Highway Safety Plan (3HSP) was submitted to the National Highway Traffic Safety Administration (NHTSA) on June 30, 2023. Due to this submission date, the State has made no updates to any analysis in the plan. This includes:

- No adjustments to the countermeasure strategy for programming funds because the Triennial Highway Safety Plan was submitted to NHTSA less than one month ago; and
- No changes to the Performance Plan in the 2024 - 2026 3HSP and no amendments to any common performance targets developed under § 1300.11(b)(3)(ii)(C).

Section 402: Project Descriptions

The District of Columbia (DC) will use FFY24 as a time to engage new partners, double down on countermeasures that work, and focus on equity across all roadway users. The proposed projects have been submitted by community partners and government agencies through the competitive grant process outlined in the DC Highway Safety Office Operations Manual. The projects below support the objectives outlined in the Bipartisan Infrastructure Law (BIL), section 402: State Highway Safety Program.

Project Name: Building Engineers for Safer Traffic (BEST) Program

Countermeasure(s): Youth Programs (A1-6.5); School-Based Programs (A2- 7.1)

Federal Funding Source(s)/Amount: 402

Project Agreement Number: TBD

Subrecipient(s): Catholic University of America (CUA)

Eligible Use of Funds: State Highway Safety Programs (402)

Planning and Administration Costs: No **Amount:** \$58,387.00

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

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

Affected Communities: Wards 5, 7, and 8 with benefits District-wide

Building Engineers for Safer Traffic (BEST), combines education and outreach concepts in transportation safety for the most vulnerable roadway users, focusing on a teen audience. Participants will gain skills in the Safe System Approach (SSA) through a variety of hands-on learning experiences. The program will deploy into Wards 5, 7, and 8, which are over-represented in crashes and fatalities. By engaging younger roadway users, the project will increase skills and risk perception to create a multi-generational culture of mobility safety. Specifically, the project will:

- Create a two-day workshop for high school students to gain skills related to the SSA by focusing on transportation safety programs focused on bicycle and pedestrian safety concepts.
- Partner with at least eight high schools to use the two-day workshop in a lab-based setting in communities overrepresented in crashes, as outlined in the Triennial Highway Safety Plan (Wards 5,7, and 8).
- Support the DC Highway Safety Office Safe Communities program

Project Name: Pedestrian and Bicycle Safety in For-Hire Vehicle Education, Enforcement, and Data Collection

Countermeasure(s): Enforcement Strategies (A4-4.4); Enforcement Strategies (A5-3.3)

Federal Funding Source(s)/Amount: 402

Project Agreement Number: TBD

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

Eligible Use of Funds: State Highway Safety Programs (402)

Planning and Administration Costs: No **Amount:** \$161,776.00

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

Location where the Project is Performed: District-wide with a focus on DC High Injury Network (HIN)

Affected Communities: All roadway users with a focus on vulnerable roadway users (pedestrians and bicyclists)

To protect the District's most vulnerable road users (pedestrians and bicyclists) at high-risk intersections on traffic safety and make the District a more pedestrian/bicycle friendly area. To educate the District's vehicle-for-hire industry participants and the broader District driving public on traffic safety and best practices. Lastly, to begin tracking transport network companies' (TNC) activity through increased observation of TNC drivers operating in high-risk intersections throughout the District.

- Conduct a total of 2,600 hours of overtime enforcement for pedestrian and bicyclist safety violations at known risk locations/intersections and during the days and times of the month (which may include Sundays resulting in Sunday Pay), where the crash data indicates the highest, as provided by the Highway Safety Office (HSO) and the District Department of Transportation (DDOT) Vision Zero sources. We estimate that we would be conducting the enforcement two days, bi-weekly each month throughout the entire fiscal year, with up to nine officers working per shift.
- Obtain four Toughbook devices for officers, to create an effective mechanism for tracking data around the enforcement activities involving vehicles-for-hire, both public and private. These devices would be issued to each officer in the event they are asked to participate in the project activities. Four Tough books were obtained in fiscal year 2023 which will ultimately be combined with the four requested Tough books for fiscal year 2024, to cover the officers participating in the grant-funded shifts.

Project Name: Raising Awareness on Aggressive Driving via Social Media Campaigns

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

Federal Funding Source(s)/Amount: 402

Project Agreement Number: TBD

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

Eligible Use of Funds: State Highway Safety Programs (402)

Planning and Administration Costs: No **Amount:** \$111,197.00

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

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

Affected Communities: Wards 5, 7, and 8 with benefits District-wide

Reckless and aggressive driving is a problem within the District of Columbia, as outlined in the 3HSP. Social media is a cost-effective and meaningful way to raise awareness on a variety of health issues and has proven to be effective. George Washington University will create a series of campaigns to raise awareness of the dangers of speed and other forms of aggressive driving. Specifically, the project will:

- Increase awareness by 5% of the role that aggressive driving has in traffic crashes and fatalities in the District via an engaging two-phase social media campaign with original content creation

specific to Washington, DC that will be tracked for interaction, engagement, and impact over the course of one year (relative to baseline measurement of impact evaluation). We anticipate that this campaign will result in increased awareness of aggressive driving in alignment with the stated goals of Vision Zero DC.

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- Decrease aggressive driving habits by 10% of residents in the District, according to self-report in a survey distributed to participants of the social media campaign (relative to the baseline measurement of impact evaluation). We anticipate that self-reported aggressive driving measures will decrease in a post-survey of respondents who have been exposed to the social media campaign.
-
- Support DC HSO Safe Community Program by attending monthly meetings and providing a report on the ongoing activities supported by this grant for its duration. We anticipate that this will allow our team to maintain alignment with the strategic goals of the HSO and Vision Zero DC and integrate their input into the project.
-

Project Name: Police Traffic Services

Countermeasure(s): High-Visibility Enforcement (3-2.2)

Federal Funding Source(s)/Amount: 402

Project Agreement Number: TBD

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

Eligible Use of Funds: State Highway Safety Programs (402)

Planning and Administration Costs: No **Amount:** \$805,337.96

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: District-wide

Affected Communities: All roadway users with a focus on vulnerable roadway users (pedestrians and bicyclists). High-visibility enforcement will focus on the High Injury Network, the roadways that represent the highest percentage of crashes with a focus on Wards 5, 7, and 8.

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

- Conduct 5,200 overtime hours on speed enforcement at risk locations within the District as identified by the HSO and MPD sources.
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- Conduct 300 overtime hours of high visibility enforcement during Aggressive Driving Campaign/holidays.
 - Conduct 500 overtime hours to support traffic enforcement under MPD + Program for the Summer-Time Crime initiative.
-
- Purchase one variable message sign trailer
-
- Manage and provide support to the HSO grant programs to meet NHTSA requirements.

- Attended Traffic Crash Investigation training.
 - Upgrades to Citation server that house central database and ensures timely submission of citations to the Court system
 - Train MPD and other District law enforcement in best practices for high-visibility enforcement that uses a lens of equity
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Project Name: Street Smart

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

Federal Funding Source(s)/Amount: 402

Project Agreement Number: TBD

Subrecipient(s): Metropolitan Washington Council of Governments (MWCOG)

Eligible Use of Funds: State Highway Safety Programs (402)

Planning and Administration Costs: No **Amount:** \$370,000.00

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: District-wide with a focus Wards 5, 7, and 8 and High Injury Network

Affected Communities: Vulnerable roadway users by educating drivers that travel within the District. Reckless and aggressive driving is a problem within the District of Columbia, as outlined in the 3HSP. Social media is a cost-effective and meaningful way to raise awareness on a variety of health issues and has proven to be effective. George Washington University will create a series of campaigns to raise awareness of the dangers of speed and other forms of aggressive driving. Specifically, the project will:

- Increasing target audience awareness of the consequences of pedestrian and bicycle crashes
 - Increasing message reach and campaign value through earned media and donated media.
 - Increasing target audience awareness of actions that reduce risks, such as "Wait for the Walk" and "Yield to Pedestrians when Turning".
 - Decreasing specific self-reported dangerous behaviors by DC drivers and pedestrians the strategic goal of the HSO and Vision Zero DC and integrating their input into the project.
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Project Name: Aggressive Driving Prosecutor (ADP)

Countermeasure(s): Other Enforcement Methods (2-2.3)

Federal Funding Source(s)/Amount: 402

Project Agreement Number: TBD

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

Eligible Use of Funds: State Highway Safety Programs (402)

Planning and Administration Costs: No **Amount:** \$130,297.00

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: District-wide

Affected Communities: Vulnerable roadway users by educating drivers that travel within the District

The DC Office of the Attorney General (DCOAG) has seen a remarkable increase in aggressive driving cases over the past five years. From 2017 to 2019, the annual number of criminal matters presented to DCOAG for prosecution, which included an aggressive driving charge, increased by 37.9% (from 708 to 976). Between 2017 and 2020, the proportion of criminal offenses involving aggressive driving relative to all other criminal matters increased from 6.2% to 11.3% of all cases presented to DCOAG for prosecution. In 2022, almost 10% of DCOAG criminal matters had an aggressive driving charge. Aggressive Driving cases have unique challenges relative to other criminal offenses, which is primarily due to the nature of the offenses; suspects often leave the scene of the crime and only through circumstantial evidence can an arrest be made. Assembling a viable case through circumstantial evidence, as opposed to direct evidence, is a much greater challenge for both law enforcement and prosecutors. With the drastic increase in aggressive driving, this project will:

- The ADP will screen criminal traffic offenses which fall under the definition of Aggressive Driving. The ADP will coordinate with law enforcement to ensure that the arrest warrant applications include comprehensive information needed to prosecute the case. The ADP will communicate with victims who suffer property damage or personal injury. The ADP will coordinate with the DDOT, MPD, and other law enforcement agencies to secure better access to and increased preservation of CCTV cameras, LPR, speed and redlight cameras, and traffic cameras.
 - In addition to screening, the ADP will maintain a caseload of approximately 40-60 cases involving the most serious offenses of aggressive driving. The ADP will maintain the cases from charging to sentencing, conducting all pretrial preparation, responding to written motions, conducting trials, and sentencing.
 - The ADP will coordinate victim assistance through OAG's Victim Witness Specialists and collect restitution documentation. The ADP will also ensure Victim Impact Statements are presented to the court.
 - MPD recently modified its Hit and Run program by replacing officers with a civilian accident coordinator ("CAC") for each of the seven districts as well as two detectives. It is incumbent on the ADP to coordinate, have constant contact, and provide any assistance to the CACs so they may consistently deliver quality and complete investigations. The ADP may also need to work with the CACs to create a hit-and-run manual/guide on investigating and procuring evidence (e.g., videos, witness statements, photographs, etc.).
 - The ADP will provide education and training, outreach, technical support, and tools for prosecutors, law enforcement, highway safety professionals, and others involved in the prevention, investigation, and prosecution of aggressive driving and other traffic-related cases.
 - Strategic goal of the HSO and Vision Zero DC in support of the Safe Communities program.
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Project Name: FY 2024 DC Public Information & Education and Youth**Countermeasure(s):** Alternative Transportation (1-5.4); Youth Programs (1-6.5); Mass Media Campaigns (1-5.2)**Federal Funding Source(s)/Amount:** 402**Project Agreement Number:** TBD**Subrecipient(s):** Washington Regional Alcohol Program (WRAP)**Eligible Use of Funds:** State Highway Safety Programs (402)**Planning and Administration Costs:** No **Amount:** \$385,000.00**Project Used to Meet Disposition of Unexpended Balances Requirements:** No**Project Description:***Location where the Project is Performed:* District-wide with a focus on the High Injury Network neighborhoods*Affected Communities:* Youth and the broader community

Having commemorated its 40th year in 2022, the nonprofit 501(c)(3) WRAP is a public-private partnership working to prevent drunk and drugged driving and underage drinking in the Washington metropolitan Area. To increase risk perception of impairment by all roadway users, the project will:

- Promote and conduct five SoberRide campaigns (Halloween 2023, Holiday Season 2023, St. Patrick's Day 2024, Cinco de Mayo 2024 and Independence Day 2024) on the importance of having a safe ride home. Print (approximately 250,000 pieces) materials, in both English and Spanish, to be distributed for the media campaigns, with the projected goal of increasing the 4,070 safe rides given during FY 2023 by a minimum of 5% to 4,274 in FY 2024 and the anticipated goal of reaching zero alcohol-related fatalities during the running times of the campaigns in their respective service area.
- Continue to serve as a resource for referrals to a host of audiences, including DC's Mayor's Office of Nightlife and Culture, the District of Columbia's Impaired Driving Task Force, and host speaker for the District's Sports Junkies Holiday Show, regarding the issues of impaired driving and underage drinking as well as explore opportunities to better compile and disseminate such information. WRAP will continue to produce and discriminate online the annual reference guide on regional impaired driving laws, related facts, and statistics. Continue WRAP's leadership role in DC Office of the Attorney General's regularly convened DUI Enforcement meetings coordinating DUI enforcement activities in city and amongst prosecutorial (AOAG, USDOJ), law enforcement (MPD, USPP, USSS and USCP) and other (OFTS, MDSAA, NDAA) partners. Upon sought participation of said collective stakeholders, such a role will evolve to serving as a catalyst for the sought creation of a larger DC DUI task force. WRAP will also support the HSO in advance of strategic goals, management, and engagement through partnership with the Governor's Highway Safety Association (GHSA).
- Promote and conduct educational programs and related events in District of Columbia high schools and within the youth community groups on risky behaviors and the consequences associated with underage drinking and impaired driving. Continue to promote and conduct prom and graduation activities at 24 DC high schools from mid-April through May increasing awareness to include calling attention to the perils of drunk driving by advocating that high schools call for a "Moment of Silence" the week of May 15, 2024. Continue to serve as a resource for area high school students, faculty, students and parents on underage drinking prevention data, programs and efforts.

- In partnership with Alliance Highway Safety, directly reach a high-risk target audience of predominantly 21–35-year-old males in the District via the onsite promotion of highway safety messages at 25 D.C. events throughout the year including festivals, prime bar areas, colleges, motorcycle rallies and sporting events geared around primary holidays focused on alcohol. As applicable and complemented by accompanying social media engagement, said onsite activation will include the promotion of: WRAP’s safe ride service, SoberRide®; alternatives to impaired driving (public transportation, taxis/rideshare, designating a sober driver, etc.); and the strategic inclusion of pedestrians and bicyclists in such traffic safety outreach. The goal is to reach 50K persons via the events and post a minimum of 12 social media posts per quarter with a target goal of 250K impressions for the year.
- Employ a college-age professional to serve as a Mobility Safety Fellow working up to ten weeks throughout the summer months on a variety of projects that support the goals and objectives of the Highway Safety Office and WRAP. The Fellow will work in collaboration with the Highway Safety Office and Office of the Deputy Mayor or Operations and Infrastructure on a variety of messaging and outreach campaigns. The Fellow will attend events on behalf of the HSO and WRAP that enhance community engagement and outreach, especially to those communities outlined in the 3HSP (Triennial Highway Safety Plan) as being over-represented in crashes. The Fellow will attend various WRAP functions, collaborate with DC partners, and execute safety campaigns that target young adults and college-age audiences. By the end of the first week of service, WRAP will share with the HSO a draft work plan for the Fellow’s nine-week period. Projected goals include Fellow preparing a weekly report submitted to WRAP and the HSO outlining the accomplishments of the week, any challenges encountered, and activities for the following week. At the end of the Fellowship, the Fellow prepares a final presentation that outlines lessons learned, and opportunities for enhancement of the fellowship.
- Support the HSO in technical assistance and growth through a contract with the Governors Highway Safety Association (GHSA).

Project Name: Developing Campus Community Partners to Increase Traffic Safety

Countermeasure(s): Communications and Outreach (3-4.1); Youth Programs (1-6.5); Education Regarding Medications (1-7.3); University Educational Campaign (8-4.7)

Federal Funding Source(s)/Amount: 402

Project Agreement Number: TBD

Subrecipient(s): The College of Social Work, The Ohio State University (OSU) – Higher Education Center for Alcohol and Misuse Prevention and Recovery

Eligible Use of Funds: State Highway Safety Programs (402)

Planning and Administration Costs: No **Amount:** \$109,469.00

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: District-wide with a focus Wards 5, 7, and 8 and High Injury Network

Affected Communities: Vulnerable roadway users in college settings and the surrounding communities, which often sit within the High Injury Network.

The overarching goal for this project is to develop the infrastructure for institutions of higher education in the District of Columbia to effectively collaborate to reduce the number of 18–24-year-olds driving

vehicles and using micro transportation while under the influence of alcohol and other drugs. We will meet this goal by accomplishing the following objectives:

- Objective 1: Educate campus professionals and community partners on effective impaired driving prevention strategies.
- Objective 2: Establish a campus-community coalition that consists of at least three institutions of higher education and three community partners. The organization of the coalition will follow Networked Improvement Community structures, in that it will facilitate campuses working from common improvement goals, shared theory of change, and measures that provide real-time feedback.
- Objective 3: Assess the current environment, including risk and protective factors, that influence the decision for college students to drive/ride while under the influence of alcohol or drugs
- Objective 4: Develop a brief measure that can be used for the surveillance of impaired driving behaviors and document improvement as the campuses implement strategic actions that will theoretically produce change.
- Objective 5: Support the strategic goal of the HSO and Vision Zero DC through the DC Safe Communities Program

Project Name: DC Double Check Program

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)/Amount: 402

Project Agreement Number: TBD

Subrecipient(s): DC Alcoholic Beverage and Cannabis Administration (ABCA)

Eligible Use of Funds: State Highway Safety Programs (402)

Planning and Administration Costs: No **Amount:** \$192,558.40

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: District-wide with a focus Wards 5, 7, and 8 and High Injury Network

Affected Communities: Vulnerable roadway users in teens and young adults

Underage drinking and cannabis usage is preventable. These prevention efforts eliminate youth-impaired driving and drive the culture change the HSO seeks to create across the District. ABCA's DC Double Check Program offers a multipronged approach to reducing underage drinking through a combination of education initiatives, licensee training, and in-the-field enforcement action. By preventing youth from starting to drink, we are reducing the number of impaired drivers on the road and similarly allowing them to make more clearheaded decisions about under what conditions they should decline rides from others. ABCA can expand upon these efforts with grant funding from the Highway Safety Office by:

- Expanding educational outreach to include public, charter, and private high schools located in DC. Being able to start working with high school students is critically important since the average age that youth in DC initiate drinking alcohol is 16.7 years of age.

- Better connect with youth and exemplify the harms of underage and binge drinking through more interactive and technologically advanced demonstration tools.
- Grow the underage drinking compliance check program to include a greater number of youth participants, be able to conduct checks at all licensed off-premises and on-premises alcohol-licensed establishments and operate at least nine (9) consecutive months of the fiscal year.
- Distribute physical ID Check Guides—domestic and international versions—to all off-premises, on-premises, manufacturers with onsite sales and consumption permits, and third-party delivery license holders during regulatory inspections. Providing licensees with such a resource at no cost is important since states and territories regularly update their driver's licenses and photo IDs, and DC attracts many international visitors.
- Expand the number of virtual ID Compliance Training sessions. Increasing the number of training courses is important since the Bureau of Labor Statistics has found that the hospitality industry's turnover rate is between 70-80 percent annually. Vacancies are often filled by young people that are new to the industry and unfamiliar with identifying fraudulent photo IDs.
- Introduce safe driving accountability for investigators through a GPS-based fleet maintenance tracking system.
- Enable investigators to validate driver licenses and photo IDs in the field in real-time. The quality of fake IDs is improving at a rapid pace, and investigators will soon need to contend with digital identifications as DC moves closer to implementing and permitting them.
- Support the strategic goal of the HSO and Vision Zero DC through the DC Safe Communities Program

Project Name: Project Vision Zero

Countermeasure(s): High Visibility Saturation Patrols (1-2.2); Youth Programs (1-6.5); Education Regarding Medications (1-7.3); University Educational Campaign (8-4.7);

Federal Funding Source(s)/Amount: 402

Project Agreement Number: TBD

Subrecipient(s): Howard University, Department of Public Safety (HU DPS)

Eligible Use of Funds: State Highway Safety Programs (402)

Planning and Administration Costs: No **Amount:** \$159,624.00

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: Ward 1 along the High Injury Network

Affected Communities: Vulnerable roadway users in college settings and the surrounding communities within the High Injury Network.

The Howard University Department of Public Safety is proposing to address these concerns by way of enforcement and education. Through enforcement, we will provide opportunities for our Special Police Officers to gain overtime pay to oversee traffic flow for Georgia Avenue, 6th street, 5th/4th street as well as Howard University controlled campus roadways during special events. We would also like to purchase electric bicycles, safety vests and safety parka coats for the officers; this equipment will be used to improve such patrol and visibility. Additionally, we would like to purchase tag readers and radios for better enforcement and communication between the officers as well as golf carts for additional mobility. With respect to education, the Department of Public Safety intends to implement various trainings and learning opportunities for the campus community. At the beginning of the academic year, new students and

returning students will receive trainings on non-motorist safety tips and best practices. Additionally, we will host tables at safety events on campus throughout the academic year. As such, we are requesting assistance with the development and creation of training materials, purchasing upgraded data collection and reporting tools, tables, chairs, and customized table coverings. Further, the Department will partner with the Highway Safety Office to co-host its annual Mobility Safety Summit in the Spring/Summer of 2024. We look forward to bringing local stakeholders and thought leaders together to discuss current topics and recent trends concerning D.C. highway safety. We will also consider new ideas and provide take-aways concerning highway safety education and improvements in an effort to reach the goals of the Vision Zero initiative.

Project Name: Mass-Media Campaigns on Mobility Safety within the District of Columbia

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)/Amount: 402

Project Agreement Number: TBD

Subrecipient(s): McAndrews Media Company

Eligible Use of Funds: State Highway Safety Programs (402)

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

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: District-wide

Affected Communities: District-wide

McAndrews Media will address a variety of mobility safety campaigns using a mass media approach. Through this agreement, McAndrews will provide creative support, design support, and purchase media on behalf of the District Highway Safety Office on mobility safety topics. These topics will include:

- Impaired driving (alcohol, cannabis, other drugs)
- Occupant Protection
 - Seat Belt usage
 - Child Passenger Safety
 - Unattended Occupant
 - Distracted Driving
- Reckless and Aggressive Driving
- Pedestrian and Bicycle Safety
- Motorcycle Safety

Project Name: Increasing Public Participation and Engagement Around Pedestrian and Bicycle Safety

Countermeasure(s): Elementary-Age Child Pedestrian Training (8-2.1); Impaired Pedestrians: Communications and Outreach (8-3.1); University Educational Campaigns (8-4.7); Bicycle Safety Education for Children (9-1.3); Promote Bicycle Helmet Use with Education (9-3.2); Share the Road Awareness Programs (9-4.2)

Federal Funding Source(s)/Amount: 402

Project Agreement Number: TBD

Subrecipient(s): The District Department of Transportation (DDOT)

Eligible Use of Funds: State Highway Safety Programs (402)

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

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: District-wide with a focus on Wards 2, 5, 7, and 8

Affected Communities: Communities with the lowest socioeconomic incomes; communities overrepresented in pedestrian and bicycle crashes; communities with the highest levels of tourist and visitor who often need higher levels of engagement to safely navigate DC's pedestrian and bicycle network

DDOT will engage a full-time professional to oversee public participation and engagement with a focus on pedestrian and bicycle safety throughout the district. As described in the 3HSP, pedestrian and bicycle crashes continue to rise in a post-COVID world. The HSO will deploy this subject-matter expert to host community events, oversee messaging and outreach on these topics, and support grantees working on bike and pedestrian safety.

DDOT will engage a full-time professional to oversee public participation and engagement with a focus on pedestrian and bicycle safety throughout the district. As described in the 3HSP, pedestrian and bicycle crashes continue to rise in a post-COVID world. The HSO will deploy this subject-matter expert to host community events, oversee messaging and outreach on these topics, and support grantees working on bike and pedestrian safety.

Project Name: Fueling the Culture Changing of Mobility Safety in the District of Columbia

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)/Amount: 402

Project Agreement Number: TBD

Subrecipient(s): The District Department of Transportation (DDOT)

Eligible Use of Funds: State Highway Safety Programs (402)

Planning and Administration Costs: Yes **Amount:** \$600,000

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: District-wide

Affected Communities: District-wide

This project will fund the operations of the DC Highway Safety Office, including 90% of the salary of the Director of the DC Highway Safety Office and 100% of the Deputy Director. The agreement will also fund an electronic grants system to support the operations of the Highway Safety Office.

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.

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. The HSO will lead a mass media campaign with McAndrews media 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 FY24:

American University	Catholic University	Children’s National Medical Center
DC Department of For-Hire Vehicles	George Washington University	DC Metropolitan Police Department
DC Office of the Attorney General	Safe Routes to School	Washington Area Bicycle Association
DC Department of Motor Vehicles	Washington Regional Alcohol Program	DC Department of Transportation
Howard University	Safe Kids Worldwide	Alcohol Beverage and Cannabis Administration
Impact Teen Drivers	Students Against Destructive Decisions	

Child Restraint Inspection Stations

The District of Columbia has an active network of child passenger safety inspection stations and inspection events. Technicians will be available at the following planned inspection locations (five planned). Each location is considered an urban environment for the District:

- Bright Beginnings
 - Weekly events (52 events)
- Capitol Hill Pregnancy Center
 - Weekly events (52 events)
- DC Healthy Start
 - Weekly events (52 events)
- Metro Police Department – Traffic Safety Sub-Station (New York Ave., NW)
 - Weekly events (52 events)
- United Planning Organizing
 - Weekly events (52 events)

The District will work with the Metropolitan Police Department, Safe Kids Worldwide, Childrens National Media Center, and other community partners to continue our recruitment of child passenger safety technicians.

- Estimate of the total number of technician classes to be held in FFY24: Two
- Estimated total number of technicians to be trained in FFY24: 22

Project Name: Improving Child Passenger Safety for All Children

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

Federal Funding Source(s)/Amount: 405b

Project Agreement Number: TBD

Subrecipient(s): Children’s National Medical Center

Eligible Use of Funds: Section 405: National Priorities Safety Program (b) – Occupant Protection

Planning and Administration Costs: No **Amount:** \$114,968.00

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: Wards 7 and 8

Affected Communities: Vulnerable passengers (children); Parents and Caregivers in Wards 7 and 8

Safe Kids DC partners with local public safety agencies, which include the DDOT on their Project Safe-Child program, the MPD and DC Fire & Emergency Medical Services (DC Fire & EMS) on a variety of successful community-based child safety initiatives. In 2019, Safe Kids DC worked with students from Garfield Elementary to lead multi-day road safety activities, which led to the school being awarded DDOT’s inaugural Trailblazer Award for innovative safety programming. Safe Kids DC has been the past recipient of the 2021-22 and 2022-23 DDOT Highway Safety Grants. They successfully developed

educational videos about safe motor vehicle restraints for parents and are developing continued education and support for parents and families of children with special needs. This project will:

- Increase the use of child passenger safety devices by training stakeholders in under-served communities with a focus on Wards 7 and 8.
- Increase the risk perception of leaving passengers (children) unattended in vehicles.
- Participate in the national Click it or Ticket Mobilization

Project Name: Occupant Protection Program: Increasing Belt Usage Through Enforcement and Click It or Ticket (CIOT)

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)/Amount: 405b

Project Agreement Number: TBD

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

Eligible Use of Funds: Section 405: National Priorities Safety Program (b) – Occupant Protection

Planning and Administration Costs: No **Amount:** \$291,765.00

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: District-wide with a focus on Wards 7 and 8 and along the High Injury Network

Affected Communities: All District drivers and passengers.

This project will 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. The project will also increase the use of child passenger safety devices by training stakeholders in under-served communities with a focus on Wards 7 and 8.

- Conduct a total of 2,000 hours of overtime enforcement on day and or nighttime seatbelt enforcement at high-hazard locations identified by the HSO and MPD sources.
- Conduct 500 hours of overtime nighttime seat belt enforcement during 2024 CIOT mobilizations and child passenger safety week.
- Conduct 1,000 hours of overtime at events and evenings for inspecting and performing CPS workshops for parents, teachers, and caregivers on the proper installation of child safety seats.
- Assist CPS Coordinator in providing Child Passenger Safety Certification and recertification training courses to police officers, and Fire and EMS personnel. MPD will host a CPS check location each Tuesday at the Traffic Division Headquarters.
- Increase the risk perception of leaving passengers (children) unattended in vehicles.
- Support the Safe Communities program of the HSO.

Project Name: Education and Outreach for Child Passenger Safety

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

Federal Funding Source(s)/Amount: 405b

Project Agreement Number: TBD

Subrecipient(s): The District Department of Transportation (DDOT)

Eligible Use of Funds: Section 405: National Priorities Safety Program (b) – Occupant Protection

Planning and Administration Costs: No **Amount:** \$110,900.00

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: Wards 7 and 8

Affected Communities: Vulnerable passengers (children); Parents and Caregivers in Wards 7 and 8

This project will promote proper safety seat use for children until they transition to the vehicle safety belt (from birth through thirteen years of age). Our goal is to increase risk awareness and correct safety seat usage through outreach and education in vehicles.

- Provide at least 1,200 child seats via the District voucher program. Through this program, Car Seat Checks will be conducted and seats distributed at the Capitol Hill Pregnancy Center, United Planning Organizing, DC Healthy Start and Bright Beginnings, and at various District events.
- Host at least two, 2-hour workshops to parents, caregivers, and families on the importance of using of car seats at various locations or Virtual within the District per Quarterly
- Participate in at least six events, such as Tots to Teens, Fitness for your Health Expo, Safe Kids Week, Child Passenger Safety Week, and Community Health Fairs distributing safety materials and brochures on the importance of buckling up.
- Conduct at least three demonstrations/inspections/ Virtual per month on how to use child safety seats, boosters, and the importance of seat belt usage
- Conduct booster seat presentations in conjunction with Safe Kids DC at four elementary schools/Early Child Development Schools in the District, teaching the safety and procedures when traveling in a motor vehicle per year. DDOT will focus efforts on Wards 5, 7, and 8.
- Host one 32-hour National Child Passenger Safety Certification Training to police officers, Fire and EMS Departments, Health Care and Child Care providers with the necessary knowledge to explain installation procedures to parents and caregivers.
- Host one recertification class to at least 5 previously certified personnel with the current NHTSA updates and guidelines to maintain and enhance provider skill.
- Provide support, educational materials, and resources to CPS technicians each quarter.

Project Name: District's 2024 Annual Observational Seat Belt Study

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

Federal Funding Source(s)/Amount: 405b

Project Agreement Number: TBD

Subrecipient(s): Howard University, Transportation Research & Data Center (HU)

Eligible Use of Funds: Section 405: National Priorities Safety Program (b) – Occupant Protection

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

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: District-wide

Affected Communities: Vulnerable passengers (children); All district residents

Through this project, Howard University will conduct the District's Annual Observation Seat Belt Survey in 2024, per the NHTSA guidelines. Specifically, the project will include:

- Proper and equitable site selection for survey to be completed
 - Training for staff to conduct the survey
 - Data collection from approved sites
 - Data analysis
 - Report preparation and submission
-

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). The State has a functioning traffic records committee meeting at least three (3) times yearly. The State has designed a Traffic Records Coordinating Committee Coordinator, Rick Birt, Director of the DC Highway Safety Office. 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.

Quantitative Improvements to a Core Traffic Records Database: Roadway (GIS Database Improvement)

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, 2022 (e.g., April 1, 2022 - March 31, 2023) demonstrating a quantitative improvement to the comparable 12-month baseline period (e.g., April 1, 2021 - March 31, 2022).

Roadway Information 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, Roadway Improvements Section 1.1, the District worked to improve the GIS data platform by developing a "Big data" infrastructure. The project, called "District Data Lake (Operational with ongoing Enhancements)" successfully decreased the gaps in GIS data from 18% (GIS data missing in the state system) to 0% data missing. The project started in June 2022 and was completed by the Office of the Chief Technology Officer (OCTO) in March 2023. The documentation of this project is now available in the DC Open Data Source through OCTO. It is not feasible to attach such a data file to this AGA, but interested members of the community may visit the OCTO website to access the full data set in the open data system.

Project Name: Data Entry 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)/Amount: 405c

Project Agreement Number: TBD

Subrecipient(s): The DC Department of Motor Vehicles (DMV)

Eligible Use of Funds: Section 405: National Priorities Safety Program (c) – State Traffic Safety Information System Improvements

Planning and Administration Costs: No

Amount: \$75,000.00

Project Used to Meet Disposition of Unexpended Balances Requirements: No**Project Description:***Location where the Project is Performed:* District-wide*Affected Communities:* All District drivers

This project supports the strategic goal of increasing the District's citation and adjudication data. Specifically, the project:

- Increase the number of out-of-state convictions posted to DC driver records by 50% per month – from 1,600 to 2,400.
- Reduce the current backlog and maintain the monthly accrual of 2,400 out-of-state convictions, working towards zero by September 30, 2024.

Project Name: Data Entry 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)/Amount: 405c**Project Agreement Number:** TBD**Subrecipient(s):** The DC Department of Health (DOH)**Eligible Use of Funds:** Section 405: National Priorities Safety Program (c) – State Traffic Safety Information System Improvements**Planning and Administration Costs:** No **Amount:** \$150,000.00**Project Used to Meet Disposition of Unexpended Balances Requirements: No****Project Description:***Location where the Project is Performed:* District-wide*Affected Communities:* All District drivers

The purpose of this grant is to improve highway safety and post-crash care in the District of Columbia by allowing DDOT and DOH) to merge Emergency Medical Services (EMS) data and other healthcare datasets with police crash record data to provide decision-makers with the information necessary to effectively make DC roads safer. This improvement will be used to reduce the number of persons severely injured or killed on roadways in Washington DC. Through this project:

- DOH will build a data link between Washington DC Trauma Registry and the DC Health Data Engine.
- DOH will build the capability of a data link between police crash records and other external datasets with the DC Health Data Engine.
- DC Health will build connections between EMS, Trauma, and other datasets to facilitate the analysis of post-crash care data.
- DOH, through a stakeholder-based process, will develop case definitions and measurables of the effectiveness of post-crash care.
- DOH will develop patient and record matching methodology for post-crash care data.
- DOH will, utilizing developed case definitions and measurables, create dashboards and reports to analyze post-crash care data
- DOH will support the work of the DC HSO Safe Communities program.

Project Name: Data-Driven Streets

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)/Amount: 405c

Project Agreement Number: TBD

Subrecipient(s): American University (AU)

Eligible Use of Funds: Section 405: National Priorities Safety Program (c) – State Traffic Safety Information System Improvements

Planning and Administration Costs: No **Amount:** \$400,000.00

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: District-wide

Affected Communities: All District drivers

The project will create a Street Score that combines various traffic datasets, as outlined in the TRCC Strategic Plan, into one single number identifying the safety of each block or sub-block in the District. At the same time, utilizing private and public datasets that have already been procured, the project will connect traffic records data to eliminate under-reporting in injury severity including possible details by mode. DC HSO will use this project to focus on behavioral strategies in these areas. These objectives can be framed using the SMART framework. Increase the number of out-of-state convictions posted to DC driver records b 50% per month – from 1,600 to 2,400. The project will also support the goals of the DC Safe Communities program.

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).

Project Name: 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)/Amount: 405d

Project Agreement Number: TBD

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

Eligible Use of Funds: Section 405: National Priorities Safety Program (d) – Impaired Driving Countermeasures

Planning and Administration Costs: No **Amount:** \$500,895.00

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: District-wide with a focus on Wards 7 and 8 and along the High Injury Network

Affected Communities: All District drivers and passengers.

This project will decrease the number impaired drivers and pedestrians on the roadways of the District of Columbia. The project will specifically:

- Conduct 4,000 overtime hours for alcohol enforcement for saturation patrol/checkpoints during the day and times based on crash data at high-risk locations: utilizing the impaired driving van and body cameras.
- Conduct 1,000 overtime hours for enforcement during National Crackdowns and holidays where high visibility enforcement is required; utilizing the impaired driving van and body cameras.2
- Conduct new Standardized Field Sobriety Test (SFST) Training – Two classes per Patrol District with a minimum of 10 new officers per Patrol District, resulting in 140 newly trained SFST officers city-wide (each class is 32 hours in duration).
- Conduct SFST Refresher Course – Three classes per year with a minimum of 20 officers resulting in 60 officers (each refresher course is 8 hours in duration).
- Conduct Intoximeter training – Four classes per year with a maximum of 12 officers (each Intoximeter training is 40 hours in duration).
- Conduct Advanced Roadway Impaired Driving Enforcement (ARIDE) training – Two classes per year with a minimum of 10 officers (each ARIDE class is 16 hours in duration).
- Support the Safe Communities program of the DC Highway Safety Office

Project Name: DUI Prosecutors and Paralegal

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

Federal Funding Source(s)/Amount: 405d

Project Agreement Number: TBD

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

Eligible Use of Funds: Section 405: National Priorities Safety Program (d) – Impaired Driving Countermeasures

Planning and Administration Costs: No **Amount:** \$867,692.00

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: District-wide

Affected Communities: All District drivers and passengers.

The Criminal Section of OAG seeks to deter impaired driving offenses through a team of prosecutors and a paralegal whose activity hours are devoted solely to DUI cases. The focus of these activity hours has been and will continue to be to keep criminal violations of any traffic laws and resulting deaths, property damage, and physical injuries to a minimum by:

Screening DUI Cases for Papering

- Review and screen paperwork and body-worn camera footage from police agencies to verify there is sufficient evidence to charge DUI and ensure that the necessary documentation has been obtained from the police agencies.
- Contact local hospitals to request the preservation of chemical samples from DUI arrestees when applicable.
- Assisting officers in drafting search warrants for DUI cases for offenders transported and treated at local hospitals.
- Identify if street and/or station video needs to be preserved, and from what agency.

Drug Court

- Screen DUI offenders for Drug Court participation
- Participate in Drug Court pre-Court staffing meetings and hearings.
- Prepare files for Drug Court
- Review pre-trial reports in order to extend Drug Court plea offers.
- Attend Drug Court monthly graduations.

Litigation

- Carry caseloads of the most demanding and difficult impaired driving cases, such as repeat offenders, children-in-car cases, major crash cases and toxicology cases
- Request the installation of ignition interlock devices as part of guilty pleas and convictions after trial on alcohol-related cases.
- Represent the District in court for DUI arraignments, status and detention hearings, sentencings, trials, and probation show cause hearings.
- Preparing legal pleadings for cases assigned to the DUI Prosecutors¹
- File enhancements, where appropriate, based on prior offenses or minors in the vehicle.
- Negotiate plea agreements with defense counsel.
- Prepare briefs, legal memorandum, and opposition motions for use at hearings, trials, on appeal of cases assigned to the DUI Prosecutor team.

Intra-office Support

- Respond to written and verbal inquiries made by line attorneys concerning DUI cases.

¹ Highway Safety Uniform Guidelines, No.8, Section D

- Offer trial strategy and trial practice technique for DUI cases.
- Advise line attorneys on plea negotiation regarding DUI cases.
- Consult with other members of the DUI Prosecutor team regarding issues that arise in DUI cases.

Training, Technical Support and Documentation

- Attend DUI conferences and meetings aimed at prosecution of DUI cases and promoting traffic safety.
- Participate in training that will assist in the further prosecution of DUIs.
- Prepare quarterly reports indicating the work and progress of the DUI team.

Paralegal Support:

- Provide litigation support on DUI cases to the DUI Prosecutors and the Traffic Safety Resource Prosecutor (“TSRP”)
- Maintain statistical information on DUI cases not captured by OAG’s case management system²
- Maintain log of all defendants who enter into a Deferred Sentencing Agreement
- Maintain spreadsheet of all defendants who are referred to and enter into Drug Court
- Conduct 1,000 overtime hours for enforcement during National Crackdowns and holidays where high visibility enforcement is required; utilizing the impaired driving van and body cameras.²
- Conduct new SFST Training – Two classes per Patrol District with a minimum of 10 new officers per Patrol District, resulting in 140 newly trained SFST officers city-wide (each class is 32 hours in duration).
- Conduct SFST Refresher Course – Three classes per year with a minimum of 20 officers resulting in 60 officers (each refresher course is 8 hours in duration).
- Conduct Intoximeter training – Four classes per year with a maximum of 12 officers (each Intoximeter training is 40 hours in duration).
- Conduct ARIDE training – Two classes per year with a minimum of 10 officers (each ARIDE class is 16 hours in duration).
- Support the Safe Communities program of the DC Highway Safety Office

Project Name: Traffic Safety Resource Prosecutor (TSRP)

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

Federal Funding Source(s)/Amount: 405d

Project Agreement Number: TBD

Subrecipient(s): Office of the Attorney General (OAG) for the District of Columbia or the District Department of Transportation (DDOT)

Eligible Use of Funds: Section 405: National Priorities Safety Program (d) – Impaired Driving Countermeasures

Planning and Administration Costs: No **Amount:** \$222,000.00

Project Used to Meet Disposition of Unexpended Balances Requirements: No

² Highway Safety Uniform Guidelines, No. 8, Section VI

Project Description:

Location where the Project is Performed: District-wide Injury Network

Affected Communities: All District drivers and passengers.

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.¹¹ Improve breath, blood, and urine testing program, and increase the use of Ignition Interlock.¹² 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.
- Legislative Support: Strengthen the District's laws so that adequate punishment is available which would serve as a deterrent, and support legislation to address drug impaired driving (oral fluid).

Project Name: Chemical Testing of Impaired Drivers

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

Federal Funding Source(s)/Amount: 405d

Project Agreement Number: TBD

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

Eligible Use of Funds: Section 405: National Priorities Safety Program (d) – Impaired Driving Countermeasures

Planning and Administration Costs: No **Amount:** \$350,340.00

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: District-wide

Affected Communities: All District drivers and passengers.

Ensuring the proper management of evidence is critical in the prosecution of an impaired driving case. The OCME plays a critical role in the ending of impaired driving. This project will:

- Maintain both the comprehensive testing panel and turn-around time.
- Support the BAC program and maintain its accreditation.
- Produce and share data specific to ethanol concentrations and drug trends in suspected impaired drivers at least quarterly throughout the fiscal year.

- Expand knowledge of impaired driving toxicology to include new techniques and sample types.

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. Legal citations are provided in the Assurances. The state also has a prohibition on handheld phone while driving, enacted on July 1, 2004 and last amended on February 18, 2017. Legal citations are provided in the Assurances. 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 also list the legal citations for these behaviors.

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

- "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**
- "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**"
- "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**"

Project Name: Engaging, Educating, and Empowering DC Traffic Safety Champions

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

Federal Funding Source(s)/Amount: 405e

Project Agreement Number: TBD

Subrecipient(s): Impact Teen Drivers (ITD)

Eligible Use of Funds: Section 405: National Priorities Safety Program (e) – Distracted Driving

Planning and Administration Costs: No **Amount:** \$500,000.00

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: District-wide with a focus on Wards 2, 7, and 8

Affected Communities: Novice pedestrians, Novice drivers, caregivers, broader community.

In Washington DC, according to the Crash Details Table from OpenDC, with data available from June 19, 2017, to October 4, 2022, there were 8,115 injury crashes, and 13% of youth were killed or majorly injured in the crash. Of the 1,023 fatal and major injury crashes, only eight had a crash factor of impairment, while 79 had a crash factor of speed. Impact Teen Drivers' evidence-based and award-winning teen traffic safety programs emphasize the power of good decision-making for drivers and

passengers, addressing speed, seat belts, Graduated Driver Licensing laws, and reckless and distracted driving. This project will:

- Customize the 60-minute What Do You Consider Lethal in-person program with a micro-mobility component to align with DC's transportation milieu with a focus on distracted mobility.
 - Build and host a DC webpage suite to disseminate educational materials with a focus on distracted mobility.
 - Customize three ITD Interactive Education Modules for DC: Are We Living in a Dream World, What Do You Consider Lethal, and the DC Parent-Teen Graduated License Program Module (DC GRAD Module) with a focus on distracted mobility.
 - Conduct one in-person Train the Trainer Workshop for DC traffic safety champions, including law enforcement, injury prevention personnel, safety educators, etc., with quarterly program webinars with a focus on distracted mobility.
 - Design and conduct a robust public awareness campaign, including social media and press event collaboration, to publicize traffic safety messages with a focus on distracted mobility.
 - Conduct Affected Family Workshops with affected families identified by the District of Columbia Highway Safety Office and mutually agreed upon by Impact Teen Drivers.
 - Conduct a youth leadership development workshop focused on empowering student leaders to bring traffic safety programs or messages to their school or community with a focus on distracted mobility.
 - Provide ten custom Education and Outreach Facilitator Resource Kits, including signs for use during presentations and community events with a focus on distracted driving.
 - Provide 100 Education Kits for ITD-trained facilitators to distribute to educators during programs and community events with a focus on distracted mobility.
 - Provide and customize, when appropriate, educational materials for DC, including an Understanding DC Graduated License Program (GRAD) Brochure with a focus on distracted mobility.
 - Customize the What Do You Consider Lethal program in Spanish, including the micro-mobility component with a focus on distracted mobility.
 - Create two animated videos that educate the viewer on the GRAD program, one in English and one in Spanish--hosted on the ITD DC, webpage with a focus on distracted mobility.
 - Provide three quarterly brief reports and one final full report on grant activities.
 - Provide creative and media support to the DC Department of For-Hire Vehicles (DFHV) with a focus on distracted mobility.
 - Support the DC HSO Safe Communities program with a focus on distracted mobility.
-

Section 405g: Non-Motorized Safety

The District of Columbia is applying for the Distracted Driving incentive grant under (23 CFR 1300.26). The state has a combined non-motorized road user fatality rate that exceeds 15% of the State's total annual crash fatalities based upon the most recent calendar year final FARS data.

Project Name: Pedestrian and Bicycle Safety Enforcement and Outreach

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

Federal Funding Source(s)/Amount: 405g

Project Agreement Number: TBD

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

Eligible Use of Funds: Section 405: National Priorities Safety Program (g) – Non-Motorized Safety

Planning and Administration Costs: No **Amount:** \$333,245.00

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: District-wide with a focus on Wards 2, 7, and 8

Affected Communities: Roadway users in the High Injury Network

This project will work to protect and educate the District's most vulnerable road users (pedestrians and bicyclist) at high-risk intersections on traffic safety and make the District a more pedestrian/bicycle-friendly area. Specifically, the project will:

- Conduct a total of 3,500 hours of overtime enforcement for driver, pedestrian, and bicyclist violations at known risk locations/intersections and during the days and times of the month, where the crash data indicates are the highest, as provided by the DC HSO and MPD sources.
- Conduct 500 hours of overtime enforcement during the fall and spring/early summer Street Smart Campaign and to support NHTSA Pedestrian Safety Month in October and Bicycle Safety Month in May, in all wards but with added emphasis where the majority of pedestrian and bicycle crashes occur based on MPD/DDOT data.2
- Attend training related to Pedestrian Crash Reconstruction Investigation.
- Support the DC HSO Safe Communities program with a focus on distracted mobility.

Project Name: Safe Routes to School – StoryWalk

Countermeasure(s): Safe Routes to School (8-2.2)

Federal Funding Source(s)/Amount: 405g

Project Agreement Number: TBD

Subrecipient(s): Safe Routes to School National Partnership

Eligible Use of Funds: Section 405: National Priorities Safety Program (g) – Non-Motorized Safety

Planning and Administration Costs: No **Amount:** \$98,326.65

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: Wards 7 and 8

Affected Communities: Families of lower socioeconomic status; residents of Wards 7 and 8

The goal of the Safe Routes StoryWalk® project is to implement new community engagement and education strategies to reduce collisions and fatalities in Wards 7 and 8. The project will create a community-driven messaging and education campaign about pedestrian and bicycle safety in the form of two StoryWalks®. Safe Routes to School will partner with libraries, artists, and cultural institutions to engage at least 350 community members in our safety campaign. These partnerships will reach audiences who do not typically engage in traffic safety initiatives but who are disproportionately impacted by serious injuries and fatalities. All project activities will be implemented in Wards 7 and 8 which are two high-priority areas for the D.C. Vision Zero Office. The project will also support the DC HSO and Vision Zero Office's educational goal of promoting safe travel behaviors. Specifically, the project will:

- Engage at least 350 community members, library guests, and cultural organization members to form two Safe Routes Story Walks.
- Host six to eight community engagement activities in Wards 7 and 8.
- Develop a StoryWalk® toolkit to model best practices and lessons learned.
- Support the DC HSO Safe Communities program.

Project Name: Washington Region Traffic Safety Project

Countermeasure(s): Bicycle Safety Education for Children (9-1.3); Cycling Skills Clinics, Bike Fairs, Bike Rodeos (9-1.4); Promote Bicycle Helmet Use with Education (9-3.2); Driver Training (9-4.1)

Federal Funding Source(s)/Amount: 405g

Project Agreement Number: TBD

Subrecipient(s): Washington Area Bicycle Association (WABA)

Eligible Use of Funds: Section 405: National Priorities Safety Program (g) – Non-Motorized Safety

Planning and Administration Costs: No **Amount:** \$240,000.00

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: District-wide with a focus on Wards 2, 7, and 8

Affected Communities: Roadway users in the High Injury Network

Engaging our most vulnerable roadway users is a key strategy for reaching Vision Zero. WABA is a subject-matter expert on the issue of micro-mobility and will engage traditional and non-traditional stakeholders in our efforts to increase risk perception to bicyclists and motorists alike. Specifically, the project will lead to the following outcomes:

- WABA maintains a leadership program for over 100 Advisory Neighborhood Commissioners (ANCs) in DC to support Commissioners to become better traffic safety leaders who are well-equipped to reach and educate their residents on traffic safety throughout Fiscal Year 2024, so that ANCs can better connect with government agencies, are more knowledgeable about existing tools and resources, and can better educate their residents on traffic safety.
- Drivers who have the highest likelihood of causing a traffic crash—teen drivers and seniors—receive education about how to safely operate vehicles near vulnerable road users and about the

impact of drivers' decision-making on road safety for all, following the guidance of NHTSA's "Countermeasures That Work".

- DC HSO Safe Community Program stakeholders, partners, and allies will be more aware of DC HSO-funded WABA events occurring in Washington, DC.
 - Participants in the goDCgo Bike Voucher Program will feel knowledgeable about existing resources and supports to help them bike more safely across DC and to stay up-to-date on priorities from DDOT, WABA, and others.
 - Support the DC HSO in execution of a NHTSA Pedestrian and Bicycle Assessment
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Section 1906 Racial Profiling Data Collection Grant

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

Project Name: Ensuring Equity in Enforcement

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)/Amount: 1906

Project Agreement Number: TBD

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

Eligible Use of Funds: Section 1906 Racial Profiling Data

Planning and Administration Costs: No **Amount:** \$150,000.00

Project Used to Meet Disposition of Unexpended Balances Requirements: No

Project Description:

Location where the Project is Performed: District-wide with a focus on Wards 5, 7, and 8

Affected Communities: Roadway users across the District

Ensuring an equitable approach to enforcement will build and maintain public support and trust in traffic enforcement. To assist in the transparency and high standards of our work, the DC HSO will work with the University of Connecticut to conduct an equity assessment on our enforcement strategy. The project will specifically:

- Review data currently available to the public which includes the statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer. The project will provide a report to understand the nature of these stops and make recommendations on equitable enforcement across the District.
- Working with MPD, to review existing practices for High Visibility Enforcement and other enforcement strategies to ensure our data-driven approach does not affect certain communities in an inequitable manner.

Certifications and Assurances

Provided under separate cover.