

DISTRICT OF COLUMBIA



FISCAL YEAR 2006

Prepared by the
Transportation Safety Policy Division
Transportation Policy & Planning Administration
District Department of Transportation

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Purpose and Scope of a Highway Safety Plan (Application for Federal Highway Safety Funds)

As established in the Highway Safety Act of 1966, 23 USC Chapter 4, Section 402, each state and the District of Columbia shall have a highway safety program designed to reduce traffic crashes and deaths, injuries, and property damage. To receive funding to implement a highway safety program a state, or jurisdiction, must submit an application, commonly referred to as a highway safety plan (HSP), to the appropriate National Highway Traffic Safety Administration regional office. As required by 23 CFR Part 1200, the HSP, or application for highway safety funding must include the following components: a performance plan, a highway safety plan, certification statements and a program cost summary.

This HSP includes an overview section which contains: the District's Highway Safety Office (HSO) mission statement, information on how the HSO is organized and staffed, demographic information on the District of Columbia, and other information relevant to the City's highway safety program. Also, please note that this document incorporates the required Performance Plan elements into the HSP section of the plan.

The Performance Plan includes a list of objective and measurable highway safety goals, a brief description of the processes used by the State/jurisdiction to identify its highway safety problems, define its highway safety goals and performance measures, and develop projects and activities to address its problems and achieve its goals. In describing these processes, the State/jurisdiction shall identify the participants in the process, discuss the strategies for project selection, and list the information and date sources consulted.

The "Highway Safety Plan" of the application for funding describes the projects and activities the State/jurisdictions plans to implement to reach the goals identified in the Performance Plan. It describes at least one year of Section 402 program activities and may include activities funded from other sources, so long as the source of funding is clearly distinguished.

The Certifications Section of the application includes applicable laws and regulations, financial and programmatic requirements, and in accordance with 23

CFR Part1200.11, the special funding conditions of the Section 402 program. The Governor's/Mayor's Representative for Highway Safety must sign these certifications, providing assurances that the State/jurisdiction will comply with the laws and statements mentioned above.

The Program Cost Summary Section of the application is a completed highway safety form 217 (HS 217). The HS 217 reflects the State's proposed allocations of funds (including carry-forward funds) by program area, based on the goals identified in the Performance Plan and the projects identified in the HSP. The funding level used shall be an estimate of available funding for the upcoming fiscal year.

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OVERVIEW

MISSION STATEMENT

The mission of the District Department of Transportation's Transportation Safety Division is to: develop a comprehensive highway traffic safety plan; procure and administer federal funds; and, coordinate traffic safety activities to ensure a comprehensive and effective District-wide traffic safety program.

ORGANIZATION AND STAFFING

The District of Columbia's Highway Safety Office (DC HSO) is a Division 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 Transportation Safety Policy Division 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. There are plans underway for FY 2006 to fill two additional staff positions - an Impaired Driving Coordinator and an Assistant to the Chief. The Impaired Driving Program Coordinator will be responsible for developing and implementing all aspects of the District's Impaired Driving Program (coordinating law enforcement activities, education initiatives, data collection, media relations, and community outreach). The Deputy Chief 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, and serve as acting TSP Chief.

ENABLING LEGISLATION/DELEGATION OF AUTHORITY

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 Transportation Safety Policy Division (TSPD) is within the Transportation Policy and Planning Administration and

serves as the District's Highway Safety Office. The Chief of that Division 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 safety belt use, occupant protection, child passenger protection, as well as reducing both intoxicated and impaired drives.

The Chief of the Transportation Safety Policy Division serves as the District's Highway Safety Coordinator and the Acting Director of the District Department of Transportation serves as the Mayor's Representative for Highway Safety.

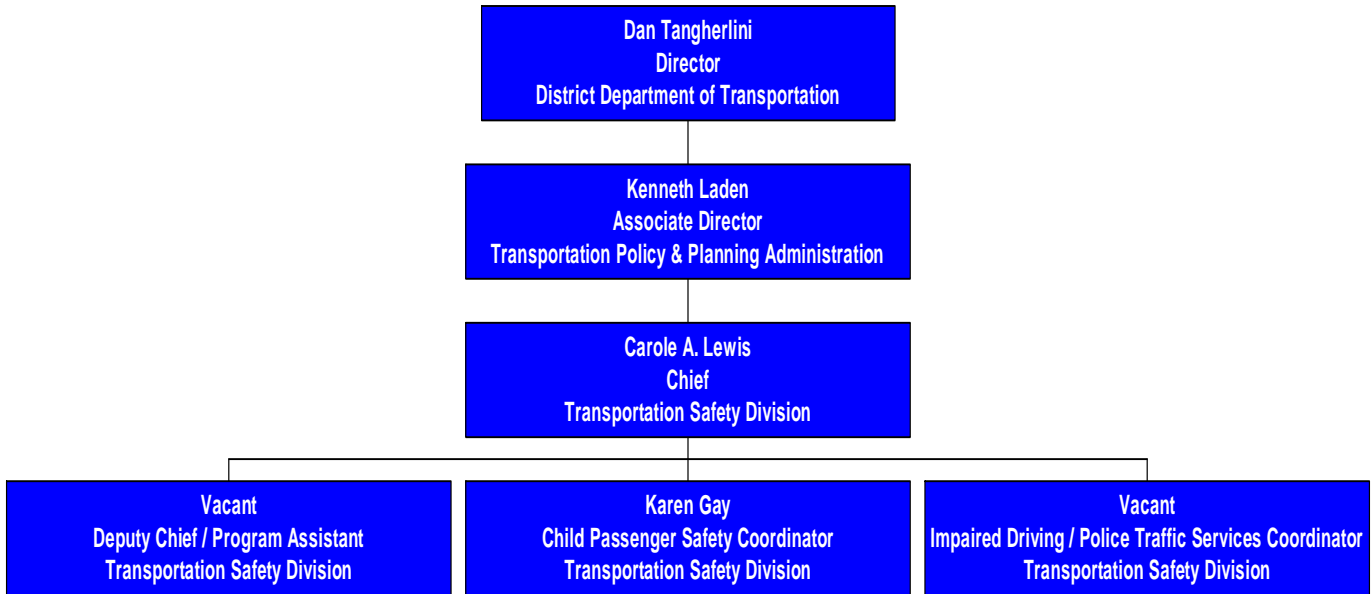
STATISTICAL OVERVIEW OF TRAFFIC SAFETY IN THE DISTRICT OF COLUMBIA

TRAFFIC FATALITIES IN THE DISTRICT OF COLUMBIA

	1997	1998	1999	2000	2001	2002	2003	2004	+/-
# Fatal Crashes	60	55	45	50	66	46	66	47	-19
Fatalities	63	59	47	52	72	50	69	45	-14
Operators	18	19	14	19	33	30	39	16	-23
Passengers	15	16	15	6	20	9	11	5	-6
Pedestrians	25	18	19	19	14	8	18	10	-8
Bicyclists	0	0	2	1	2	1	0	4	+4
Motorcycle Operators	4	5	3	6	3	6	5	10	+5
Motorcycle Passengers	0	0	1	1	1	0	0	0	Even
Moped	1	0	0	0	0	0	0	0	Even
Alcohol Involved	10	13	14	*	14	*(17)	11	13*	+2
Drug Involved	1	1	2	*	*	*	*	*	*

- ETOH results are pending in categories designated with a *. These tests are conducted by the office of the Chief Toxicologist

HSO Organization Chart



NHTSA Training Completed

The TSP Chief 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.

District of Columbia's Demographic & Geographic Information

Based on the 2000 Census information, DC has a population of 572,059 persons, which represents a 5.7% decrease since 1990. This population expands to

approximately three million during a typical workday comprised of commuters from the states of Maryland and Virginia, a large federal workforce and many thousand of tourists, which visit the Nation's Capital. In 2004 approximately 3.50 billion vehicle miles were traveled on 3,774 miles of public roads.

African Americans are the largest ethnic group in the District and represent a majority in six of the District of Columbia's eight wards. In 2000, they comprised 60% of the city's total population, down from 66.3% reported in 1990.

There are 248,338 households with a median household income of \$40,127. Nineteen percent of the population is below poverty level. Twenty-eight percent (28%) of the District's adult population has a college degree and 52.3% have a high school diploma.

A breakdown of racial status shows that 60% of the population is black; 30.8% is white; 7.9% is Hispanic and 1.3% is of other races. Twelve percent are over 65 years of age.

Elected Officials

- Anthony A. Williams, Mayor of the District of Columbia
- Council of the District of Columbia
- US Congressional Representative, Delegate
- 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.

Linda W. Cropp, Chairman-At-Large	Vincent C. Gray
Carol Schwartz	David Catania
Phil Mendelson	Jim Graham
Jack Evans	Kathleen Patterson
Adrian Fenty	Vincent Orange
Sharon Ambrose	Kevin Chavous
Kwame R. Brown	Marion Barry

US Congressional Delegation

Eleanor Holmes Norton

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.

Police 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 7 police districts.

D.C. HIGHWAY SAFETY PLAN

Priority Area Goals

- Reduce traffic fatalities in the District of Columbia from 54 per year (the 2002-2004 average) to 45 per year by 2008.
- Increase the safety belt usage rate from the 2005 rate of 89 percent to 92 percent by September 30, 2006.
- Reduce alcohol related fatalities by 25%, from 14 (2004) to 11 by September 30, 2006.
- Reduce pedestrian fatalities by 10% from an average of 12 (2001-2004) to 9 per year by September 30, 2006.
- Reduce speed related fatalities in 2006 by 25% from 17 (37% of 2004 fatalities) in 2004 to 13.
- Reduce motorcycle fatalities from an average of 6 (2001-2004) per year to 3 by September 30, 2007.

Problem Identification Process

The District's identified problem areas include increasing seat belt use, decreasing alcohol-related crashes (both adult and underage), decreasing aggressive driving (with emphasis on speeding and red light running), decreasing pedestrian, bicycle, and motorcycle fatalities and injuries, and greatly improving the District's traffic records system.

The DC HSO is the lead agency for identifying highway safety problems and setting the goals outlined in DC HSP. The highway safety problem areas are identified and prioritized by reviewing basic crash data that are 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. The Traffic Services Administration, Traffic Safety Division is responsible for maintaining these data.

Other supplemental data, including traffic citations and convictions, trends regarding impaired driving, speed and observational seat 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 critical highway safety legislation recommended, it is also important to recognize that political agendas may influence the problem identification process. On occasion the NHTSA Regional Office, as well as NHTSA headquarters, may request the HSO's participation in projects and initiatives not previously identified during 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 Services 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.

In fiscal year 2006 a Transportation Safety Coordinating Committee will be established. Representatives from a number of DC agencies will be invited to participate. This group will also be a major contributor in defining highway safety issues that need to be addressed in the District.

One of the District's primary strengths is the overwhelming political support in passing critical highway safety legislation. An additional strength of the District's problem identification process is having an experienced and knowledgeable HSO Coordinator. The Regional Office also provides assistance to the DC HSO in the problem identification process by assisting with FARS data analysis and facilitating special information gathering initiatives such as, the BAC Symposium and the Traffic Records Assessment that was conducted in fiscal year 2005.

Unfortunately, there are many challenges faced by the HSO in regards to their problem identification process. The staff shortages in the HSO greatly impact 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. Also 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 HSO hopes to improve on this problem by the creating of a Traffic Records committee who will be charged with working with the MPD to first update the PD 10, Traffic Accident Report. Staffing shortages in the DC Medical Examiner's office has greatly affected the ability to collect timely and complete BAC testing data. This in turn makes it difficult to fully understand and evaluate the District's impaired driving problem.

INDIVIDUAL PROGRAM AREA DETAILS

Program Planning and Administration

The HSO (Transportation Safety Division) is the focal point for highway safety issues in the District of Columbia. Along with the support of the Mayor's Representative (Director, District Department of Transportation) the TSD provides leadership by developing, promoting, and coordinating programs; influencing public and private policy; and increasing public awareness of highway safety. The Planning and Administration program area includes those activities and costs necessary for the overall management and operations of the District of Columbia's Office of Highway Safety. The Chief of the Transportation Safety Division is responsible for the entire DC Highway Safety Program, and participates in activities that impact the highway safety program and policies.

Goals

The Planning and Administration Program goal is to provide the management, supervision, and support services for the activities necessary to operate the Highway Safety Program in the District. The performance measures to support this goal include:

- Develop a coordinated Highway Safety Plan (HSP) by September 1st of each year.
- Prepare the Annual Evaluation Report by January 1st of each year.

- Assist in the development of a Strategic Highway Safety Plan for DC.

Activities Include:

- Identify the District's most significant traffic safety problems
- Prioritize highway safety problems
- Solicit grant proposals
- Select individual projects to be funded
- Monitor projects
- Prepare program and project reports
- Develop, coordinate, monitor, and administratively evaluate traffic safety projects identified in the HSP
- Revise Procedural Manual
- Hire additional staff
- Hire contractor to assist with the Strategic Highway Safety Plan

Police Traffic Services (Aggressive Driving Enforcement)



District of Columbia residents have repeatedly identified "unsafe driving" as the number one public safety concern. Additionally, aggressive driving has been cited by AAA Mid-Atlantic as the number one threat to highway safety in the Washington area for the past six years (1995 - 2001). Defined as "the operation of a motor vehicle in a manner which endangers or is likely to endanger persons or property", aggressive driving entails violations such as speeding, tailgating, unsafe lane changes, and running both red lights and stop signs. As the number of drivers on area roadways steadily increases, so does the number of vehicles on the road; and unfortunately, congestion breeds aggression. Consider the following challenges:

- The Washington Metropolitan region is currently ranked as having the third worst traffic congestion in the nation, behind Los Angeles and San Francisco.
- Motorists in the region lose more hours to traffic delays - 82 hours on average per year - than any other city in the country.
- Parents in the Metropolitan area spend twice as much time behind the wheel as they do with their children.

- Projections for population growth in the D.C. region estimate that by the year 2020, demands on our roadways will grow by about 40%, while road capacity will increase only 9%.
- From a national perspective, speed is a contributing factor in approximately 30% of fatal collisions. In 2004, speed was a causal factor in 17 of the 45 traffic fatalities occurring in the District of Columbia (37%). The previous year, speed accounted for 44% of the fatal crashes and in 2002, speed was a factor in 60% of our fatalities. Speed surveys conducted in the District of Columbia in July of 2001 revealed that approximately 80% of drivers operated on surveyed D.C. Roads were traveling in excess of the posted speed limit.

During 2005, a number of efforts have been underway to address this challenge. To increase the speed enforcement efforts by MPD officers, 650 officers have been trained. In fiscal year 2006 the MPD would like to purchase an additional 30 units to further this effort. Since the commencement of the photo-speed enforcement operation, over 1.4 million speeding tickets have been issued to date. MPD's data shows a reduction in aggressive speeds from 31% (prior to commencing program) to 3.3%. This translates to roughly 1 out of every 30 drivers as compared to 1 out of every 3. Additionally, the Insurance Institute for Highway Safety published a report, which showed speed reductions of 38-89% on roadways they studies. MPD has also begun transitioning to digital technologies to provide for greater clarity of pictures and have commenced a public education and enforcement campaign to increase public awareness pertaining to this ubiquitous problem.

Goal

Reduce the amount of speed related crashes and fatalities in the District of Columbia by 10%, by September 30, 2006.

Activities

- Increase the amount of speed enforcement conducted by MPD officers by 5%, by September 30, 2006.
- Conduct LASER speed operations "Speed Blitz" in all seven-patrol districts, by October 31, 2006.

- Sustain photo-speed enforcement operations at a minimum of thirty sites per month throughout the District of Columbia.
- Participate in the regional planning and educational endeavors incorporated in the "Smooth Operator Program" during fiscal year 2006.
- Commence a community speed program by September 30, 2006 wherein citizens will monitor speeds via SMART trailers and track tag numbers of violators. The MPD will subsequently mail out letters of caution to the registered owner of the vehicle.
- Establish a community speed control campaign in cooperation with civic associations, area neighborhood commission and others.
- Commence the use of speed on green technologies to ticket vehicles that speed through intersections where red light cameras are located.



Occupant Protection



Proper and consistent use of seatbelts and child safety seats is known to be the single most effective protection against death, and a mitigating factor in the severity of traffic crashes. Twenty-six percent (26%) of the District's 50 fatal crashes in 2002, the drivers or passengers killed were not properly restrained. In the realm of child passenger safety, 90% of child safety seats are installed incorrectly. While the District is currently among the national leaders in seatbelt usage with an 89% compliance rate, we aspire to further increase that number and consequently reduce the number of injuries and fatalities occurring due to non-compliance.

Goals

Increase the safety belt usage rate from the 2005 rate of 89 percent to 92 percent by September 30, 2006.

Activities

- Sustain a "Click it or Ticket" campaign in the District of Columbia during fiscal year 2006, using paid media, education and enforcement to increase awareness and usage.

- Participate in a minimum of three mobilizations, May CIOT, Labor Day Impaired Driving Crackdown.
- Certify 100 MPD officers as child safety seat technicians. In addition to encouraging enforcement, another objective is to make officers available to inspect and install car seats.
- Maintain Child Safety Seat fitting stations in each of the seven police districts.
- Initiate a community-based campaign to continue to heighten awareness of safety belt use.

Impaired Driving

While impaired driving was specifically identified as a factor in 37% of DC's traffic fatalities in 2004, pending toxicology reports may bring those numbers higher.

A number of aggressive impaired driving countermeasures were implemented in fiscal year 2005, which has had a positive impact on the number of alcohol related crashes and fatalities. Due to a number of post 911 security concerns and related details, many district personnel spent less time on impaired driving enforcement. MPD conducted three SFST/Intoxilyzer classes and hope to conduct at least four in fiscal year 2006. DUI arrests have subsequently increased for the third consecutive year.

Another problem, which impacts the impaired driving program in the District, is the proliferation of false identification. This has been one of the most challenging dilemmas in enforcing underage drinking laws. In calendar year 2004 the MPD continued its campaign of persistent underage drinking enforcement. A major setback was dealt to their efforts in late May of 2004, when a DC Superior Court Judge issued an injunction prohibiting the MPD from arresting persons for underage possession, underage drinking and attempts to procure alcohol. While legislators are currently reviewing this situation, the Attorney General's office is not able to prosecute these cases and the MPD continues to be prohibited from criminally enforcing these violations.

The MPD has taken steps to establish a centralized traffic safety and specialized enforcement branch, which will take the lead in taking on DC's underage enforcement endeavors.

The MPD will continue using the CAT mobiles for large-scale underage drinking operations as well as educational events. The department has also teamed with the Washington Regional Alcohol Program (WRAP) to conduct forums on underage drinking at schools throughout the District. Four pairs of "Fatal Vision Goggles" were also obtained for use in these educational endeavors.

Goals

Decrease the number of underage alcohol related fatalities from an average of 14 per year to 11 per year by 2006.

Activities



- Conduct a minimum of 32 sobriety checkpoints during fiscal year 2006; with a minimum of one checkpoint per month and additional checkpoints around holiday weekends. Weekly sobriety checkpoints will be conducted from June 27, 2004 through January 3, 2006.
- Conduct a minimum of one training class per quarter in Standardized Field Sobriety Testing and Intoxilyzer operation; certifying a minimum of 100 officers in these areas prior to September 30, 2006.
- Sustain both a passive alcohol sensor program and in-car video surveillance program during FY 2006.
- Conduct a minimum of 20 educational initiatives designed to address the risk of impaired driving in District of Columbia high schools, during fiscal year 2006. Programs will be conducted in collaboration with MADD, WRAP and NCCPUD.
- Continue with our paid media campaign addressing underage drinking; to include airing spots during periods of high alcohol consumption (e.g. prom season, graduations, etc.).
- Sustain Cops in Shops program in all seven districts through FY 2006, in order to deter underage possession of alcohol, use of fake id, and arrest persons who procure for minors.

- Sustain Stopping Underage Drinkers (SUD's) program using fake id technology to arrest persons attempting to use fake id to enter class C or D establishments.
- Conduct educational initiatives at a minimum of 20 District of Columbia high schools in order to raise awareness of underage drinking consequences (prior to September 30, 2006).
- Conduct a minimum of 100 compliance checks in cooperation with the Alcohol Beverage Regulation Administration during FY 2006, in order to target establishments that serve to minors, or fail to restrict youth access to alcohol.

Bicycles and Pedestrians

Pedestrians accounted for 22% of all traffic fatalities in the District of Columbia in calendar year 2004 (10 of 45). This compares to 26% (18 of 68) of the traffic fatalities in 2003, 8 in 2002 and 14 pedestrian fatalities in 2001. Although the majority of these fatalities involved pedestrian error, there is much work to be done in the areas of both enforcement and education. While the MPD will conduct enforcement in fiscal year 2005, greater emphasis must be added in the upcoming year. Both DDOT and MPD have testified in front of City Council seeking to raise the fines for pedestrian violations from \$5 to \$50. A number of fines have since been raised, although not to these desired fine levels.



With the implementation of photo-red light and photo-speed technologies, pedestrian safety in the District has already improved dramatically. In order to continue improving pedestrian safety, the MPD is working in collaboration with DDOT to identify engineering changes that can be made as well as legislative enhancements and enforcement initiatives. This will include better markings in school zones, increased fines and penalties, and greater enforcement and education.

Goals

1. Reduce pedestrian fatalities by 10% per year by 2006 from an average of 15 (2000-2003) to 10 per year by September 30, 2005.

2. Increase the percentage of children wearing helmets, using safe pedestrian crossing and bicycling behaviors, before and after the 2005-06 school year.
3. Increase the availability of bike and pedestrian safety information through increased online presence.

Activities

- Conduct educational campaigns in a minimum of 20 D.C. elementary schools during fiscal year 2006, in order to discuss pedestrian and bicycle safety.
- Sustain a bicycle helmet distribution program throughout FY 2006 wherein 2,000 bicycle helmets will be given to children in the District of Columbia at no cost.
- Conduct a minimum of 3 high visibility waves specifically targeting pedestrian related violations, prior to September 30, 2006.
- Participate in a task force with the District Department of Transportation, DPW, and DC Public Schools to implement both engineering and enforcement strategies, which will enhance the safety of D.C. school children.
- Reduce the number of police-reported crashes involving pedestrians and bicyclists in the District over a 3-year period.
- Conduct Street Smart Campaign to increase awareness of the consequences of pedestrian and bicycle crashes.



Traffic Records

The District's traffic records system has many deficiencies that affect the reliability and timeliness of the data. Further, for many years this has not been a priority for the District, therefore, very little time, attention, and resources have been devoted to upgrading the traffic records system.

At the request of DDOT the NHTSA assembled a team of traffic records professionals to facilitate a traffic records assessment. The scope of this traffic records assessment covered all of the data systems comprising a traffic records system. The purpose was to determine whether the District of Columbia's traffic records system is capable of supporting management's needs to identify the District's safety problems, to manage the countermeasures applied to reduce or eliminate those problems and to evaluate those programs for their effectiveness.

Staffing shortages in the DC Medical Examiner's office have greatly affected the ability to collect timely and complete BAC testing data. This in turn makes it difficult to fully understand and evaluate the District's impaired driving problem.

Goal

Work with the Metropolitan Police Department, DC to revamp the department's Traffic Accident Report form (PD10)

Activities

- Establish a Traffic Records Steering Committee and develop a strategic plan.
- Implement Traffic Records Assessment recommendations.

Motorcycle Safety

Motorcycle fatalities in the District of Columbia are on the rise. In 2003 there were 5 fatalities and in 2004 there were 10. While crash prevention is the primary focus, not all motorcycle crashes will be prevented. Injury prevention becomes an ever-increasing important component to reverse the upward trend in the number of motorcyclist fatalities each year. Today, 20 States, the District of Columbia and Puerto Rico require helmet use by all motorcycle operators and passengers.

Goal

Reduce motorcycle fatalities in the District of Columbia by approximately 25%, from 10 in 2004 to 7 in 2006

Activities

- Developing educational materials that focus on crash prevention, injury prevention, and rider education.

Roadway Safety

The District's population expands to approximately three million during a typical workday comprised of commuters from the states of Maryland and Virginia, a large federal workforce and many thousand of tourists, which visit the Nation's Capital. In 2004 approximately 3.50 billion vehicle miles were traveled on 3,774 miles of public roads.

Roadways are the one element of the traffic environment where local agencies have the most control. Driver behavior is often difficult to change, even with extensive education and enforcement campaigns. Vehicle improvements generally occur on a national or global scale as technology and federal regulations change. However, improving the safety of a particular roadway is the sole responsibility of the local agency with jurisdiction over the roadway. Although roadways represent only one-third of the safety equation, local transportation agencies must focus much more than one-third of their resources on this element.

Goal

To continue and expand the Roadway Operations Patrol Program.

Activities

- Continue to conduct the four-week training for ROP Patrollers and supervisors.
- Continue to conduct three-week training program for ROP Dispatchers.
- Purchase radar guns for Ward Planners

Process Description

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.

In fiscal year 2001 the TSPD prepared the first "Comprehensive Transportation Safety Plan" for the District for 2002. This document was prepared at the request of the Acting Director of DDOT. In FY 2002 this document was revised for FY 2003, and was modeled after the nationally recognized strategic plan prepared by the American Association of State Highway and Transportation Officials (AASHTO) and provides the foundation of the HSP. It was forwarded to the Division Administrator, Federal Highway Administration during the summer of 2002. Plans are underway to update and revise this document in fiscal year 2006.

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 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 Policy Division (TSPD), Transportation Policy & Planning Administration, District Department of Transportation, *no later than mid June*. This will enable the TSPD to review all applications/proposals and select projects for inclusion in the HSP/Application for federal highway safety funds.

The Transportation Safety Policy Division 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:

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.



CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject high risk grantee status in accordance with 49 CFR Section 18.12. State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR Section 18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. - Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (Sections 1200, 1205, 1206, 1250, 1251, & 1252)
Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants.

CERTIFICATIONS AND ASSURANCES

The Mayor is responsible for the administration of the District of Columbia's highway safety program through a District 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 District of Columbia'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 to comply with 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 drawdown privileges);

The District of Columbia has submitted appropriate documentation for review to the single point of contact designated by the Mayor 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 District of Columbia; or the District, by formal agreement with appropriate officials of a District agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

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

The District of Columbia 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. Sections 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. Section 794), which prohibits discrimination on the basis of handicaps; and 49 CFR Part 27 (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. Sections 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) Sections 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. Sections 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. Section 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)

District of Columbia 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 District of Columbia will comply with the provisions of the Buy America Act 23 U.S.C. 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.

POLITICAL ACTIVITY (HATCH ACT)

The District of Columbia will comply with the provisions of 5 U.S.C. Sections 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, sub grants, and contracts under grant, loans, and cooperative agreements) and that all sub recipients 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, and U.S. Code. Any person who fails to file the required certification shall

be subject to a civil penalty or not less than \$10,000 and not more than \$100,000 for each such failure.

CERTIFICATION REGARDING 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 for 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 the rules implementing Executive Order 12549. 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 indicated 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 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 this clause titled "Certification Regarding Debarment, Suspension, Ineligibility, or Voluntary Exclusion - Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations. (See Below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower covered transaction that it is not 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 Non-procurement List.
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 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 suspended. Debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other 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 participants shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's fiscal year 2003 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 433321 et seq.). Council on Environmental Quality regulations with the National Environmental Policy Act of 1969, as amended, 40 C.F.R. Part 1500 et seq.

Mayor's Representative for Highway Safety

Date: _____

FINANCIAL DOCUMENTATION

