



FY2013 Highway Safety Performance Plan



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Executive Summary

On behalf of the Mayor of the District of Columbia, and the Director of the District Department of Transportation (DDOT), the D.C. Highway Safety Office (HSO) is pleased to present the Fiscal Year 2013 Highway Safety Performance Plan (HSPP).

This Highway Safety Performance Plan (HSPP) contains the goals, strategies, performance measures and objectives that the District of Columbia has set for fiscal year 2013 (October 1, 2012 – September 31, 2013). The HSPP is required by the U.S. Department of Transportation (U.S. DOT), National Highway Traffic Safety Administration (NHTSA) regulations, in order to provide the district with Highway Safety Funds. The District Highway Safety program operates under the provisions of the Federal Highway Safety Act of 1966, 23 Chapter 4, Section 402. Section 402 funds can be used for a variety of safety initiatives including data analyses, developing safety education programs, and conducting community-wide pedestrian safety campaigns. Since the 402 Program is jointly administered by NHTSA and FHWA, Highway Safety Funds can also be used for some limited safety-related engineering projects. In the District, these funds are used to reduce crashes, fatalities, injuries and property damage by addressing road user behavioral issues, police traffic services, emergency medical services, motorcycle safety, and traffic records improvements.

Consistent with the requirements for the application for these funds, the FY2013 HSPP consists of four major sections: Performance Plan, Highway Safety Plan (HSP), Certifications and Assurances and HS Form 217 Cost Summary.

The **Performance Plan** includes a list of objectives and measurable highway safety goals and a brief description of the processes used by the District/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. The Plan also includes performance measures for each goal to help DDOT track progress from a baseline toward meeting the goal by the specified target date.

The **Highway Safety Plan** describes the projects and activities the District plans to implement to reach the goals identified in the Performance Plan. The HSP and Performance Plan are the District's planning management, and grant delivery vehicles. This plan is submitted on a yearly basis, September 1st, and must be submitted to NHTSA, along with the other two documents described here for review to ensure that the HSO complies with the requirements of the Section 402 program.

The **Certification Statement** of the application includes applicable laws and regulations, financial and programmatic requirements, and in accordance with 23 CFR Part 1200.11, the special funding conditions of the Section 402 programs. The Mayor's Representative for Highway Safety must sign these certifications prior to September 1st, providing assurances that the District will comply with the laws and statements mentioned above.

The **Program Cost Summary** of the application is the completed highway safety form 217 (HS 217). The HS 217 reflects the District'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.

The HSPP is a multi-year plan developed and updated annually by the HSO to describe how Federal highway safety funds will be apportioned. The HSPP is intergovernmental in nature and functions either directly or indirectly, through grant agreements, Memorandum of Understanding (MOU), contracts, requisitions, purchase orders, and work orders. Projects can be activated only after the District HSPP has received Federal funding approval. The ultimate goal is to have all of the agreements negotiated and ready for activation on October 1st, the beginning of the Federal fiscal year.



Overview of the Highway Safety Office

Vision

DDOT is committed to achieving an exceptional quality of life in the nation's capital through more sustainable travel practices, safer streets, and outstanding access to goods and services.

Mission

Develop and maintain a cohesive sustainable transportation system that delivers safe, affordable, and convenient ways to move people and goods – while protecting and enhancing the natural, environment and cultural resources of the District.

The District of Columbia's Highway Safety Office (HSO) was established in accordance with the Highway Safety Act of 1966. The HSO and its activities are primarily funded through federal grants from NHTSA.

The HSO coordinates highway safety programming focused on public outreach and education, high-visibility enforcement, utilization of new safety technology, and collaboration with safety and private sector organization. The HSO is also responsible for providing technical assistance to grantees and ensuring compliance with federal program regulations and guidelines. The HSO works in tandem with NHTSA to implement programs focusing on occupant protection impaired driving, speed enforcement, pedestrian and bicycle safety and Traffic records.

Organizational Structure

The Federal Highway Act of 1966 makes the District's Mayor responsible for preparing and administering a District-wide highway safety program. The Mayor has named Terry Bellamy as the Director of the District Department of Transportation (DDOT), to act as his representative for the District's highway safety program. The HSO is an office within the DDOT.

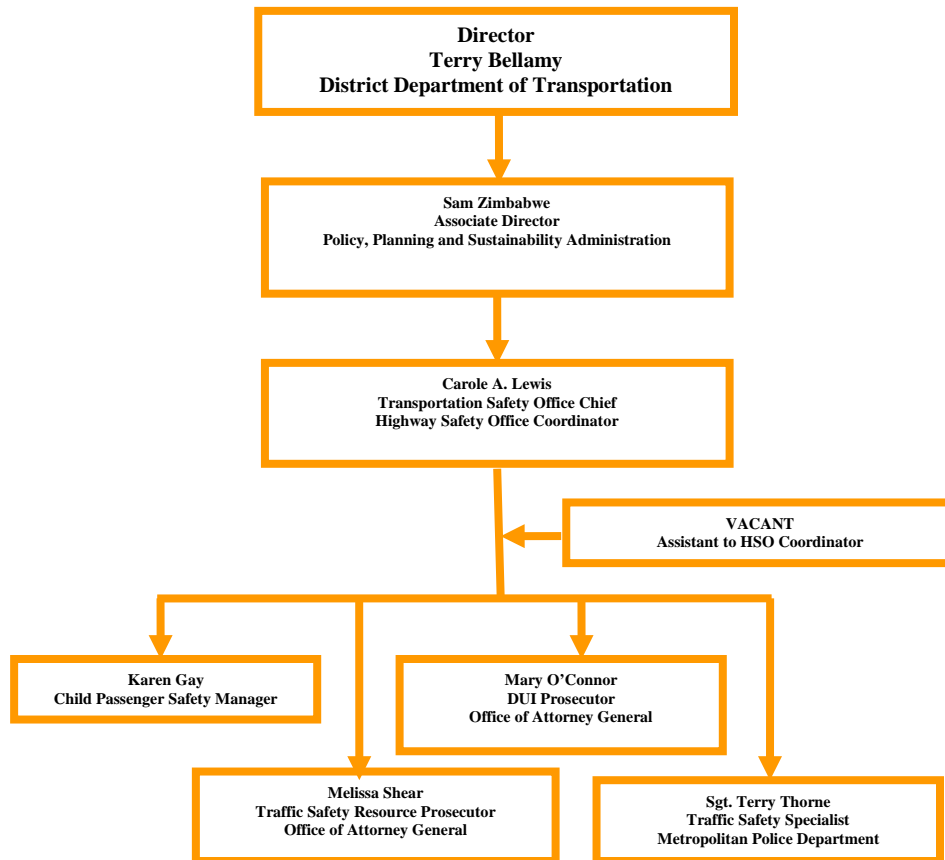
The HSO is within the Policy, Planning and Sustainability Administration (PPSA). The Transportation Safety Office (TSO) Chief is also the District's HSO Coordinator, who administers the District's highway safety program. Currently the TSO Chief, Carole A. Lewis, also serves as the coordinator of the District Highway Safety Program.

The PPSA Organization Chart depicts three (3) Divisions and positions:

1. Policy Development Division
 - Public Space Policy Branch.

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

Figure 1: DDOT Organizational Chart



Carole Lewis, Traffic Safety Office Chief/Highway Safety Office Coordinator – Administers the safety programs for the District. This includes planning, organizing, evaluating, monitoring, and directing the operations and programs in accordance with Federal and District rules, regulations, and guidelines.

Karen Gay, Child Passenger Safety – Directs and monitors the day-to-day operations of the District’s Child Passenger Safety Program.

Mary O'Connor, DUI Prosecutor – Prosecutes serious offender DUI/DWI cases.

Melissa Shear, Traffic Safety Resource Prosecutor – Criminal Section's experts on traffic safety issues, provides training and also coordinates with law enforcement officials concerning traffic safety enforcement to help foster improved law enforcement/prosecutor cooperation.

Terry Thorne, Traffic Safety Specialist Metropolitan Police Department (MPD) – Coordinates all NHTSA traffic safety programs housed within the MPD. Focus areas include highway safety management inclusive of intelligent transportation systems, traffic operations, and work zone safety.

Key Partnerships

The HSO office works with law enforcement, judicial personnel, private sector organizations, and community advocates to coordinate activities and initiatives relating to behavioral issues in traffic safety. Working together to achieve the HSO vision for a safe and efficient transportation system that has zero traffic-related deaths and disabling injuries. These public sector and community partners include:

- Metropolitan Police Department (MPD)
- Office of the Attorney General (OAG)
- Office of the Chief Medical Examiner (OCME)
- Department of Motor Vehicles (DMV)
- Superior Court of the District of Columbia (SCDC)
- Fire and Medical Emergency Services (FEMS)
- Office of the Chief Technology Officer (OCTO)
- University of the District of Columbia
- Washington Regional Alcohol Program (WRAP)
- Associates for Renewal for Education (ARE)
- McAndrew Company, LLC
- KLS Engineering, LLC
- Federal Partners include:
 - National Highway Traffic Safety Administration (NHTSA)
 - Federal Highway Administration (FHWA)
 - Federal Motor Carrier Safety Administration (FMCSA)

Grant Selection Process

The Coordinator of the HSO, through the problem identification process, identifies the top priority areas and sends out a memo requesting grant proposals to address these issues. Because the District's program is city based, this allows for a less structured and more 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, as it is the only law enforcement agency in the City eligible to receive Federal grant funds.

On April 23, 2012, the Coordinator held a one-day Grant Management Training inviting past/existing grantee recipient as well as others who have expressed interest in the program. At this training, the coordinator and NHTSA provided information on the National and the District's priority areas, Crash Data, Grant Application and process, evaluating, monitoring and reporting requirements. The Grant Application as well as other grant related forms are also posted on the HSO website at www.ddot-hso.com.

The Highway Safety Office (HSO) Coordinator, approves all sub-grants.

Who Can Apply

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

A "Project Director" of each non-profit organization must submit a Grant Application. The Project Director is designated to represent the sub grantee agency and is responsible for ensuring 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 Grant Application to the Highway Safety Office, Policy, Planning and Sustainability Administration, District Department of Transportation, no later than June 30. This will enable the HSO Coordinator to review all applications/proposals and select projects for inclusion in the HSP/Application for Federal highway safety funds. Applications can be accepted as is, rejected with comments for re-submission, or rejected based on not in line with the safety goals.

The HSO then develops a comprehensive Highway Safety Performance Plan, 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 HSO Coordinator, each project director is notified of the approved amount of funding and advised of individual fiscal and administrative reporting/evaluation requirements.

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

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

The Project Director shall, by the 15th of the month following the end of each quarter, submit an Administrative Report, which outlines activities from the previous quarter, as well as a final performance report at the end of the project, as detailed in the reporting requirements obtained at the pre-award meeting. See reporting schedule below:

Table 1: Reporting Schedule

Reporting Month	Fiscal Quarter	Report Due
October November December	First Quarter	January 15
January February March	Second Quarter	April 15
April May June	Third Quarter	July 15
July August September	Fourth Quarter	October 15
Final Performance Report		November 1

All grants are reimbursable in nature, meaning that the agency must first spend the funds and then request reimbursement from the HSO by submitting a reimbursement voucher. This reimbursement voucher indicates the amount of Federal funding spent. Backup documentation must be attached to the submitted reimbursement voucher. This documentation would include receipts, timesheets, etc. A final performance report must be submitted at the end of the project period. This report must provide an in-depth cumulative summary of the tasks performed and goals achieved during the project period. This report is due no later than November 1st of each year that the grant is in place.

District of Columbia Performance Measures

Core Outcome Measures

		2007	2008	2009	2010	2011	3 Yr. Avg.	Percent Change 2009-2011
Description								
C-1	Number of traffic fatalities	44	34	29	24	<i>32</i>	28	10.3
C-2	Number of serious injuries in traffic crashes	<i>6,571</i>	<i>6,792</i>	<i>6,529</i>	<i>7,068</i>	<i>7,045</i>	6,881	7.9
C-3	Fatalities per 100 million vehicle miles Traveled	1.22	0.94	0.80	0.67	<i>0.89</i>	0.79	11.3
C-4	Number of unrestrained passenger vehicle occupant fatalities, all seat positions	4	5	3	5	<i>6</i>	5	200
C-5	Number of fatalities in crashes involving a driver or motorcycle operator with a blood alcohol concentration of 0.08 g/dL or higher	16	9	11	5	<i>10</i>	8.7	-9.1
C-6	Number of Speed-related fatalities	8	12	10	8	<i>17</i>	12	70
C-7	Number of motorcyclist fatalities	3	9	4	1	<i>4</i>	3	0.0
C-8	Number of un-helmeted motorcyclist fatalities	1	1	2	0	<i>2</i>	1	0.0
C-9	Number of drivers 20 or younger involved in a fatal crash	6	0	2	0	<i>5</i>	2	150
C-10	Number of pedestrian fatalities	19	9	14	13	<i>11</i>	13	-21.4

Source: FARS and *State Crash Data Files (2011)*

Core Behavior Measures

		2008	2009	2010	2011	2012	3 Yr. Avg.	Percent Change 2010-2012
Description								
B-1	Observed seat belt use for passenger vehicles, front seat outboard occupants	87.13	90.0	93.0	95.0	92.40	93.47	-0.65

Source: District of Columbia Observational Seat Belt Survey

Core Activity Measures

	Description	2007	2008	2009	2010	2011	3 Yr. Avg.	Percent Change 2009- 2011
A-1	Number of seat belt citations issued during grant-funded enforcement activities	850	1,337	4,433	6,964	6,271	5,889	41.46
A-2	Number of impaired driving arrests made during grant-funded enforcement activities	134	134	1,044	1,239	1,280	1,188	22.61
A-3	Number of speeding citations issued during grant-funded enforcement activities	3,613	3,877	5,640	10,625	10,625	8,963	88.39

Source: District of Columbia Observational Seat Belt Survey

Top Priorities

The following provides a brief summary of the problems identified by the District of Columbia in need of special attention in order to decrease injuries and fatalities. Each is expanded into a more detailed section in the main body of the report in the pages that follow.

- Impaired Driving – In 2011, 28 percent of traffic fatalities, 2.6 percent of injuries were as a result of alcohol. The consumption of alcohol contributed to 2 percent of all reported traffic related crashes (approximately 18,000).
- Speeding – In 2011, 53 percent of traffic fatalities, 3.6 percent of injuries were as a result of speeding. Speeding contributed to 3.3 percent of all reported traffic related crashes.
- Pedestrian and Bicyclist – 34 percent of traffic fatalities and 10.4 percent of injuries were pedestrian-related. 6 percent of traffic fatalities and 5.5 percent of injuries were bicycle-related.
- Motorcycle – 12.5 percent of traffic fatalities and 2 percent of injuries were motorcycle-related. Motorcyclists were involved in 1.2 percent of all reported traffic related crashes.
- Occupant Protection – Safety Belt usage reached 92.4 percent in 2012 (2012 Seatbelt Usage Survey) for front seat drivers and passengers.

Major Strategies

The following are the major strategies that need to be in place in order for the District of Columbia to achieve its goal of reducing serious injuries and fatal by 50 percent in 2025:

Enforcement – examples include:

- Expand traffic safety checkpoints (inclusive of high crime areas).
- Expand mobile photo enforcement unit.
- Expand enforcement powers of traffic control officers.
- Expand enforcement of existing safety legislation.

Engineering – examples include:

- Joint planning on federal requirements like the Strategic Highway Safety plan (SHSP) and the Highway Safety Improvement Program.
- Implement leading pedestrian intervals at 100 high volume pedestrian intersections.
- Require contractors to establish and maintain work zones in accordance with DDOT requirements.
- Use technology to improve system performance and enhance safety.
- Implement improvements at top 50 high crash intersections.
- Improve incident management functions through enhanced communications and proactive deployment.

Education and Outreach

- Education examples includes working in schools and adult populations on educating them on key crash contributing circumstances such as alcohol, speeding, seat belt benefits, etc. and overall building a regional campaign.
- Outreach examples include the development and implementation of various campaigns like Street Smart, Click-or-Ticket, Smooth Operator, etc. and the development of the HSO web site.
- Continue training in key areas such as Work Zone Management, Pedestrian/Bicycle Safety, older drivers, etc.
- Improve training to FEMS technician to more accurately fill in the “run” sheets.
- Work with FEMS and MPD on improving the accuracy and completeness of their respective data collection forms.

Emergency Medical Services

- Support DOH efforts to electronically collect trauma, hospital, and emergency data.
- Expand the CODES pilot project.

Evaluation

- Evaluation of the HSPP program elements.
- Evaluation of other behavioral safety programs.

Encouragement

- Meet with various safety stakeholders (from District Agencies, Grantees, and other interested organizations) to assess the safety issues and solicit feedback on critical issues such as legislation, enforcement, technological advancements, education, and outreach.

1.0 Performance Plan

This section of the HSPP consists of a brief description of the District's problem identification process used each year by the HSO to identify its highway safety grant problems. It also includes the crash trends and activities proposed in reaching the District's goal, by focus area.

Problem Identification Process

Each year the HSO performs a problem identification process to determine the most effective plan for the most appropriate use of Federal highway safety grant funds. The highway safety problem areas are identified and prioritized by reviewing the crash data to determine the where, when, how, and why crashes occur.

Step 1 – Identifying Data Sources

The data and informational sources used by the District are:

- Traffic Accident Reporting and Analysis System (TARAS)
- Fatality Analysis Reporting System (FARS)
- Department of Motor Vehicles – Number of licensed drivers and registered vehicles.
- Census and demographic data from the District Department of Labor – Workforce data
- Metropolitan Police Department – traffic citations and convictions
- Annual observational belt use surveys
- Previous HSPs are reviewed and past performance is evaluated
- The District Strategic Highway Safety Plan
- Other states HSPs and ARs (as referenced documents) – Delaware and Alaska
- National Publications, studies, and State of the Practice reports. Examples include – Countermeasures that Work, Motorcycle Safety Programs, Occupant Protection for Children Best Practices and other materials presented at GHSA conference/s.
- Priority Letter (NHTSA)

Step 2 – Data Analysis and Interpretation

The data are reviewed to help answer the following questions in the Table 3 below to ultimately identify the problem.

Table 2: Example Questions to Help with Data Analysis and Program Identification

Questions	Examples
Are high crash incidence locations identified?	Specific road sections, streets, and intersections, etc.
What appear to be the major contributing factors to crashes?	Alcohol, other drugs, speed, other traffic violations, weather, road conditions, age, etc.
What characteristics are overrepresented or occur more frequently than would be expected in the crash picture?	Number of crashes involving 16- to 19-year-olds versus other age groups or, number of alcohol crashes occurring on a particular roadway segment as compared with other segments.
Are there factors that increase crash severity which are or should be addressed?	Non-use of occupant protection devices (safety belts, motorcycle helmets, etc.)

In the problem identification process the District uses array of information that is applied in the analysis of a crash problem, as shown in Table 4.

Table 3: Information That May Be Applied to Problem Analysis

Crash Factors	Crash Characteristics	Factors Affecting Severity
<ul style="list-style-type: none"> • Alcohol involvement 	<ul style="list-style-type: none"> • Time of day 	<ul style="list-style-type: none"> • Speed
<ul style="list-style-type: none"> • Roadway design 	<ul style="list-style-type: none"> • Day of week 	<ul style="list-style-type: none"> • Roadway elements (markings, guardrail, shoulders, surface, etc.)
<ul style="list-style-type: none"> • Loss of control 	<ul style="list-style-type: none"> • Age of driver 	<ul style="list-style-type: none"> • Occupant protection non-use
<ul style="list-style-type: none"> • Violation • Weather 	<ul style="list-style-type: none"> • Gender of driver 	<ul style="list-style-type: none"> • Position in vehicle

Some factors impede effective problem identification by the District such as:

- Inability to link data files.
- Lack of location-specific data.
- Poor data quality (accuracy, completeness).
- Reporting threshold fluctuations (example: variations among officers in the crash severity they routinely report).

In 2007, the HSO, in conjunction with other District transportation officials, systematically analyzed the District highway safety problems and corrective strategies as part of the District of Columbia Strategic Highway Safety Plan, 2007 (SHSP). This plan identified five Critical Emphasis Areas (CEAs) to improve traffic safety and decrease injuries and fatalities in the District. These five CEAs were:

CEA 1 – High-Risk Drivers

- Aggressive Drivers.

- Impaired Drivers.
- Driver Competency and Licensing.

CEA 2 – Pedestrian and Bicyclist Safety

CEA 3 – Engineering/Facilities Infrastructure

CEA 4 – Special Vehicles

CEA 5 – Special Target Areas

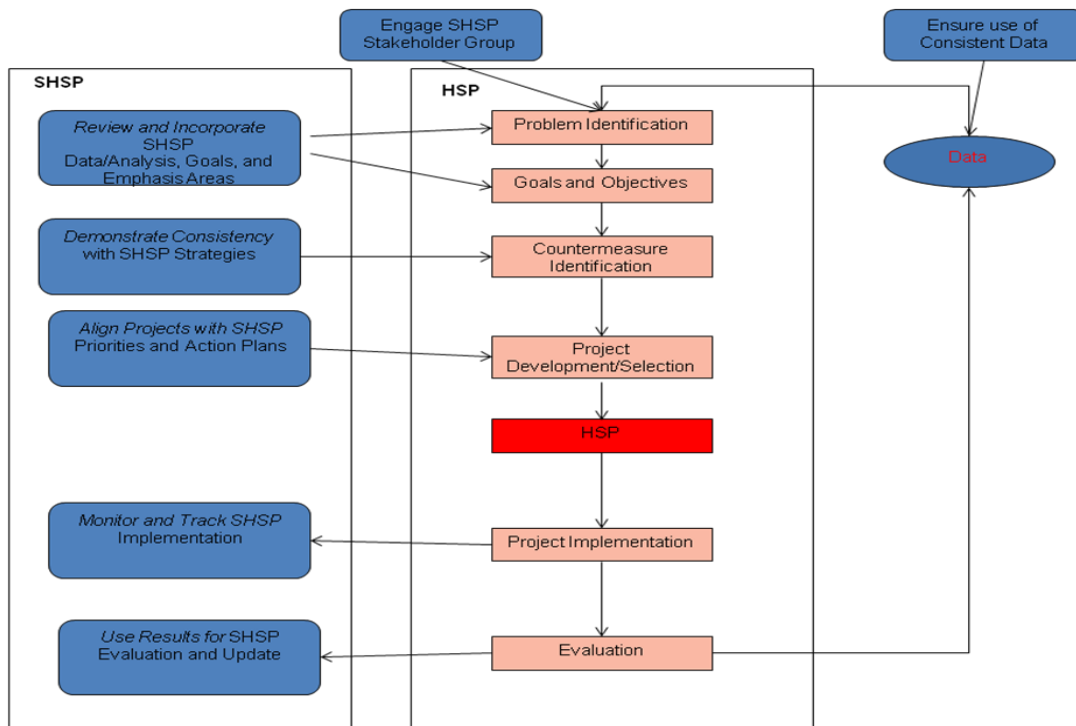
- Emergency Medical Services.
- Occupant Protection.

(Improvement of Traffic Records was listed as a CEA but all work in this area was deferred to the Traffic Records Coordinating Committee, TRCC).

Highway Safety Performance Plan and Strategic Highway Safety Plan

The HSPP is one part of the overall SHSP, as set forward by the Executive Committee for Highway Safety. As Figure 2 illustrates below, the SHSP influences problem identification, goals and objectives, countermeasures identification, and project development within the HSPP. After the development and approval of the HSPP, project implementation and evaluation activities provide feedback to both SHSP and the HSPP planning process. While the goals and objectives of the SHSP and HSPP may not all be identical, they are based on consistent data. As such, the two documents are meant to complement each other and jointly support the District’s safety priorities.

Figure 2: SHSP Relationship with HSP



Emphasis Areas

On April 23, 2012, the HSO host its FY2013 Grant Planning meeting. The meeting was held with representatives from Metropolitan Police Department (MPD), Office of the Attorney General (OAG), District of Columbia Courts, CPS Coordinator, Department of Motor Vehicles, Pedestrian and Bicycle Coordinator, Washington Regional Alcohol Association (WRAP), The McAndrew Company, Washington Area Bicycle Association (WABA), Associates for Renewal in Education, Inc. (ARE) and KLS Engineering to review the District’s safety performance, safety goals and future needs. Based on the results of this analysis, it was determined that the District can make a positive impact on improving highway safety by placing a major emphasis and/or continuing on the following program areas under the HSPP:

1. Impaired Driving.
2. Occupant Protection.
3. Aggressive Driving.
4. Pedestrian/Bicycle Safety (including School Safety).
5. Motorcycle Safety.
6. Traffic Records.

Demographics

The demographics of the District of Columbia reflect an ethnically diverse, cosmopolitan, mid-size capitol city. The District of Columbia is unique among major U.S. cities in that its foundation was established as a result of a political compromise.

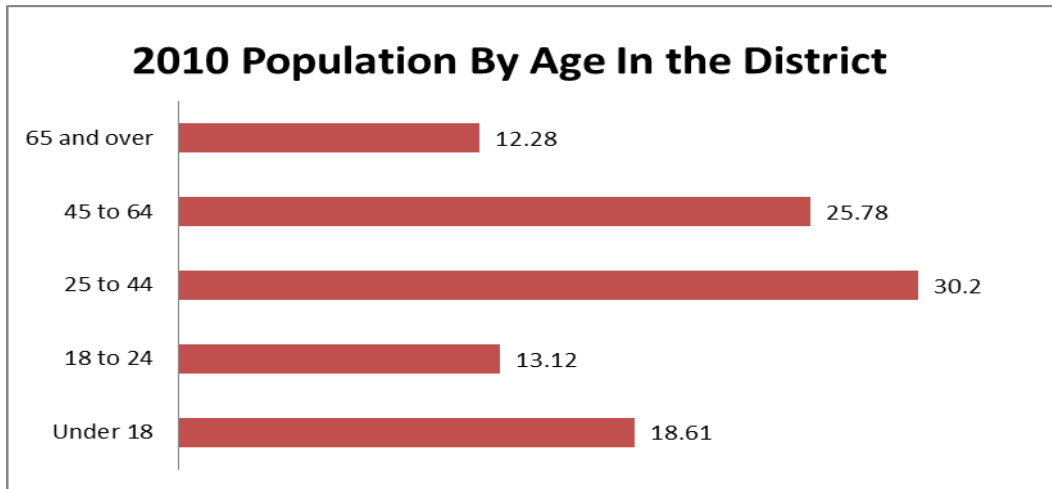
According to the U.S. Census Bureau data, the District had a population of 617,996 people in 2011, a 2.7 percent increase, since the 2010 United States Census. It is the seventh-largest metropolitan area in the United States and the 24th most populous place in the United States as of 2010. The following DC-specific information is from the 2010 U.S. Census Bureau:

Population	
Male	284,013
Female	317,710

Nativity	
Native Born	87 Percent
Foreign Born	13 Percent

Major sources of immigration include individuals from El Salvador, Vietnam, and Ethiopia.

Race	
White	38.5 Percent
African-American	50.7 Percent
American Indian & Alaska Native	0.3 Percent
Asians	3.5 Percent
Native Hawaiian & Other Pacific Islander	0.1 Percent
Persons reporting 2 or more races	2.9 Percent
Hispanic or Latino Origin	9.1 Percent



Median age in the District is 35.90 years.

Language Spoken at Home	
English	85.4 Percent
Other Language	14.6 Percent

Education	
At Least High School	86.5 Percent
Bachelor's or higher	49.2 Percent

During the workweek, however, the number of commuters from the suburbs into the city swells the District's population to a daytime population of over 1 million people. According to a 2010 study, Washington-area commuters spent 70 hours a year in traffic delays, which tied with Chicago for having the nation's worst road congestion.

Work Commute	
Drive Alone	42 Percent
Public Transportation	37 Percent
Walked	12 Percent
Carpooled	6 Percent
Bicycle	3 Percent
Average Commute	29.3 Minutes

A 2011 study found that Washington was the seventh-most walkable city in the country with 80 percent of residents living in neighborhoods that are not car dependent.

The Washington Metropolitan Area Transit Authority (WMATA) operates the Washington Metro, the city's rapid transit system, as well as Metrobus. Both serve the District and its suburbs and presently consist of 86 stations and 106.3 miles of track, with an average of one million trips each weekday, Metro is the second-busiest rapid transit system in the country. Metrobus serves over 400,000 riders each weekday, making it the nation's sixth-largest bus system. The City also operates its own DC Circulator bus system, which connects commercial areas within central

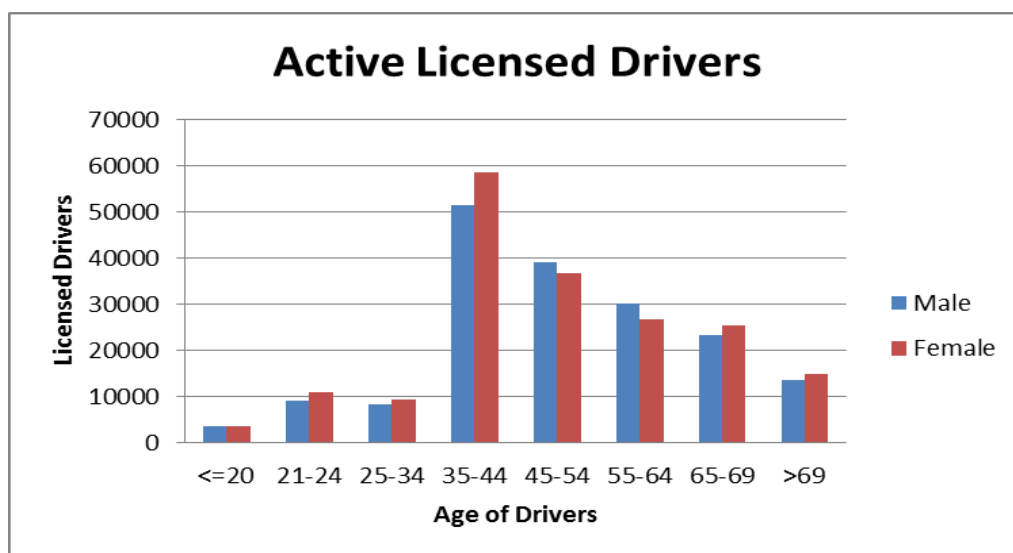
Washington. An expected 32 percent increase in transit usage within the District by 2030 has spurred construction of a new DC Streetcar system to interconnect the city’s neighborhoods, as well as the additional Metro lines that will connect Washington to Dulles airport. In September 2010, the District and Arlington County launched Capital Bikeshare, it is currently one of the largest bicycle sharing systems in the country with over 1,100 bicycles and 110 stations. Marked bicycle lanes currently exist on 51 miles of streets and the city plans to further expand the network.

The District of Columbia has a land area of 61.4 square miles with a population density of 10,065.1 people per square mile, and is comprised of eight wards. The District’s transportation system is critical to the District’s residents and businesses, the Federal Government, and millions of tourists who visit the nation’s capital annually. There are 1,153 road miles: 60 percent are local roads, 15 percent are minor arterial, 13 percent are collectors, 8 percent are principal arterials, and 5 percent are classified as freeways and expressways.

Active Vehicle Registration	
Passenger Car	87.6 Percent
Truck/Tractor/Trailer	1.7 Percent
Motorcycle	1.4 Percent
Federal/Government Vehicle	6.3 Percent
Total Registered Vehicle	283,931

Active Licensed Drivers	
Male	178,462
Female	186,499
Total Licensed Drivers	364,961

In 2011, the number of licensed drivers was 364,961, which represents 60.6 percent of the total population. There are also over 283,000 registered vehicles in the District.



Based on the number of active licensed drivers, there are more female drivers than there are male drivers, with the highest age group being 35-44 years. While 30 percent of the District population is between the ages of 18 and 34 (young adult) the percentage with a licensed is

approximately 12 percent. Thus appears to be a changing demographic and will influence how the HSO develops and targets its safety program.

Table 4: Motor Vehicle Data

	Licensed Drivers (in thousands)	Registered Vehicles (in thousands)	VMT (Billions)
2004	349	240	3.7
2005	330	238	3.7
2006	358	220	3.6
2007	339	268	3.6
2008	337	268	3.6
2009	346	287	3.6
2010	347	275	3.6
2011	365	284	3.6

Law Enforcement

The Law Enforcement Agency (LEA) of the District is one of the ten largest local police agencies in the United States. The Metropolitan Police Department (MPD) comprises more than 4,601 members – 4,040 sworn police officers and 561 civilian personnel. The District is made up of seven police districts. Each district is further divided into 7-9 Police Service Areas (PSAs), for a total of 56 PSAs citywide. The mission of the MPD is to safeguard the District of Columbia and protect its residents and visitors by providing the highest quality of police service with integrity, compassion, and a commitment to innovation that integrates people, technology and progressive business systems.

Medical Community

There are 14 hospitals and 4 accredited trauma centers in the District. The Mission of the Department of Health is to promote and protect the health, safety, and quality of life of residents, visitors and those doing business in the District of Columbia.

The Department’s responsibilities include identifying health risks; educating the public; preventing and controlling diseases, injuries and exposure to environmental hazards; promoting effective community collaborations; and optimizing equitable access to community resources.

Workforce

The District of Columbia Department of Employment Services reported in April 2012 that jobs increased by 2,700 jobs, for a total of 738,300 jobs in the District. The District’s unemployment rate was 9.5 percent. The Federal government accounted for about 29 percent of the jobs in Washington. Some of the largest employers are medical institutions such as The George Washington University, Georgetown University, Washington Hospital Center and Howard University Hospital, which employ approximately 26.3 thousand employees. Over 164.4 thousand people are employed by some type of professional, scientific or technical services.

Elected Officials

The Mayor of the District of Columbia, **Vincent C. Gray**, was inaugurated January 2011. Mayor Gray serves as the sixth-elected Mayor of the District of Columbia. The DC Council has 13 elected members, one from each of the eight wards and five elected at-large. The elected delegate to the U.S. House of Representatives is **Eleanor Holmes Norton**; she is now in her twelfth term as the Representative for the District of Columbia. The District of Columbia Congressional Delegation is composed of two Senators and a Representative, **Paul Strauss**, **Michael D. Brown** and **Michael Panetta** respectively.

Legislative and Major District Issues

The Safe Routes to School Program is a partnership between DDOT and District of Columbia Public Schools (DCPS), the program seeks to create safer and convenient routes for students to get to school on foot or by bike. The Metropolitan Police, working in partnership with the HSO, also stepped up its enforcement efforts for traffic violations in general.

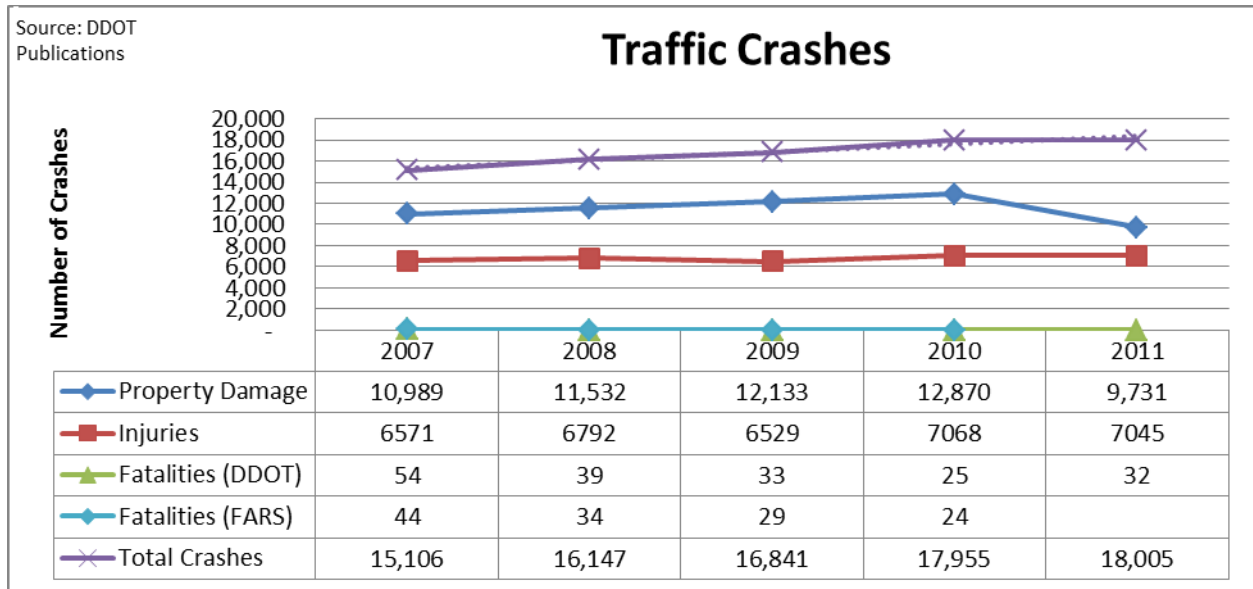
On average approximately 120,000 citations are issued each year (exclusive of automated enforcement). The District is expanding its automated enforcement program to other high crash enforcement program to other high crash and/or hazardous locations.

New Alcohol legislation is being amended by the DC Council and a decision is expected by August 2012. This includes lowering the BAC for commercial vehicle drivers (currently 0.8).

Crashes, Fatalities and Injuries

In 2010, MPD and DDOT significantly improved record keeping, training MPD officers, and the crash and FEMS record management systems; this resulted in an increase in the number of reported crashes and injuries. As shown in Figure 3 all traffic-related crashes has increased from 15,106 in 2007 to 18,005 in 2011; an 19.2 percent increase.

Figure 3: Traffic Crashes



In 2011, there was a 28 percent spike in fatalities, from 25 in 2010 to 32 traffic-related fatalities. However, the overall trend in fatalities, shows a downward trend, with a 40.7 percent reduction in 2011 to 54 traffic-related fatalities in 2007.

Figure 4: Fatality Trends

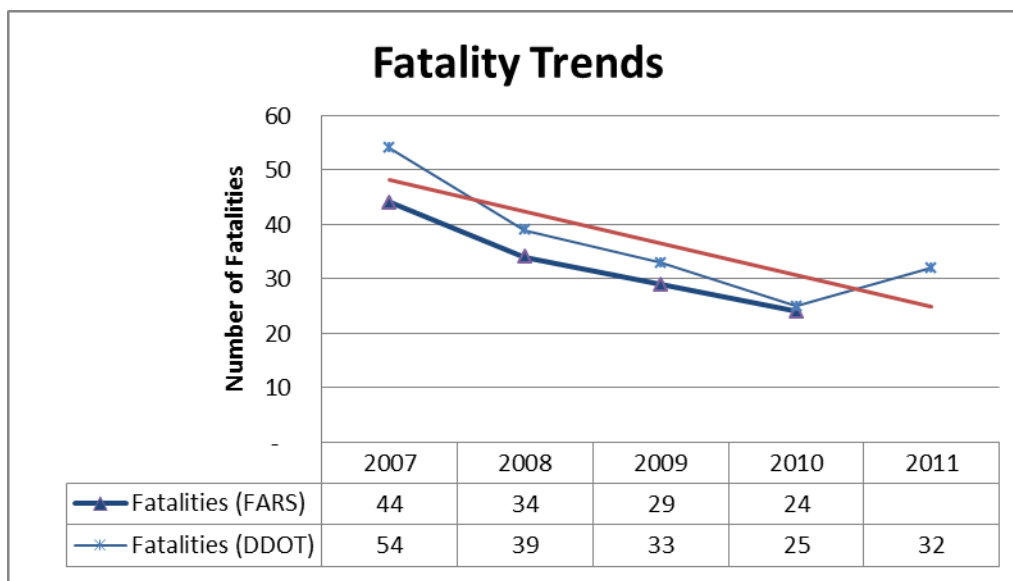
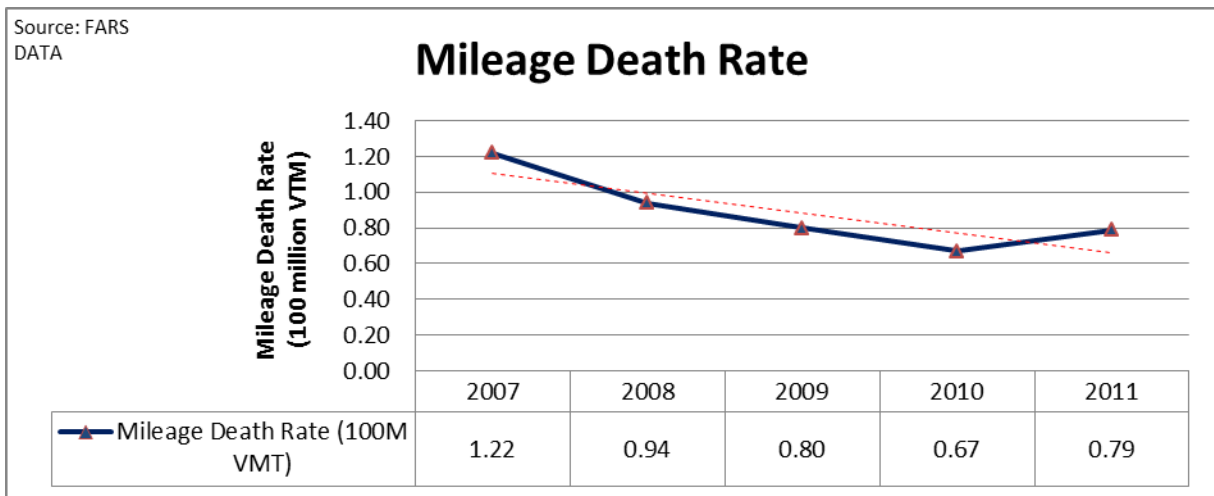


Figure 5 illustrate a 17.9 increase in fatality rate in 2011, as compared to 2010.

Figure 5: Mileage Death Rate



*2011 Mileage Death Rate was calculated using the VMT rate for 2010.

In 2010, there was a 8.3 percent increase in injuries from 6,529 in 2009 to 7,068 in 2010; which remained relatively steady in 2011 at 7,045, as shown in figure 6.

Figure 6: Injury Trends

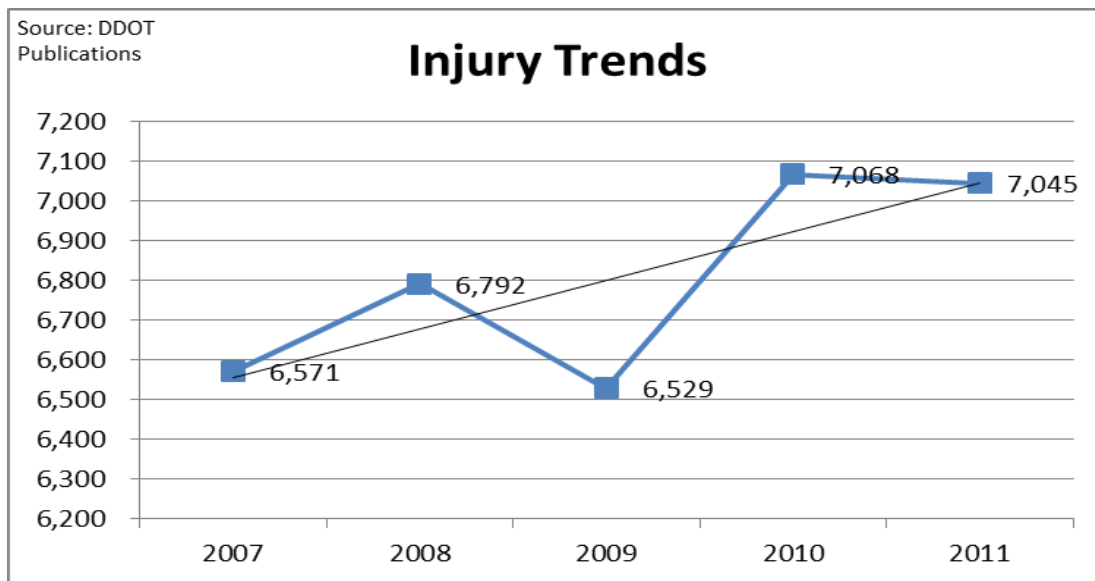


Figure 7 illustrates a breakdown in injuries by severity. In 2011 there was a 3 percent increase in disabling injuries of 312 in 2011 compared to 303 in 2010 and a 5 percent decrease in non-disabling injuries of 1,301 in 2011 compared to 1,363 in 2010.

Figure 7: Injured Persons by Severity

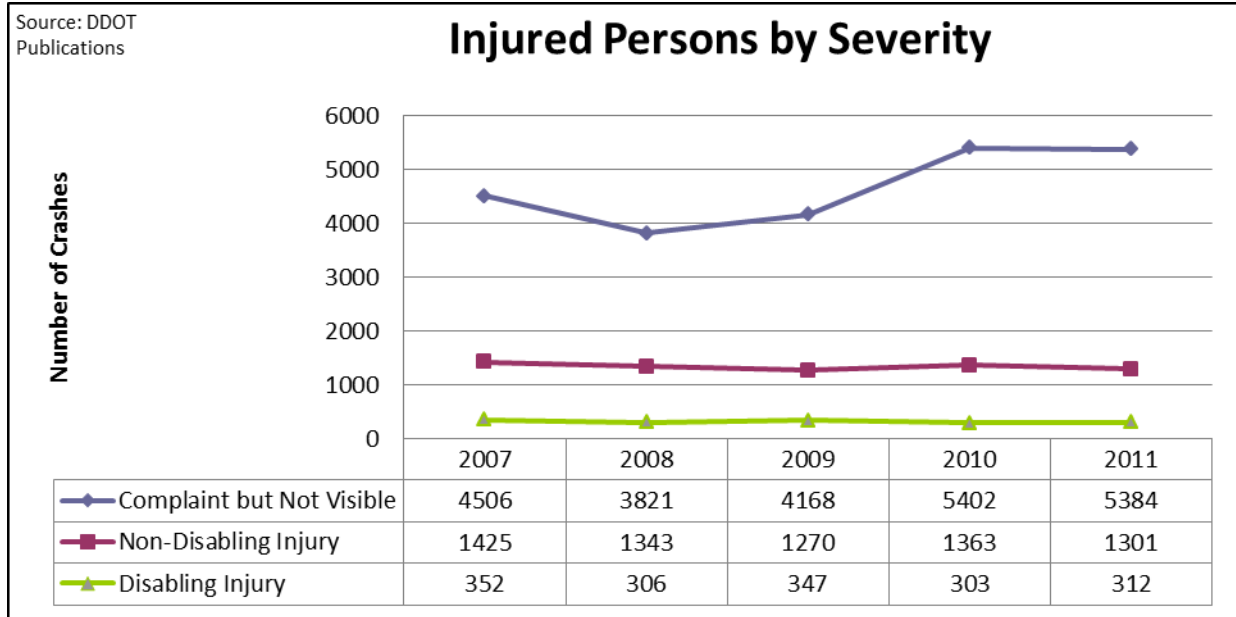
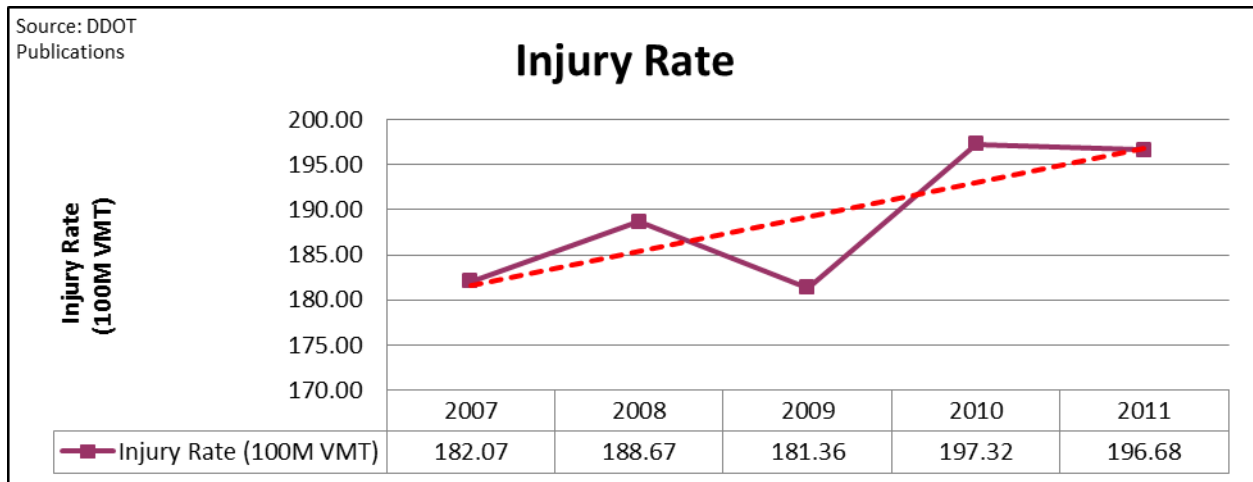


Figure 8 illustrate an increase in injury crashes in 2010 but remained steady in 2011.

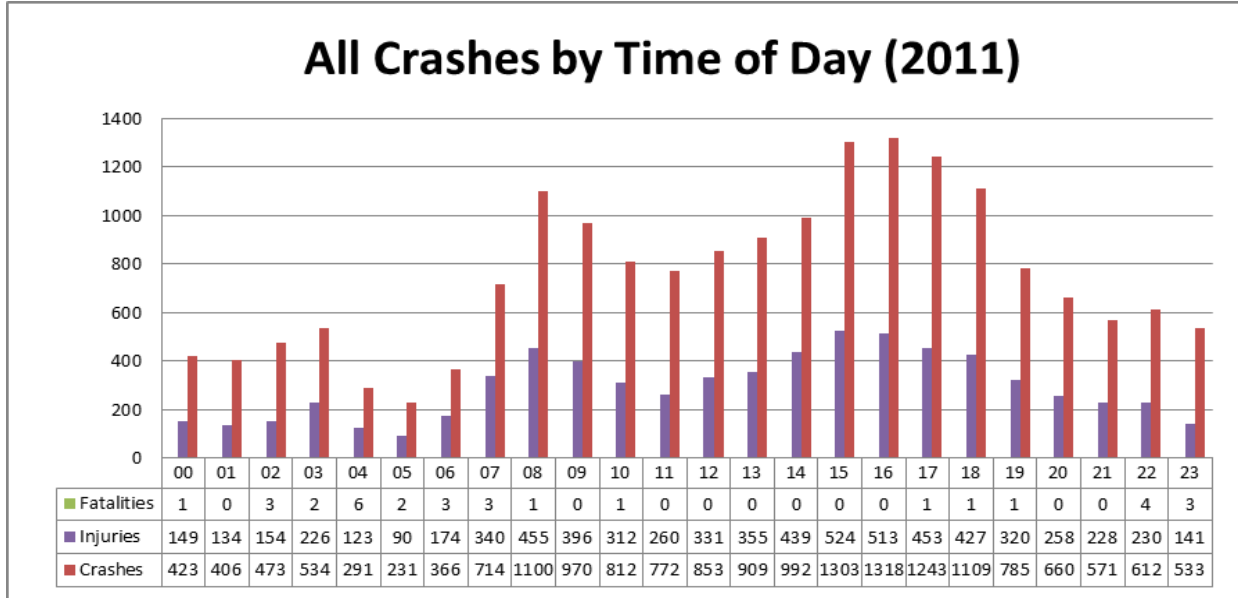
Figure 8: Injury Rate



*2011 Mileage Death Rate was calculated using the VMT rate for 2010.

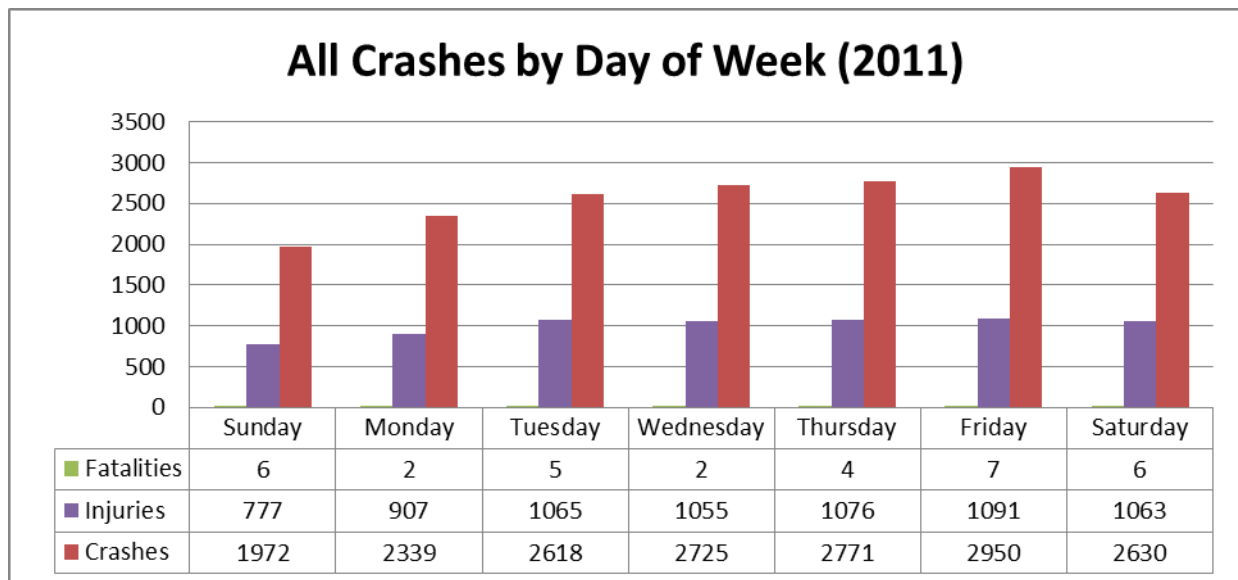
Further analysis, reveals that the most traffic-related crashes were reported between the hours of 8:00 am and 6:00 pm. However, there were 23 fatalities (72 percent of all traffic-related fatalities) occurred between 6:00 pm and 6:00 am.

Figure 9: All Crashes by Time of Day (2011)



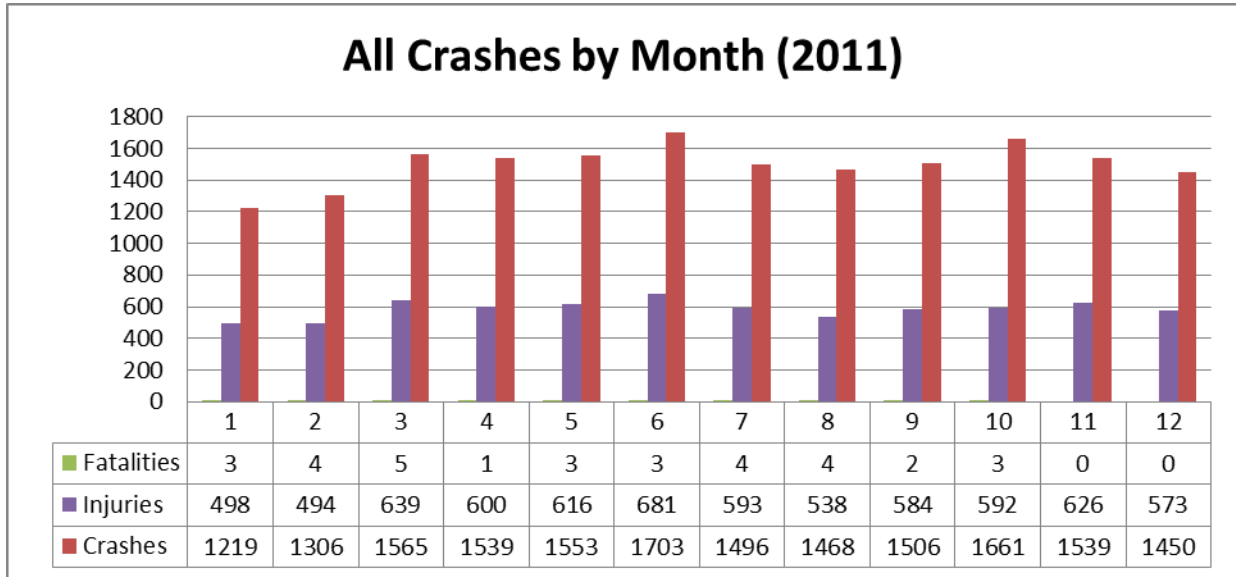
In 2011, the number of collisions recorded during the week was similar, with the higher number of crashes occurring on Fridays and the lowest number recorded on Sundays. However, more fatalities occurred on Fridays, Saturday, Sundays, and Tuesdays, as shown in Figure 10.

Figure 10: All Crashes by Day of the Week (2011)



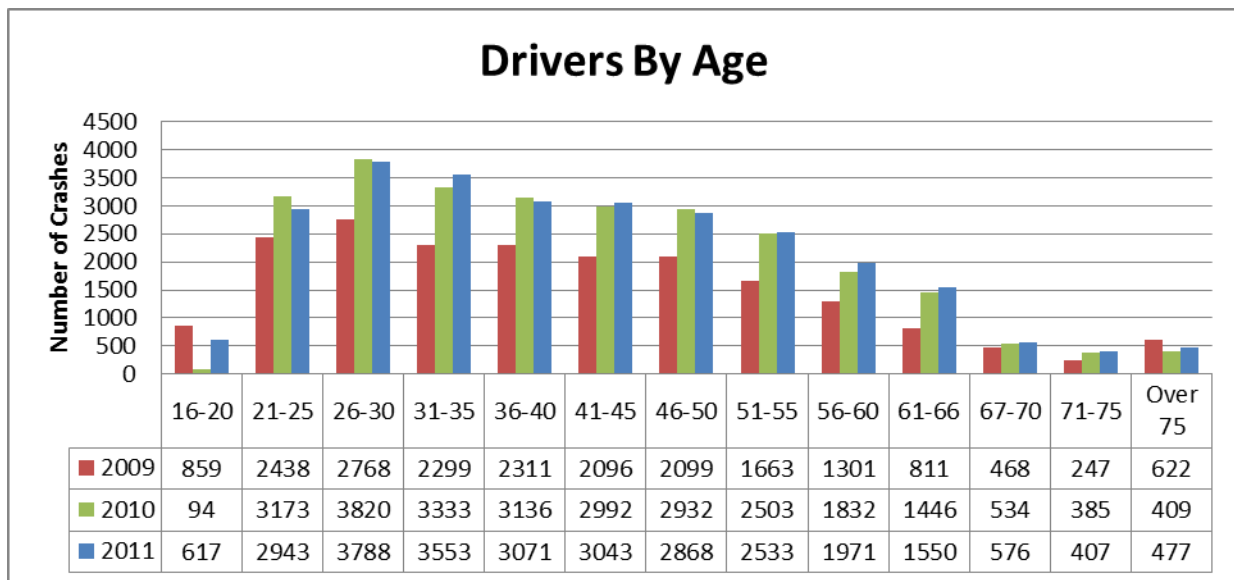
The number of recorded traffic-related crashes were relatively consistent between months, with January and June being the lowest and highest recorded month respectively, as shown in Figure 11.

Figure 11: All Crashes by Months



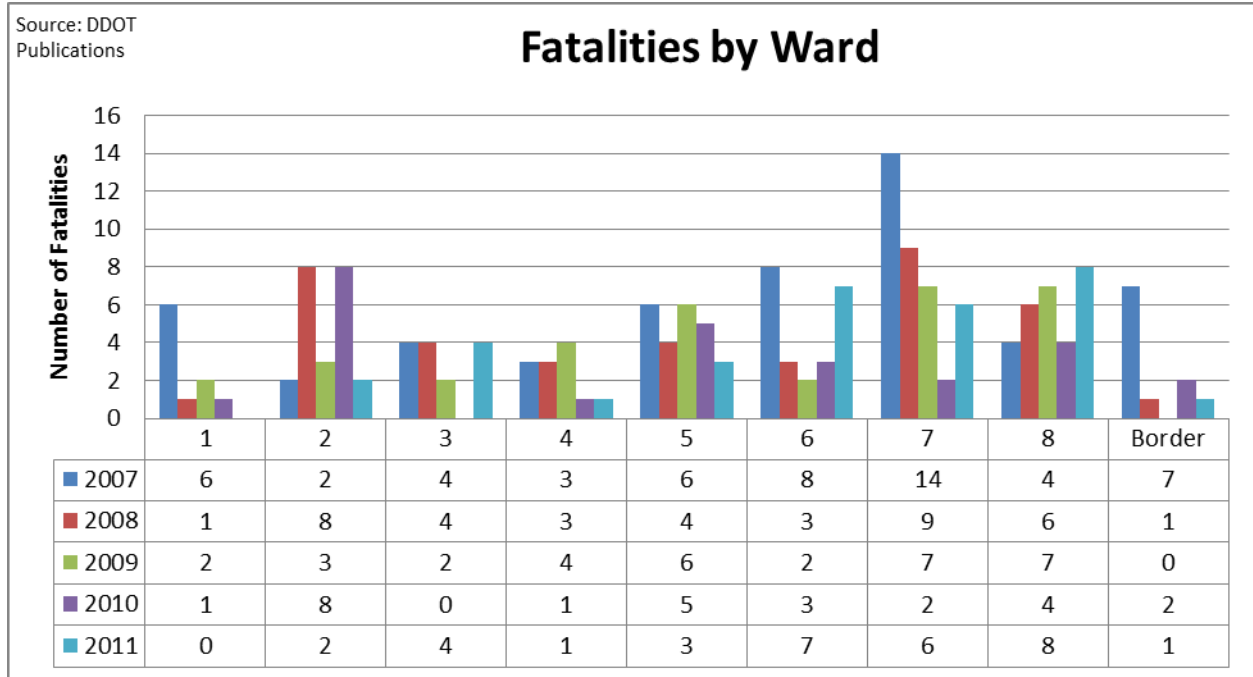
As shown in Figure 12, it can be observed that the age group of 26-30 had the highest number of drivers involved in a crashes, followed by the age group 31-35. However, out of the 2011 data, there were 26.7 percent of the drivers age was recorded as unknown. In addition, there was a reduction in the number of crashes for 21-25 age group from 3,173 in 2010 to 2,943 in 2011, a 7.2 percent decrease.

Figure 12: Driver Age



In the District, Wards 1 and 4 appear to have the least number of fatalities, and Wards 6, 7, and 8 had the highest number of fatalities, as shown in Figure 13. In 2010, the population census data indicate that Wards 7 and 8 had the lowest number of residents as shown in Figure 15.

Figure 13: Fatalities by Ward



Wards 3 and 5 had the lowest and highest number of injuries respectively. Based on the population data shown in Figure 15, ward 3 had an injury rate/1000 population of 5.1 and ward 5 was at 16.3.

Figure 14: Injuries by Ward

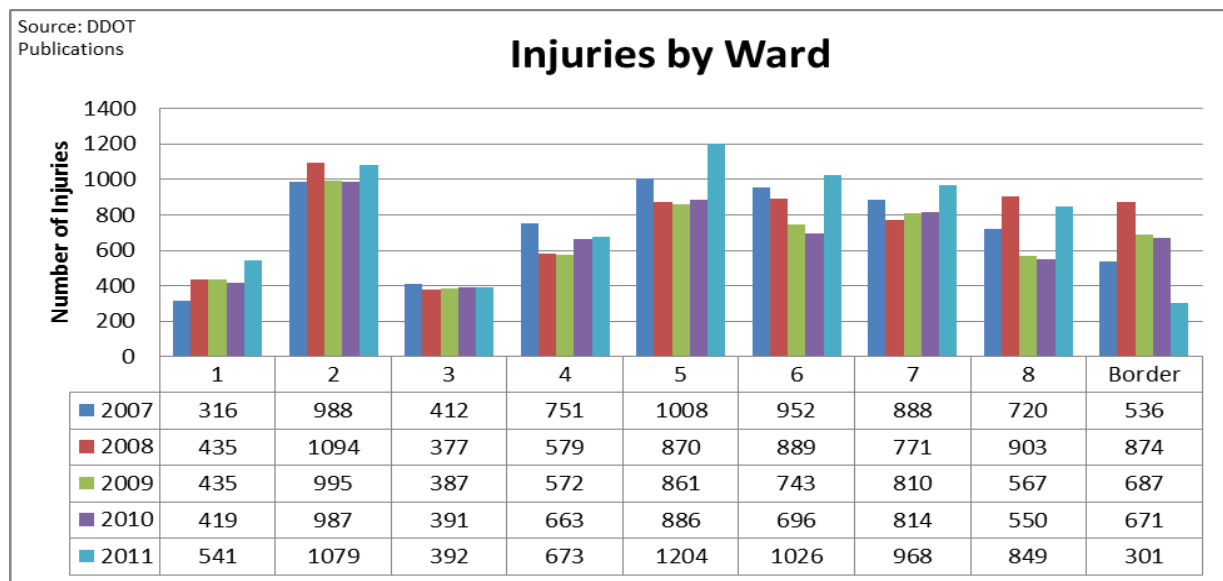
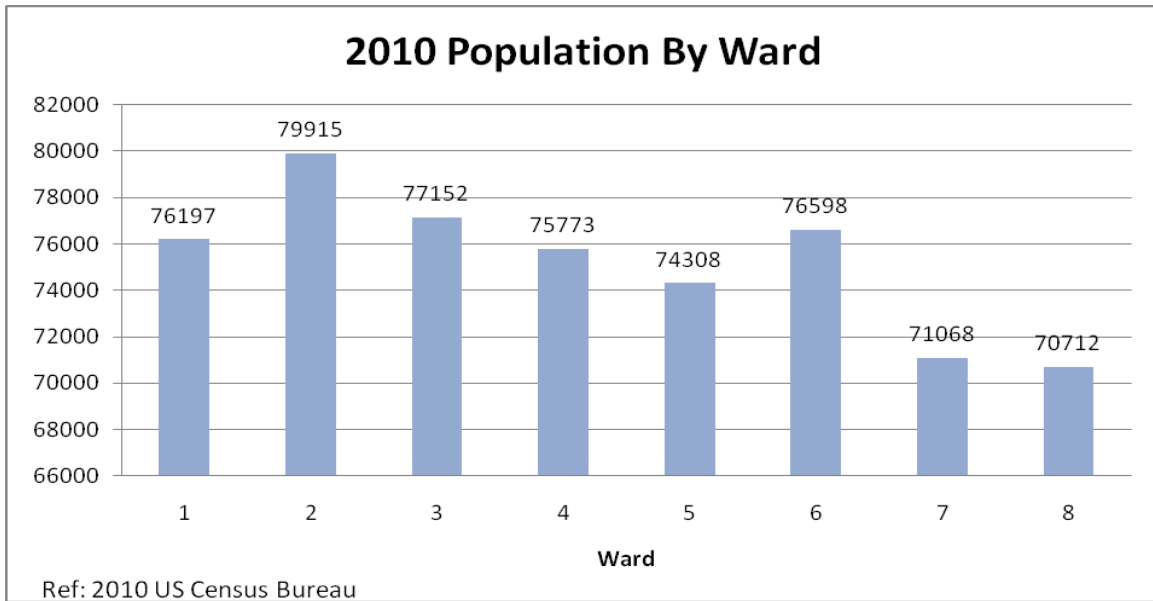
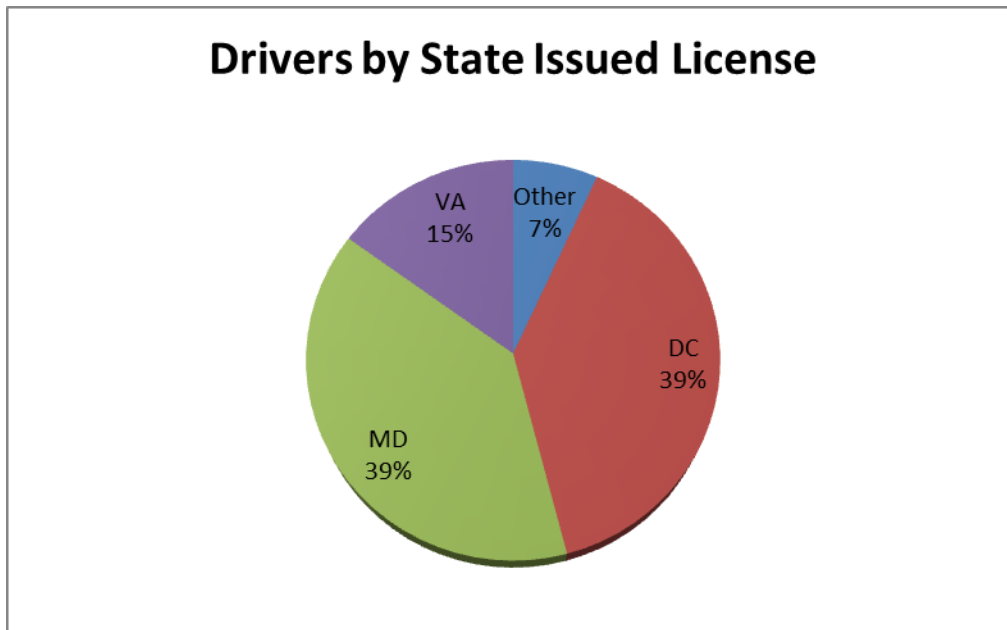


Figure 15: 2010 Population Data



In 2011, almost 39 percent of the drivers involved in a traffic-related crashed were from Maryland, with 39 percent from the District of Columbia, leaving approximately 22 percent from Virginia, other States or Country, as shown in Figure 16.

Figure 16: Drivers By State Issued License



Performance Goals

The District of Columbia seeks to reduce the number of serious and fatal injuries in the District by 50 percent by 2025 using the 2001-2005 five-year average as the starting baseline¹. To achieve the goal relating to a reduction in traffic fatalities, the District must consistently record 1.4 fewer fatalities each year for the next 15 years. However, in 2010 the District met and exceeded the 2025 goal of 26 fatalities. The District Highway Safety Office is committed to increase its efforts towards zero fatalities.

Intermediate Goals

To decrease traffic fatalities by 7 percent from a three-year (2009-2011) weighted average of 29 to 27 by December 31, 2013.

To decrease traffic-related injuries by 5 percent from a three-year (2009-2011) weighted average of 6,881 to 6,541 by December 31, 2013.

Performance Measures

Table 5: Fatalities Performance Measures

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012	2013
# Traffic-Related Fatalities	49	41	54	39	33	25	32	28	27
# Fatalities (SHSP District Goal)		56	54	53	51	50	49	48	47

Table 6: Injuries Performance Measures

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012	2013
# Traffic-Related Injuries	7,525	7,061	6,571	6,792	6,529	7,068	7,045	6,709	6,541
# Injuries (SHSP District Goal)		8,457	8,246	8,040	7,839	7,643	7,452	7,265	7,084

Project Activity

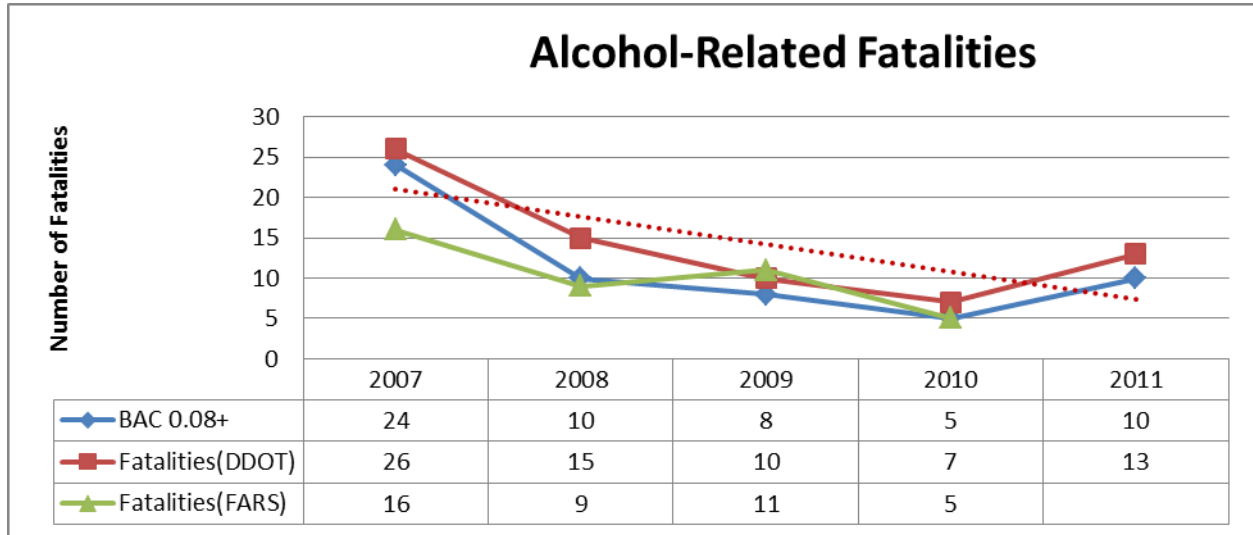
Updating the 2007 Strategic Highway Safety Plan – Since the development/implementation of the SHSP in 2007, traffic fatalities have decreased from a high in 2007 to a low of 25 in 2010. This significant improvement in the District is due in part of increased safety belt rate, which continues to be greater than 90 percent. However, the District faces many new traffic safety challenges – there has been a observed increase in impaired driving (driving under the influence of drugs and/or alcohol), an increase in inexperience motorcyclist operating within the District, increase in distracted driving (cell phone use and texting), and an increase in biking as a mode of transportation in the District due to the BikeShare program and other bike facilities such as bike lanes.

¹ District of Columbia, Strategic Highway Safety Plan, 2007

Impaired Driving

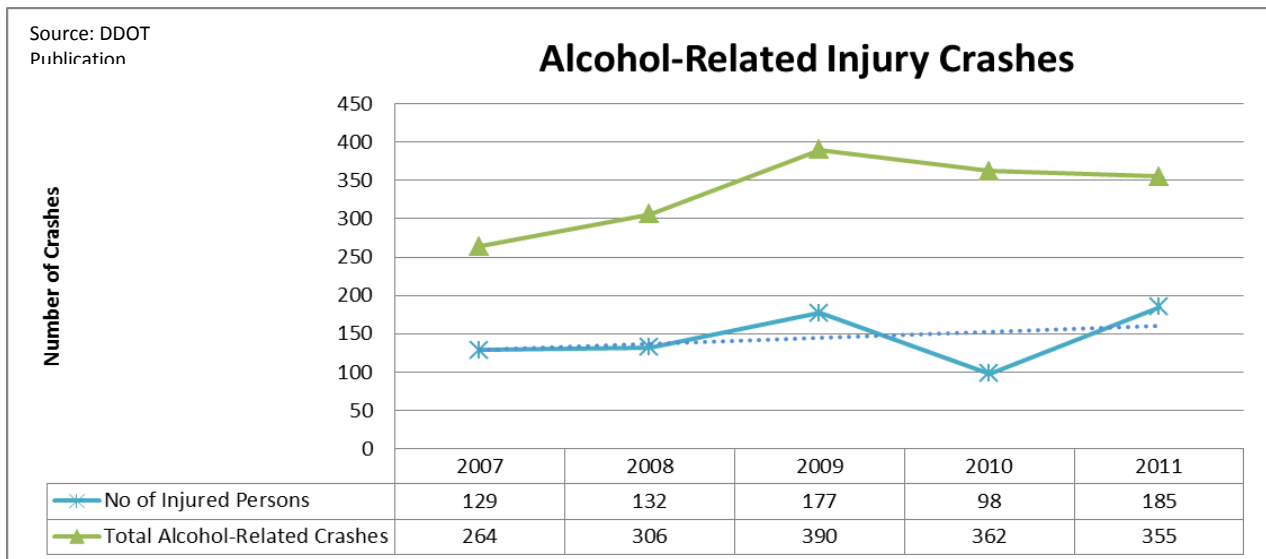
The consumption of alcohol and drugs continues to be a prominent factor in serious crashes in the District. Based on the District fatality data, alcohol-related fatalities have been increased from 7 in 2010 to 13 in 2011 (86 percent increase), as shown in Figure 17.

Figure 17: Alcohol-Related Fatalities



As shown in Figure 18, in 2011 the number of alcohol-related crashes decreased from 362 in 2010 to 355 in 2011 (2 percent decrease). However, the number of injured persons increased from 98 in 2010 to 185 in 2011 (89 percent increase).

Figure 18: Alcohol-Related Injuries



The most dangerous hours for alcohol-related crashes are generally between 8:00 p.m. and 4:00 a.m. Friday, Saturday and Sunday being the most dangerous days of the week, as illustrated in Figures 19 and 20. These statistics have remained relatively unchanged over the last five years.

Figure 19: Alcohol-Related Crashes by Time of Day

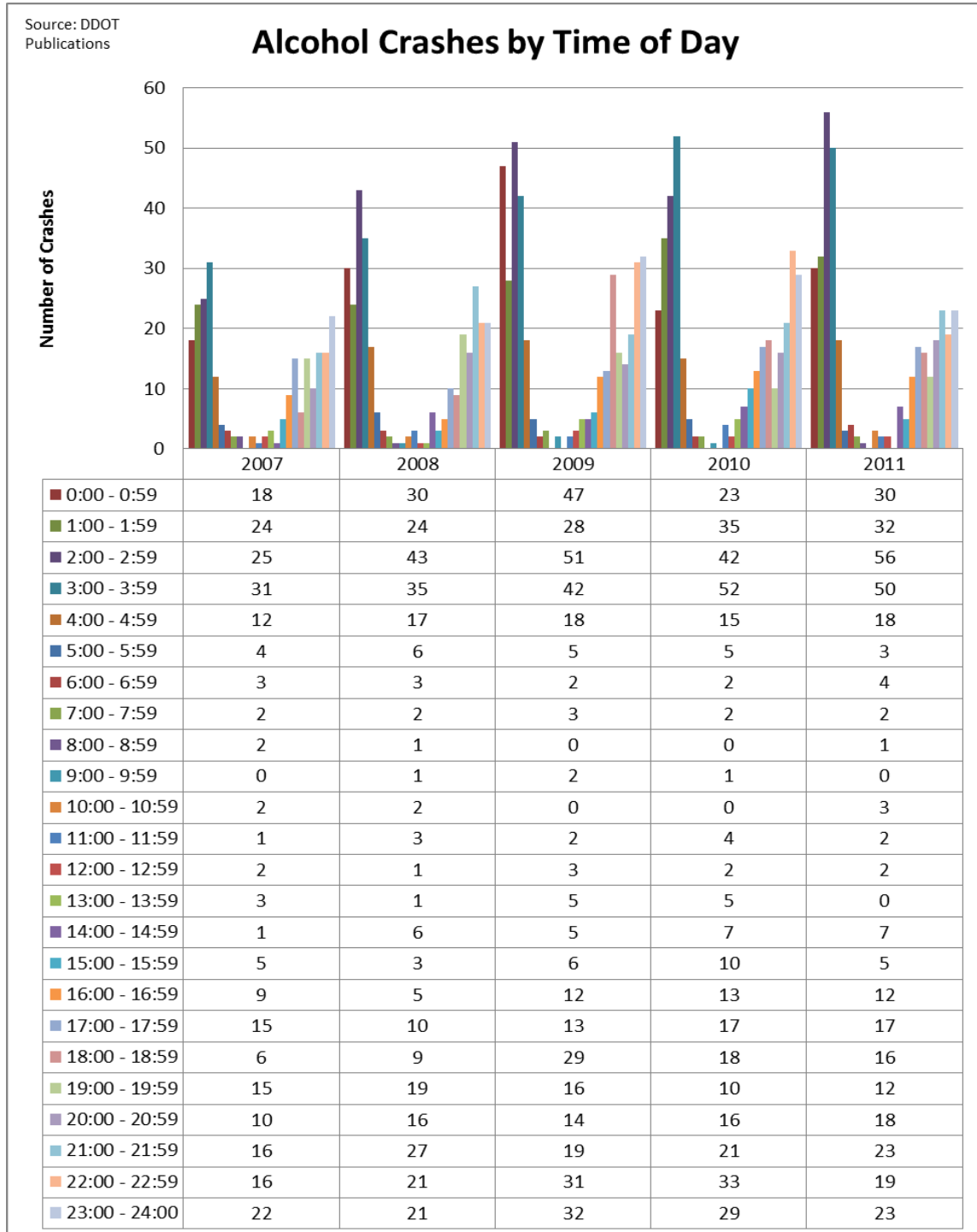


Figure 20: Alcohol-Involved Crashes by Day of Week

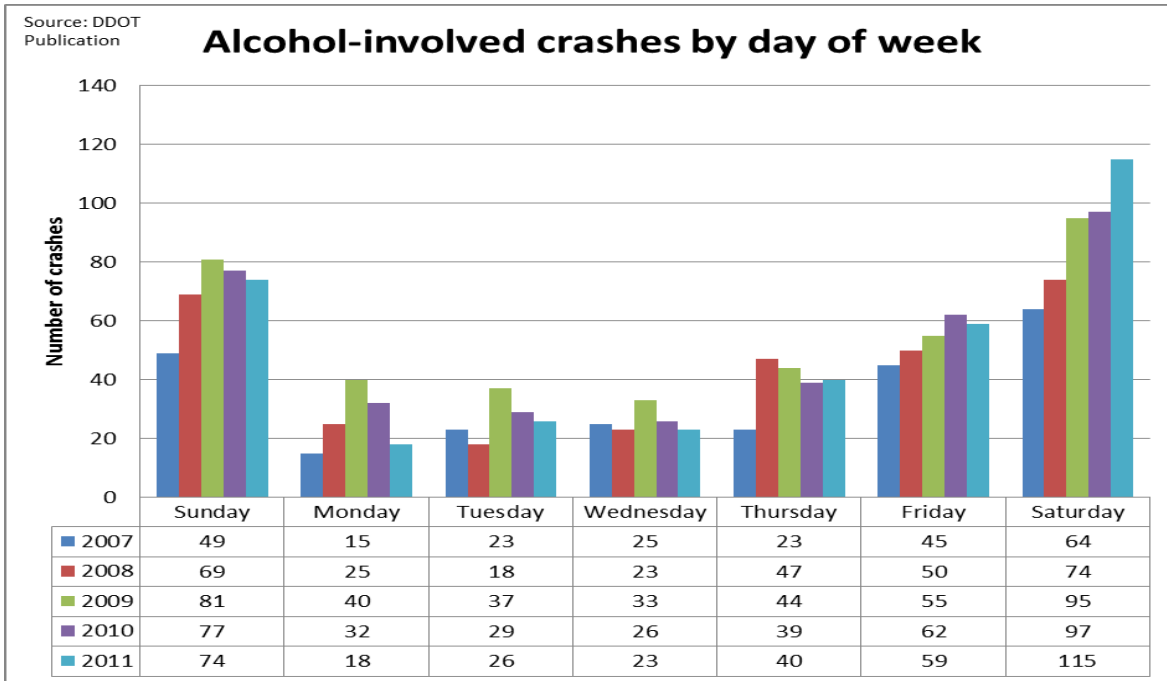


Figure 21, shows that in the past five years males' drivers are more likely to drink and drive than female drivers. Further, the probability of a male driver under the influence of alcohol being involved in a crash is four times greater than a female driver.

Figure 21: Alcohol Crashes by Gender of Driver

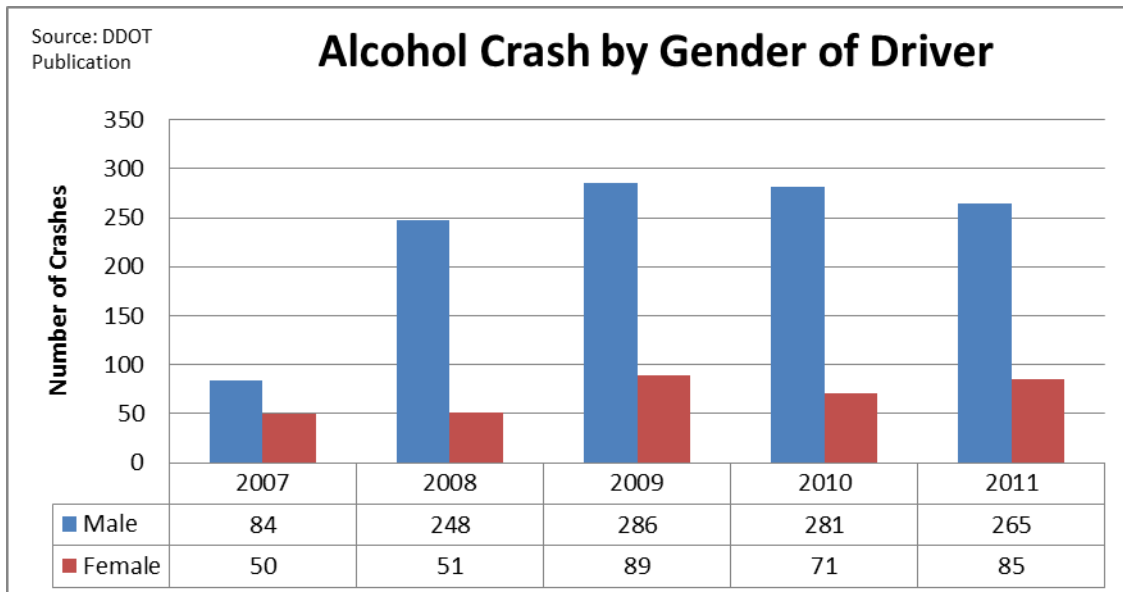
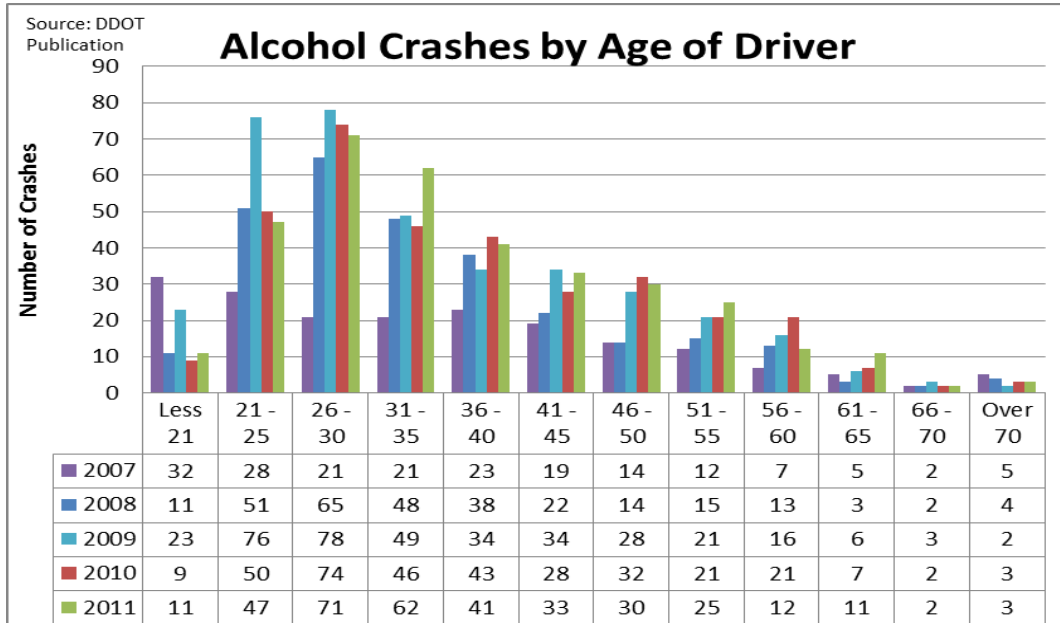


Figure 22, illustrate that drivers between the ages of 21 and 35 are also more likely to drink and drive.

Figure 22: Ages of Drivers in Alcohol-Involved crashes



In the District, Wards 2, 7 and 5 appear to have the most number of alcohol-related crashes, as shown in Figure 23. Figure 24, shows all the locations within the District that are Alcoholic Beverage Regulation Administration (ABRA) licenses, that enable businesses to serve and sell alcoholic beverages. Ward 2 has a high concentration of ABRA facilities.

Figure 23: Alcohol Crashes by Ward

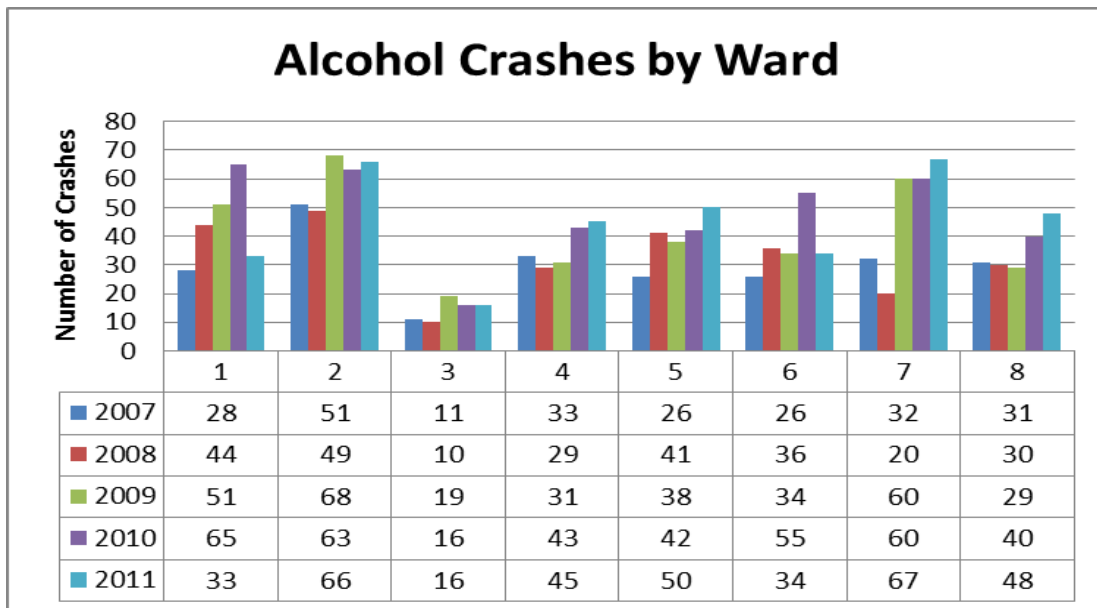
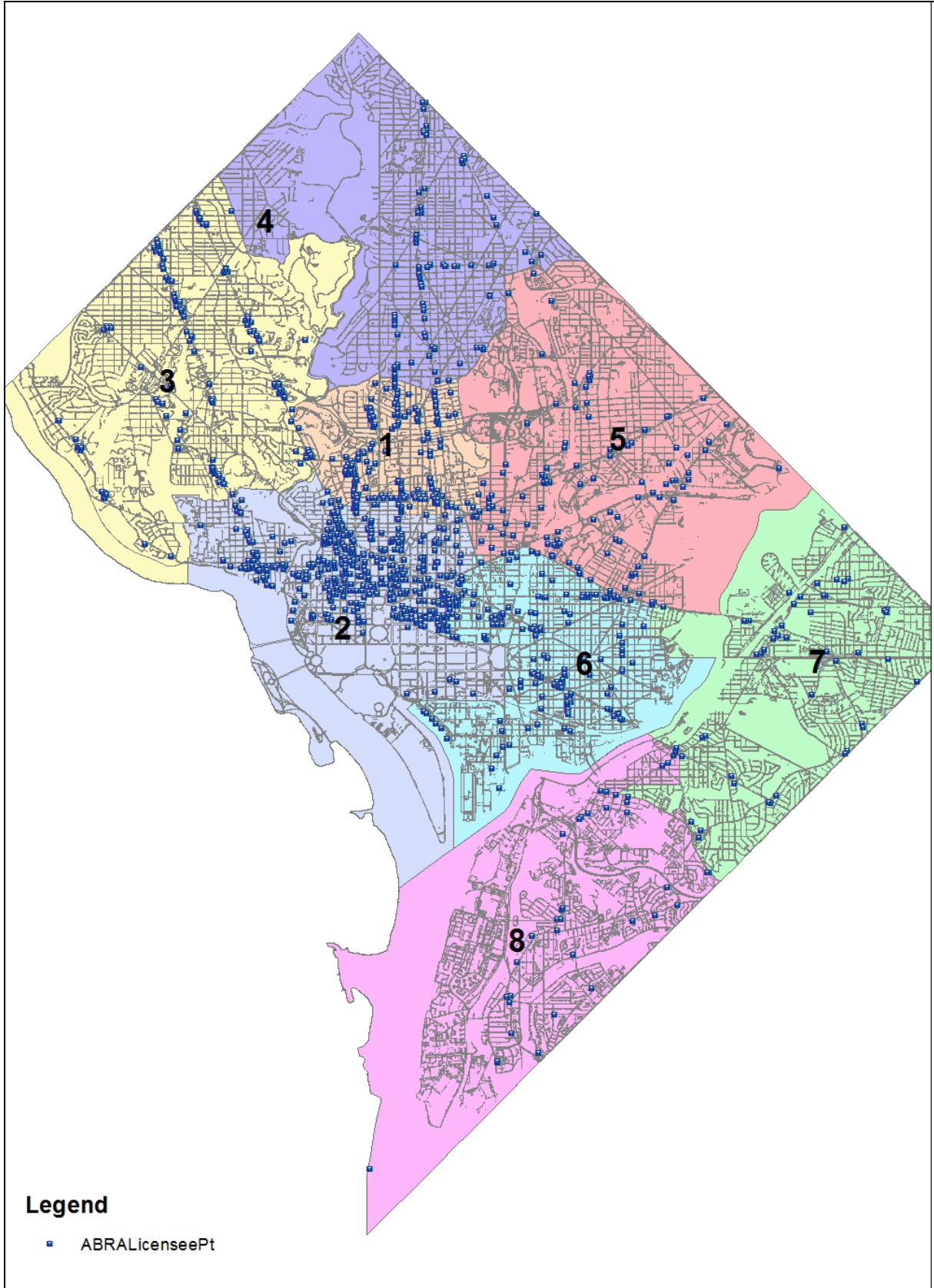


Figure 24: Licensed Business to Sell and Serve Alcohol



Program Area

In 2011, 13 out of 32 fatalities (41 percent) were alcohol-related, were as in 2010, 7 alcohol-related fatalities out of 25 total fatalities (28 percent). There was also an increased number of drivers, driving under the influence of drugs or/and a combination of both drugs and alcohol. In 2010 there were 11 impaired-related fatalities out of 25 (44 percent) of all traffic-related fatalities and in 2011 there were 17 impaired-related fatalities out of 32 (53 percent) of all fatalities.

It is significant to note that from 2008 to 2010 the goal for impaired-related fatalities, as stated in the SHSP, has been met and exceeded as shown in Table 8. Further, the District is also on track to significantly exceed the 2012 goal. In light of this achievement, a more challenging Performance Goal is outlined below.

There has been a significant increase in impaired injuries, from 75 in 2005 to 177 in 2009. This is in part due to a greater emphasis on data, enforcement and improved traffic recording within the last 2 years. The HSO will apply the moving average of the last 3 years data (2007 to 2009) to maintain the same 50 percent reduction (SHSP goal) by the year 2025, to assume the performance goals as shown in Table 9 below.

This trend suggests the need to emphasize strategies such as:

- Increase nighttime enforcement checkpoints for DWI/DUI violations on Fridays, Saturdays and Sundays between 8:00 pm to 4:00 am., emphasizing in Wards 2, 7 and 5;
- Strengthen BAC detection methods;
- Increase the prosecution of DWI/DUI offenders;
- Educate drivers between the ages of 21 and 35 on the dangers of drunk driving;
- Evaluate alcohol-related injuries and fatalities data to determine the crash problem.

Performance Goals

To decrease alcohol impaired driving fatalities by 10 percent from a three-year (2009-2011) weight average of 10 to 9 by December 31, 2013.

To decrease alcohol impaired driving injuries by 5 percent from a three-year (2009-2011) weight average of 153 to 146 by December 31, 2013.

NOTE: Alcohol-impaired driving fatalities are all fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 or greater.

Performance Measures

Table 7: Alcohol-Related Fatalities Performance Measures

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012	2013
# Impaired Fatalities	24	19	26	15	10	7	13	10	9
# Impaired Fatalities (SHSP District Goal)		25	25	24	23	23	22	21	20

Table 8: Alcohol-Related Injuries Performance Measures

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012	2013
# Impaired Injuries Crashes	75	121	129	132	177	98	185	150	146
# Impaired Injuries Crashes (SHSP District Goals)		56	55	54	52	51	50	49	48

Project Activities

Metropolitan Police Department – Alcohol Enforcement

- Develop a Breath Testing Program that follows National Highway Traffic Safety Administration (NHTSA) and the American Society of Crime Laboratory Directors (ASCLD) standards. The program and its product will be accepted by the OAG in prosecutions and investigations related to impaired driving arrests by MPD. OCME will design the program, test, maintain, and track all breath alcohol instruments used in making these impaired driving arrests. The program will have a best practices foundation regarding procedures, manuals, and quality assurance. It will operate from clear standards that eliminate discretion and ensure each test's reliability to a reasonable degree of scientific certainty.
- Obtain accreditation for the Breath Testing program products by ASCLD/LAB-International.
- Conduct 3,600 man-hours for alcohol enforcement for sobriety checkpoints and saturation patrols (bet 2100-0500) in hotspot locations including jurisdictional border locations with Maryland and Virginia.
- Participate during NHTSA Region 3 Checkpoint Strikeforce impaired driving campaigns, between January thru July 2013, providing 560 man-hours of high visibility enforcement.
- Participate in the 2013 National Crackdown impaired driving campaign between August 16th thru September 2nd, providing 350 man-hours of high visibility enforcement.
- Conduct weekly Summer Crime initiative enforcement between the months of June and August. 280 man-hours of enforcement.
- Conduct four border to border enforcement at four locations; approximately 220 man-hours

of enforcement.

- Conduct SFST Training to 160 officers and refresher train 200.
- Conduct Intoximeter training to 100 officers.
- Educate six officers on various workshops meeting, training and conferences on Major Crash and Traffic Safety.

Office of the Attorney General (OAG) – DUI Prosecutor

- Review serious impaired driving cases that are “no-papered” to determine reason for not prosecuting.
- Work with appropriate contacts with the MPD and other relevant police agencies to facilitate obtaining any missing paperwork in cases “no-papered” as a result of officers’ inability or failure to appear at papering, or inability to obtain the appropriate paperwork prior to the time a papering decision must be made.
- Re-bring cases where all paperwork necessary to proceed with prosecution can be obtained.
- Establish new and more stringent guidelines for acceptable pleas in serious impaired driving cases involving repeat offenders and individuals above specified BAC levels.
- Provide training to attorneys and law enforcement on how to prosecute impaired driving cases.
- Serve as a regular and full participant in the MPD Breath Test Program Team with representatives from various agencies operating in the District.
- Provide technical assistance and legal research to prosecutors on a wide variety of legal issues, including probable cause, Standardized Field Sobriety Tests (“SFST”), Drug Evaluation and Classification Program (once applicable in the District), implied consent, breath/blood testing, pre-trial procedures, trial practice, and appellate practice.
- Prepare DUI Prosecutor’s briefs, legal memorandum and other pleadings for use at hearings, trials, or on appeal of such cases assigned to the DUI Prosecutor.
- Respond to written and verbal inquiries made by prosecutors concerning criminal traffic matters. Serve as a resource for prosecutors by offering expertise and assistance for prosecuting traffic safety offenses.
- Serve as second chair on difficult impaired driving cases handled by the Criminal Section, including but not limited to, suppression hearings motions tackling new and unique areas of the law.
- Assist with creating an outline of an impaired driving offense manual for prosecutors to assist in the prosecution of impaired driving cases, which will include information on current case law, pre-trial preparation, traffic stops, probable cause, breathalyzer and blood-testing procedures, proof of impairment, chain of custody, sentencing procedures, vehicle forfeiture, common defenses, and examples of forms used in the District.

Office of the Attorney General (OAG) – TRSP Prosecutor

- Attend at least six in person or electronic media based training to develop and maintain specialized knowledge of traffic safety and impaired driving issues.
- Foster a relationship with the United States Attorney’s Office (USAO) and provide resources and training needs where needed. Attend at least two in person meetings or communicate via telephone and/or e-mail with the USAO during FY2013.
- Host/Conduct a minimum of 12 training sessions for prosecutors, law enforcement officers and other traffic safety professionals with an emphasis on the effective prosecution of impaired driving cases. There should be a minimum of five attendees per training.
- Meet quarterly with representatives from the National Traffic Law Center (“NTLC”); maintain online relationship with other TSRPs nationwide, and when needed provide support to other jurisdictions.
- Regularly attend and participate in MPD Breath Test Program Team meetings and any benefits derived from the meetings, including a new and improved program. Attend at least eight meetings during FY2013.
- Conduct/host at least eight training sessions to law enforcement, toxicologists, breathalyzer test operators, and other persons involved in impaired driving enforcement.
- Meet with and provide assistance to MPD and other law enforcement agencies, DDOT, the Office of the Chief Medical Examiner, and the Executive Office of the Mayor. Attend at least 10 meetings/support during the FY2013.
- Attend at least one meeting with the MPD to develop a more consistent targeted Check Point Program.
- Provide assistance/reference via OAG website to prosecutors, law enforcement agencies, defense attorneys, and the public to documents related to DUI cases. Provide monthly updates to the website. Communicate monthly with the Information Technology department to determine user statistics.
- Develop and distribute one SFST training video that will aid in enhancing law enforcement report writing, and in-court testimony to USCP, USPP, and MPD.
- Host/conduct monthly DUI enforcement meetings to train and assist police officers and other traffic safety professionals. There should be representatives from at least three different police agencies at the monthly enforcement meetings.
- Communicate trends in DUI enforcement and prosecution, updates in the law, and other issues regarding impaired driving to prosecutors at weekly staff meetings, and/or weekly e-mail communication.
- Screen (paper) a minimum of 100 DUI arrests, arrest warrant applications, and judicial summons cases.
- Avail self to prosecutors for trial assistance by providing technical support. Observe court proceedings on a bi-weekly basis to identify problem areas and the need for additional training.
- Maintain discovery database to preserve prosecutor requests for information. Convert approximately 300 incoming toxicology reports to an electronic format and preserve in

electronic database. Encourage all police agencies to convert to an electronic based document transmittal system.

- Develop a draft set of guidelines for breath, urine and blood testing, and to a more limited extent, by the voluntary adoption of those guidelines or their adoption through legislation by working with District agencies, including the Chief Medical Examiner Office.
- Facilitate and/or conduct at least six training sessions to prosecutors on the use of breath testing instruments used by MPD, United States Capitol Police, United States Park Police, and other police agencies.
- Conduct at least two training sessions for prosecutors, police agencies and District-area hospitals as to the changes brought about by the new legislation and the law as it pertains to impaired driving related blood draws.

Washington Regional Alcohol Program (WRAP):

- Release the "2012 How Safe Are Our Roads?" report prepared through a contract with the Metropolitan Washington Council of Governments or other similar agency. This detailed report represents an overall picture of the greater Washington-area in the areas of impaired driving deaths, crashes, fatalities and injuries.
- Produce two newsletters and one annual report highlighting and communicate WRAP's programs and efforts for the continued need for traffic safety initiatives.
- WRAP's SoberRide Campaign is a zero alcohol-related traffic fatalities during the running times of the SoberRide campaigns in the service areas. The campaign provides free cab rides to would be drunk from Greater Washington's roadways. Produce printed materials in both English and Spanish to be distributed for the seasonal media campaigns.
- Conduct WRAP's winter award program recognizing area law enforcement officers who have gone above the call of duty in the fight against impaired driving. Invitations to be printed and mailed to WRAP database.
- Conduct WRAP's annual fall awards program recognizing individuals and corporations who have greatly aided in WRAP's programs and activities for the fiscal year ending September 30, 2012.
- Update and maintain WRAP's websites (www.wrap.org and www.soberride.com) with current news releases, upcoming events and program information.
- Continue to serve as a resource for referrals to a host of audiences regarding the issues of impaired driving and underage drinking as well as explore opportunities to better compile and disseminate such information.
- 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.
- Expand WRAP's role to help serve as a coordinator and resource for local high school organizations promoting alcohol and drug-free lifestyles to their peers.
- Promote and conduct a prom and graduation season activity around mid-April through May increasing awareness, through various medium (media, PTA/PTOs, etc.) of consequences of underage drinking and drunk driving prevention to include resourcing of Prom Promise

informational booths and prevention outreach to area limousine companies. Direct mailing to all District of Columbia high schools.

- Continue WRAP's leadership role in local, regional and national coalitions concerning traffic safety and alcohol related issues.
- In balance with private sector support, produce and distribute the 2013 edition of WRAP's annual educational guide on underage drinking laws, consequences, tips, information and more.
- In balance with private sector support, produce and distribute the 2013 edition of WRAP's annual reference guide on regional impaired driving laws, related facts and statistics.
- Promote and conduct WRAP's Safe and Vital Employees (SAVE) initiative educating local employees and military personnel about impaired driving laws and consequences.
- Participate in an event during National Drug Facts Week where District of Columbia students will learn factual information on alcohol, drugs and drug abuse through fun activities and an expert panel discussion. A panel of experts will be on hand to answer questions youth have about alcohol and drugs.

Paid Media – Checkpoint Strikeforce Regional Impaired Driving Campaign

- Conduct at least one checkpoint each week throughout the months between August and December.
- 150 TRPs per week during enforcement weeks via radio.
- Radio streaming, podcasting and music video downloads will be considered to reach the young male audience while they are at their computers.

Alcohol Data Quality Review

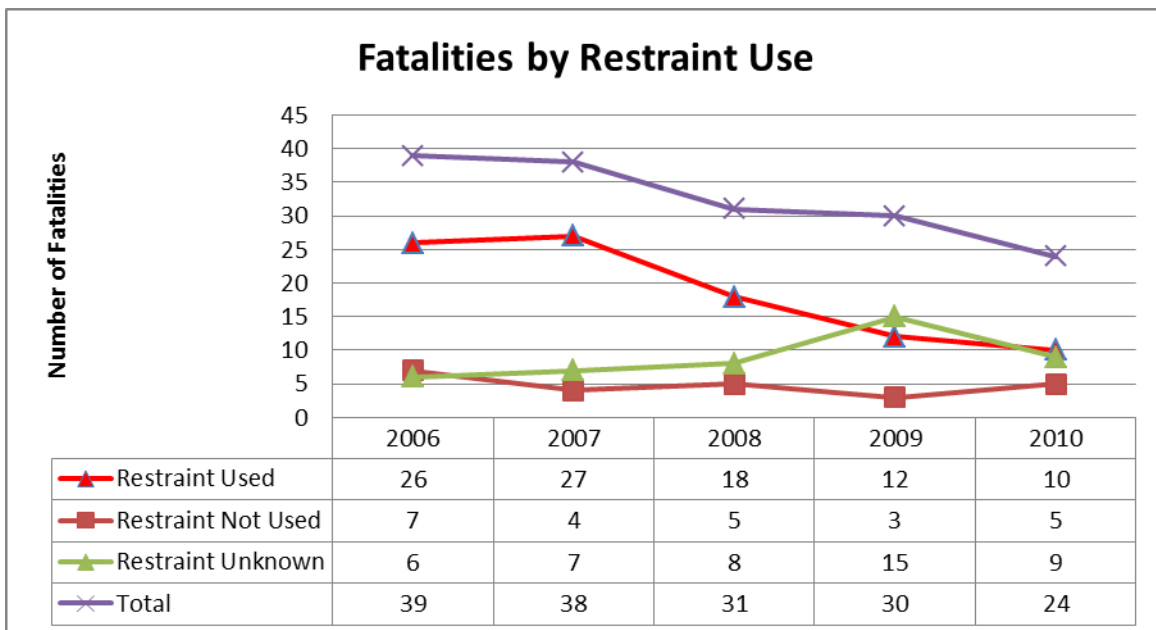
- Review of Alcohol crashes between 2009-2011
 - Review all fatality data and compare to driver history.
 - Review all injury data between 2007 and 2011 and compare to driver history.
 - Develop appropriate program to alleviate apparent rise in alcohol injuries.

Occupant Protection

Proper and consistent use of safety belts and child safety seats is acknowledged as the single most effective protection against death and one of the most prominent mitigating factors in the severity of traffic crashes.

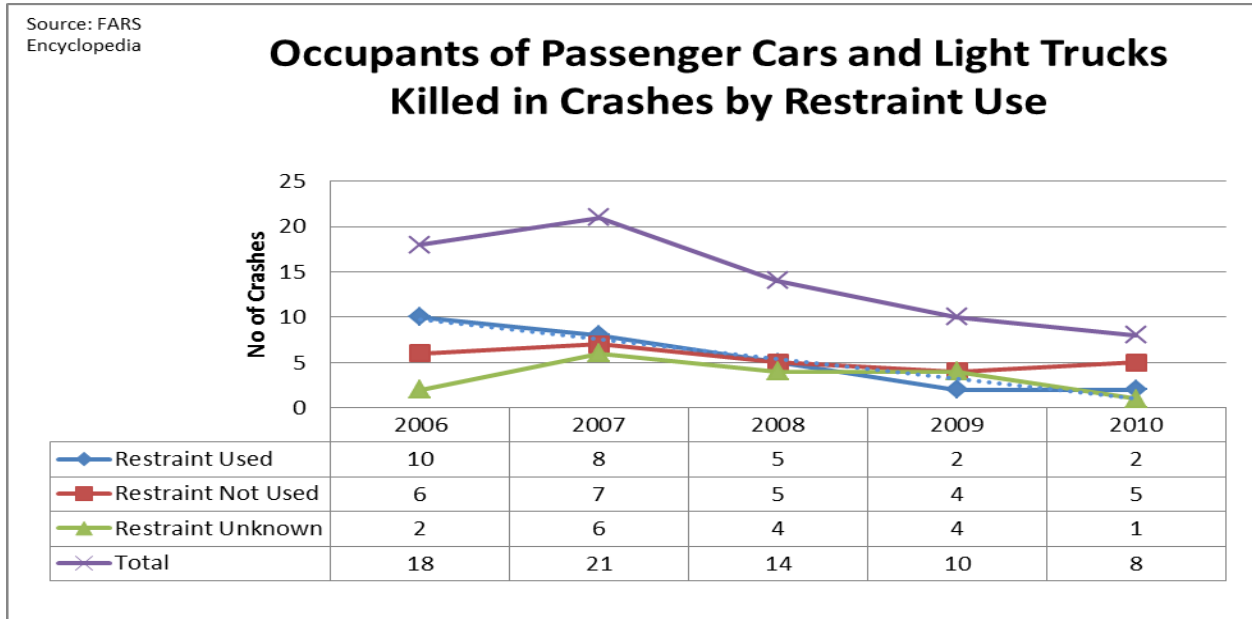
Based on the analysis of the FARS data, the number of drivers wearing their seat belts involved in a fatal crashes decreased from 26 in 2006 to 10 in 2010 (62 percent), as shown in Figure 25. However, the number of restraints reported as “unknown” continues to be significant, with approximately 58 percent of all drivers involved in a fatal crashes not having restraint information recorded or unavailable.

Figure 25: Drivers in Fatal Crash by Restraint Use



Further analysis of FARS data, as shown in Figure 26, revealed that in 2010 the number of occupants of passenger cars and light trucks killed while wearing their seatbelts remained steady at 2 from 2009. However, the number of *unknown* decreased from 10 in 2009 to 8 in 2010 (20 percent decrease).

Figure 26: Occupant Fatalities by Restraint Use



FARS data also revealed that 39.5 percent of the survivors involved in a fatal crash were wearing their seatbelts. It should be also noted that 55 percent of the survivors restraint use were unknown, as shown in Table 10.

Table 9: Passenger Vehicle Occupant Survivors of a Fatal Crash by Age Groups (FARS)

Age (Years)	2008				2009				2010			
	Restraint Use			Total Used	Restraint Use			Total Used	Restraint Use			Total Used
	Used	Not Used	Used		Used	Not Used	Unknown		Used	Not Used	Used	
< 5	2	0	0	0	0	0	0	1	0	0	0	0
5 – 9	0	0	0	0	0	0	0	0	0	0	0	0
10 – 15	3	0	0	0	0	0	0	0	0	0	0	0
16 – 20	0	0	3	3	3	0	1	2	0	0	0	0
21 – 24	0	0	2	2	2	1	4	6	0	2	0	2
25 – 34	9	1	5	5	5	0	9	13	1	2	0	3
35 – 44	1	0	9	9	9	0	4	7	1	1	0	2
45 – 54	1	0	6	6	6	1	1	4	0	0	0	0
55 – 64	1	0	0	0	0	0	0	0	0	0	0	0
65 – 74	0	0	1	1	1	0	0	0	0	0	0	0
> 74	1	0	1	1	1	0	0	0	0	0	1	1
Unknown	0	0	0	0	0	0	2	4	0	0	0	0
Total	18	1	27	27	27	2	21	38	2	5	1	8

Program Area

The Primary Seatbelt Law became effective on April 9, 1997, and in 2002, the District adopted the national enforcement and media campaign “*Click It or Ticket.*” Based on the Annual Citywide Observational Seat Belt Use Survey conducted in the District in July 2012, DC’s seat belt use rate is 92.4 percent, above the National average of 84 percent. The District was rated as one of sixteen States that achieved 90 percent usage rate or higher in 2008. The District seat belt use has remained above the national average since 2000.

It is significant to note that the 2008 goal set for the number of fatalities involving no restraints, as stated in the SHSP, has been met and exceeded as shown in Table 11 below. Further, the District is also on track to maintain its seatbelt usage in 2012. When any state attains greater than 90 percent seatbelt usage, it will be extremely difficult and expensive to attempt to increase seatbelt usage. The District will now concentrate on maintaining its above average seatbelt usage by implementing strategies such as:

- Increase daytime and nighttime enforcement on seat belt usage;
- Determine methods to reduce the number of unrecorded or unknowns for seat belt usage in crash report, working with MPD;
- Provide assistance to low income families on purchasing a child safety seat and increase inspections for proper installation.
- Educate the public on the benefits of wearing a seat belt.

Performance Goal

To decrease unrestrained passenger vehicle occupant fatalities in all seating positions by 14 percent from a three-year (2009-2011) weight average of 7 to 6 by December 31, 2013.

To maintain seatbelt usage above 90 percent by 2013.

Performance Measures

Table 10: Unrestrained Fatalities Performance Measures

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012	2013
# Unrestraint Fatalities	19	16	13	15	11	7	5	6	6
# Unrestraint Fatalities (SHSP District Goal)		14	13	13	13	12	12	12	12

Table 11: Seatbelt Usage Rate

Performance Measures	2006	2007	2008	2009	2010	2011	2012	2013
% Usage Rate Goal	85.36%	87.13%	90%	93%	92.3%	95%	92.4%	>90%

Project Activities

Metropolitan Police Department – Occupant Enforcement

- Perform 4 border to border seatbelt enforcement activities in conjunction with Prince Georges, Montgomery and Arlington County Police.
- Conduct a total of 2,154 man-hours of enforcement on day and or nighttime safety compliance checkpoints, traffic safety and saturation patrol enforcement at high hazard locations during the FY2013.
- Conduct 2,700 man-hours of nighttime seat belt enforcement during 2013 CIOT mobilizations.
- Perform a total of 35 CPS seat inspections at designated locations such as police district, firehouse, schools and other community centers.

Child Passenger Safety (CPS)

- Provide at least 1,000 child seats and a 2-hour workshop to parents and caregivers, at a low cost to the low income families within the District.
- Participate in at least 25 events, such as Latino Affairs Health Fair, Child passenger Safety Week and Click it or Ticket by distributing safety materials and brochures on the importance of Buckling Up.
- Conduct at least 3 demonstrations/inspections per month on how to use child safety seats and boosters at the nine fitting stations within the District.
- Conduct 10 presentations at 10 elementary schools in the District, teaching the safety and procedures when traveling in a motor vehicle. Law enforcement officers will be the guest speakers to deliver vehicle safety messages to over 3,200 to the District’s students.
- Host two 32 hours 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. Increasing the number of the District’s certified technicians from 50 to 75 in FY2012.
- Conduct a car seat inspection event at DC Night Out.

Paid Media

- Click It or Ticket Campaign
 - 100 TRPs per week during enforcement weeks via radio.
 - On cable TV networks and programs three weeks in July and three weeks in August (105 spots).

- Develop and distribute 25,000 brochures, translated in Spanish, Amharic, Chinese, Korean and Vietnamese.
- Hold a brief press conference the week of May followed by a day/night safety belt checkpoint.
- Child Passenger Safety Campaign
 - 100 TRPs per week during enforcement weeks via radio.
 - Develop and distribute 25,000 brochures, translated in Spanish, Amharic, Chinese, Korean and Vietnamese.

Associates for Renewal in Education – Teen Highway Safety Program

- Conduct/host driver safety education and training to at least 600 youths in between October 2012 and September 2013. Target groups include youth from the District's Dunbar, Woodson, Duke Ellington, Ballou High Schools and Columbia Heights Educational Center; ARE and Sasha Bruce group homes; youth involved with the Juvenile Justice System and the Summer Youth Employment Program.
- Promote teen driver safety between May and June during prom season via radio announcements on local radio stations.
- Conduct Pre-Prom Promise focus groups with area High School seniors (both public and chartered) a week before their prom. The goal is to reach all of the local high schools.
- Increase the number of teen and young adults taking the on-line Teen Driver pledge by 50 percent from 205 in 2012 to 306 in 2013.
- Target 800 teens to take the Teen Safe Driving Pledge "sign-offs" during the National Emergency Medical Services and National Click It or Ticket It weeks. Targeted youth come from the District's Dunbar, Woodson, Duke Ellington, and Ballou High Schools, Columbia Heights Educational Center; Family Strengthening Collaboratives; ARE's Summer Youth Employment Program; and ARE and Sasha Bruce group homes;
- Produce and distribute 250 driver safety information packets during ARE's Annual Community Safety and Fun Day (September 28, 2013).
- Develop and distribute 500 handouts educating the youth on the dangers of driver distraction; these flyers will be distributed various program activities as well as community partners who request materials. They will be presented at community fairs and distributed to area churches.
- Conduct Driver Safety "peer" discussions on the dangers of distracted driving to District teens through standing partnerships with the District High Schools previously listed; ARE and Sasha Bruce group homes; District Collaborative; and other local community organizations.
- Host four car safety seat giveaways during the Child Passenger Safety week (typically held in September).
- Conduct four on-site safety seat inspections (sites to be determined in conjunction with DC Department of Planning and MPD, who partner with ARE on these inspections)
- Conduct four educational workshops for 100 parents and children between the ages 2 -12 on current restraint laws at ARE's headquarters (45 P Street, NW).

- Distribute 3,000 buttons promoting the pedestrian safety campaign to District youth and parents through ARE's parent workshops, Child Development Associates (CDA) training classes, ANC and community associations, and other community events.

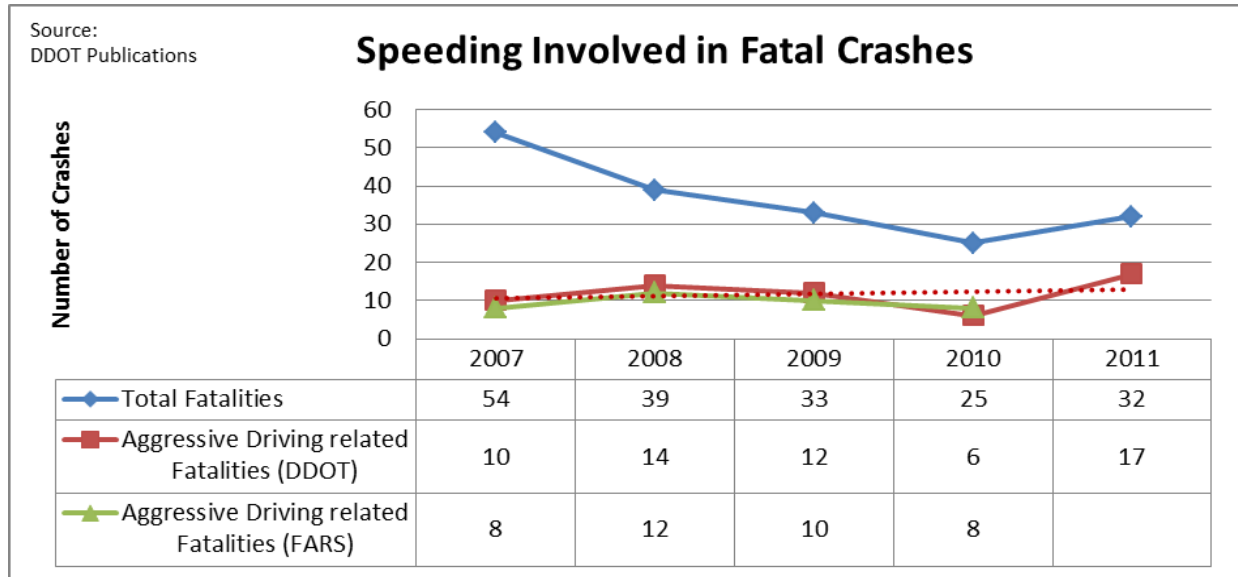
Seatbelt Reporting

- Review of all crashes between 2009-2011 to determine the number of unknowns.
- Review of citations to assess patterns.
- Determine best practices nationwide.
- Work with relevant agencies implement best practices and alleviate the underreporting or “unknown” reporting.

Aggressive Driving

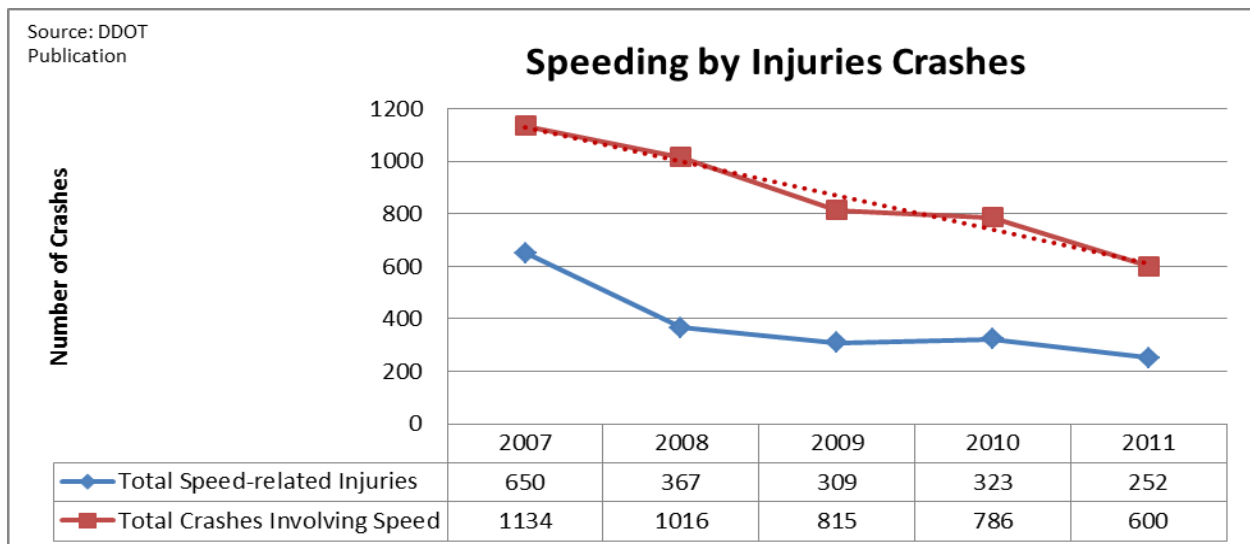
Aggressive driving is increasing as society is moving at a faster pace. This behavior usually involves speeding, as well as other factors, e.g. following too closely or improper lane change, etc. Speeding is the primary contributing circumstance for more than half of all traffic-related fatalities in the District. In 2011, there was a significant increase in speed-related fatalities, from 6 in 2010 to 17 in 2011, as shown in Figure 27.

Figure 27: Speeding Involved in Fatal Crashes



However, there was a significant decrease in the number of crashes involving speed from 786 in 2010 to 600 in 2011, a 23.7 percent decrease. Similarly, the total number of injury crashes has also decreased from 323 in 2010 to 252 in 2011 (22 percent decrease).

Figure 28: Speeding by Injuries Crashes



Based on 2011 data, the most dangerous hours for speed-related crashes are generally between 3:00 p.m. and 4:00 a.m., and on Fridays, Saturdays, Sundays and Tuesdays, as illustrated in Figures 29 and 30.

Figure 29: Speed-related Crashes by Time of Day

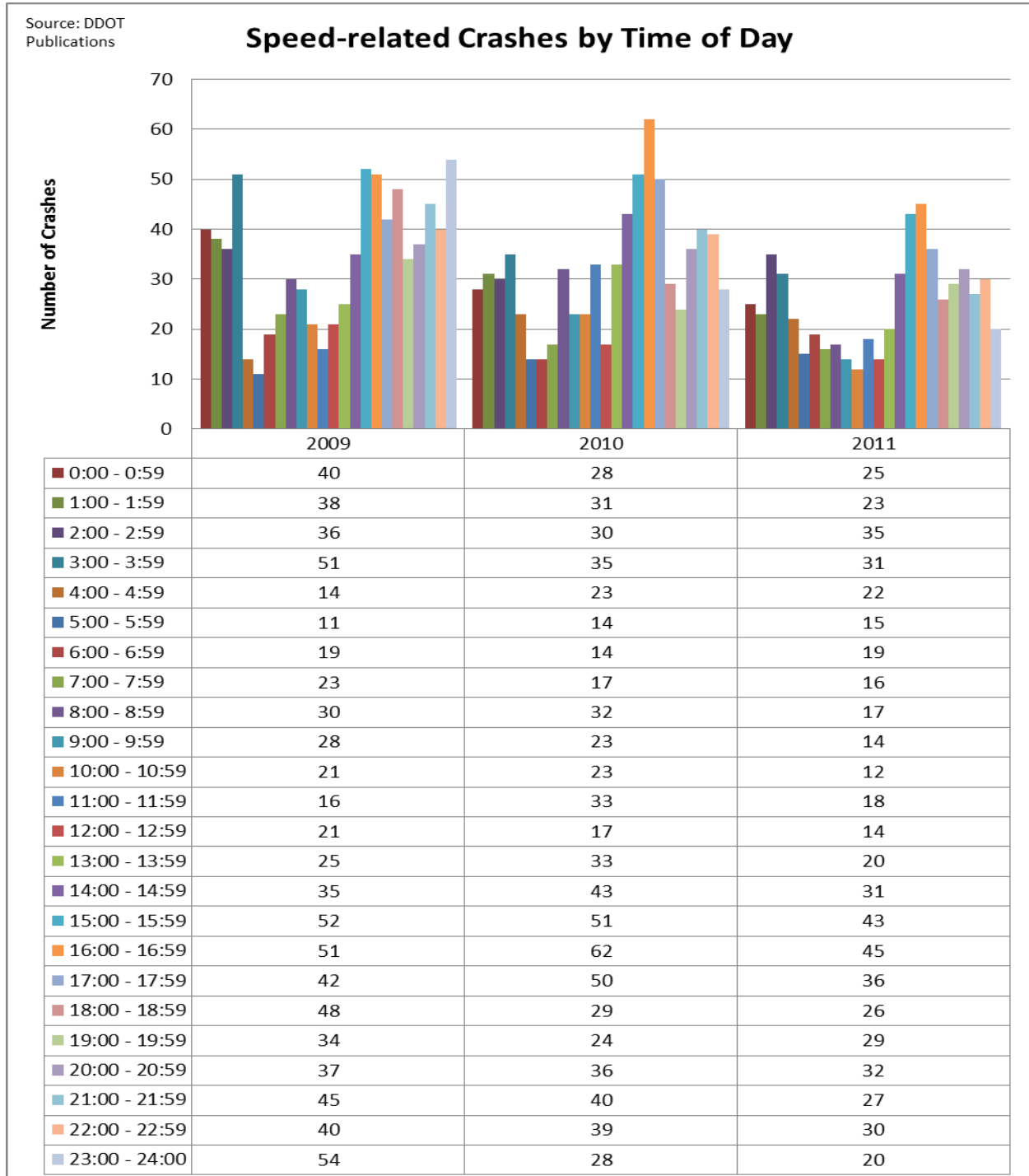
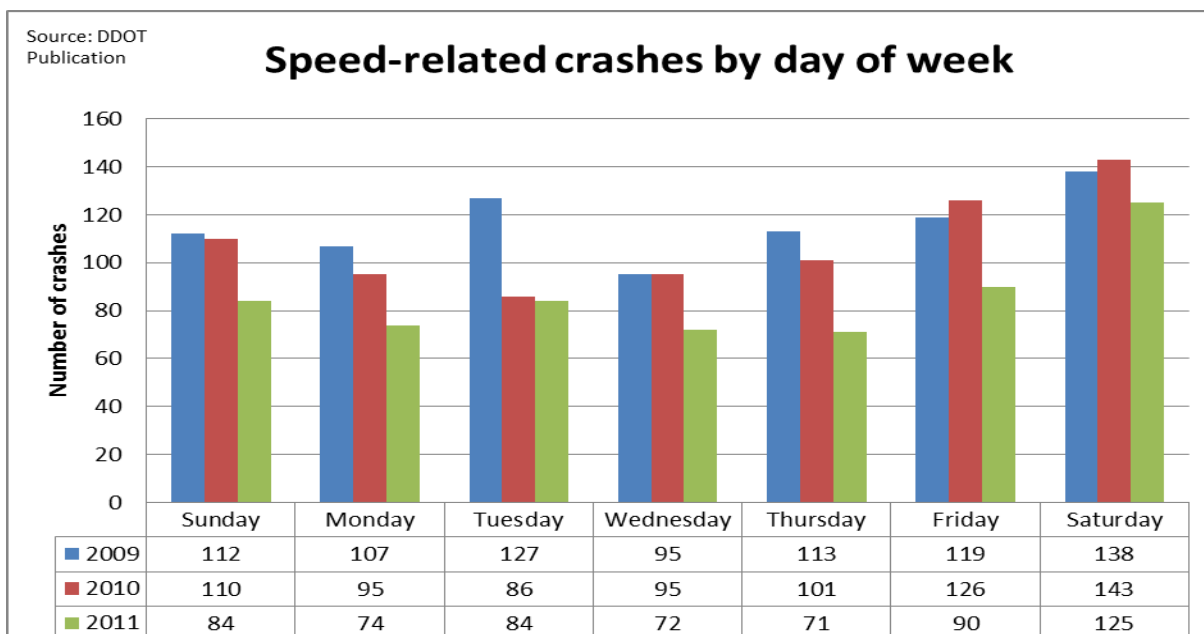


Figure 30: Speed-related Crashes by Day of the Week



Based on the five-year trend, male drivers between the ages of 21 and 30 were more likely to be involved in speeding-related crashes, as shown in Figures 31 and 32.

Figure 31: Speeding-Related Crashes by Driver Gender

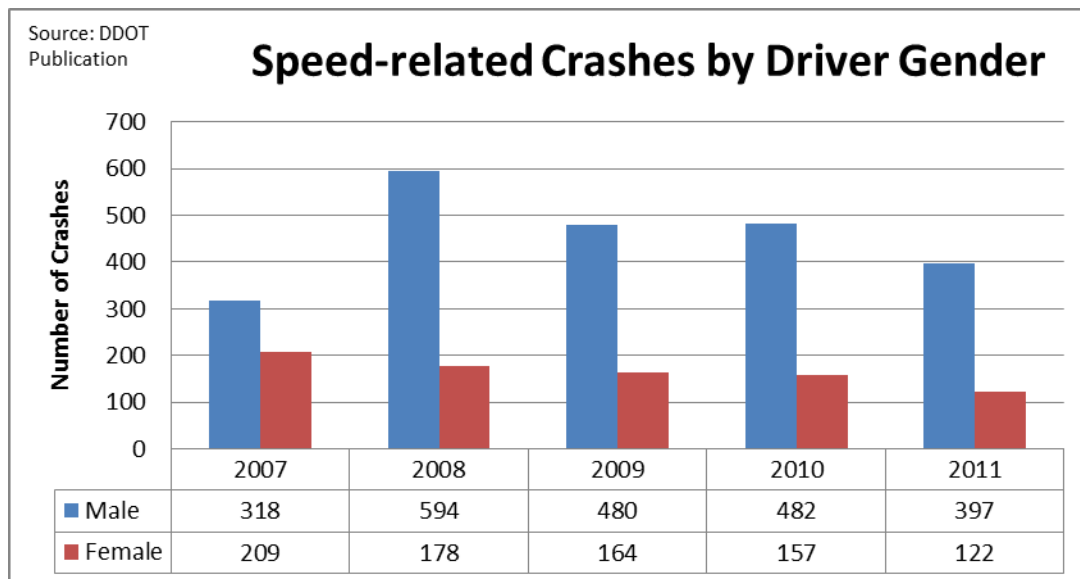
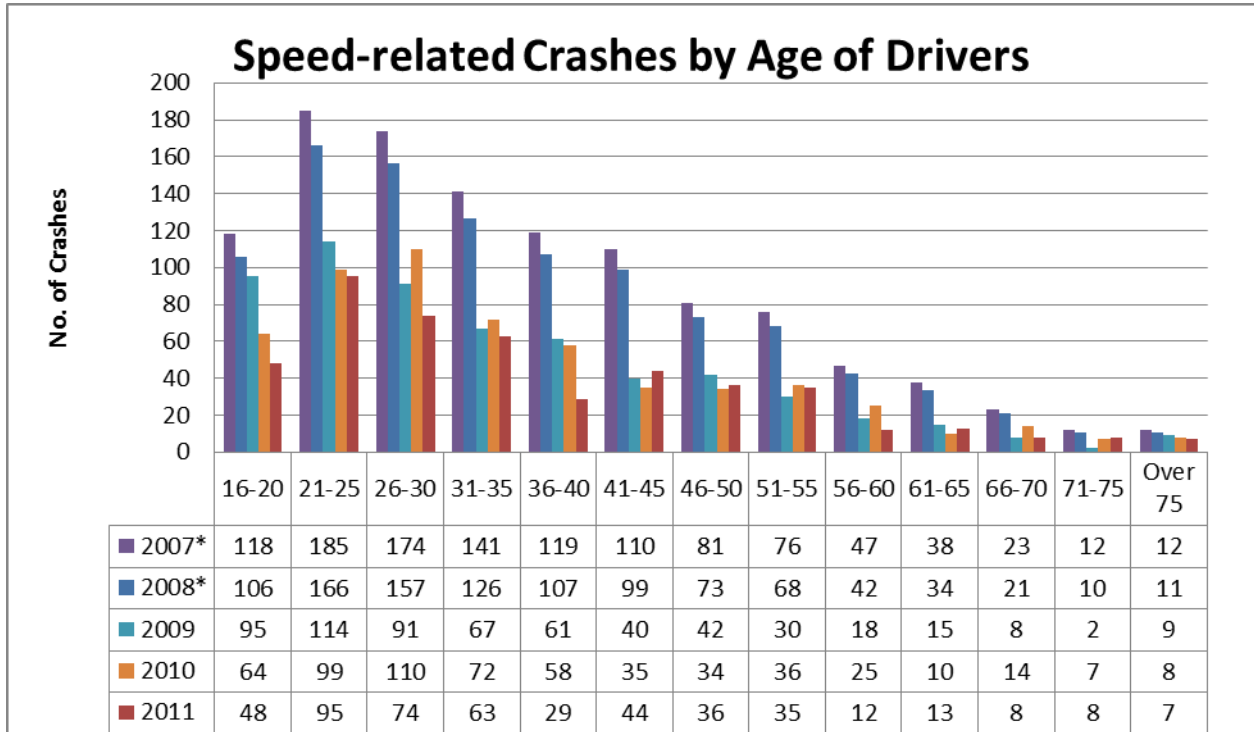


Figure 32: Speeding-Related Crashes by Age of Drivers



Based on District crash data, Wards 7, 8 and 5 have the highest average speeding-related crashes, as shown in Figure 33.

Figure 33: Speed-related Crashes by Ward

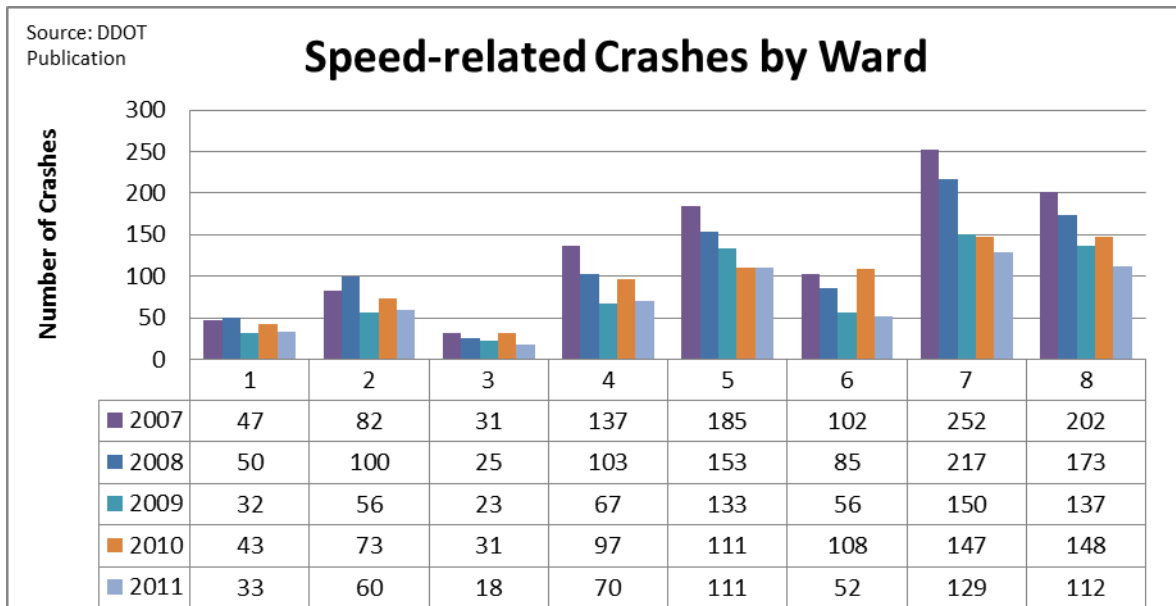
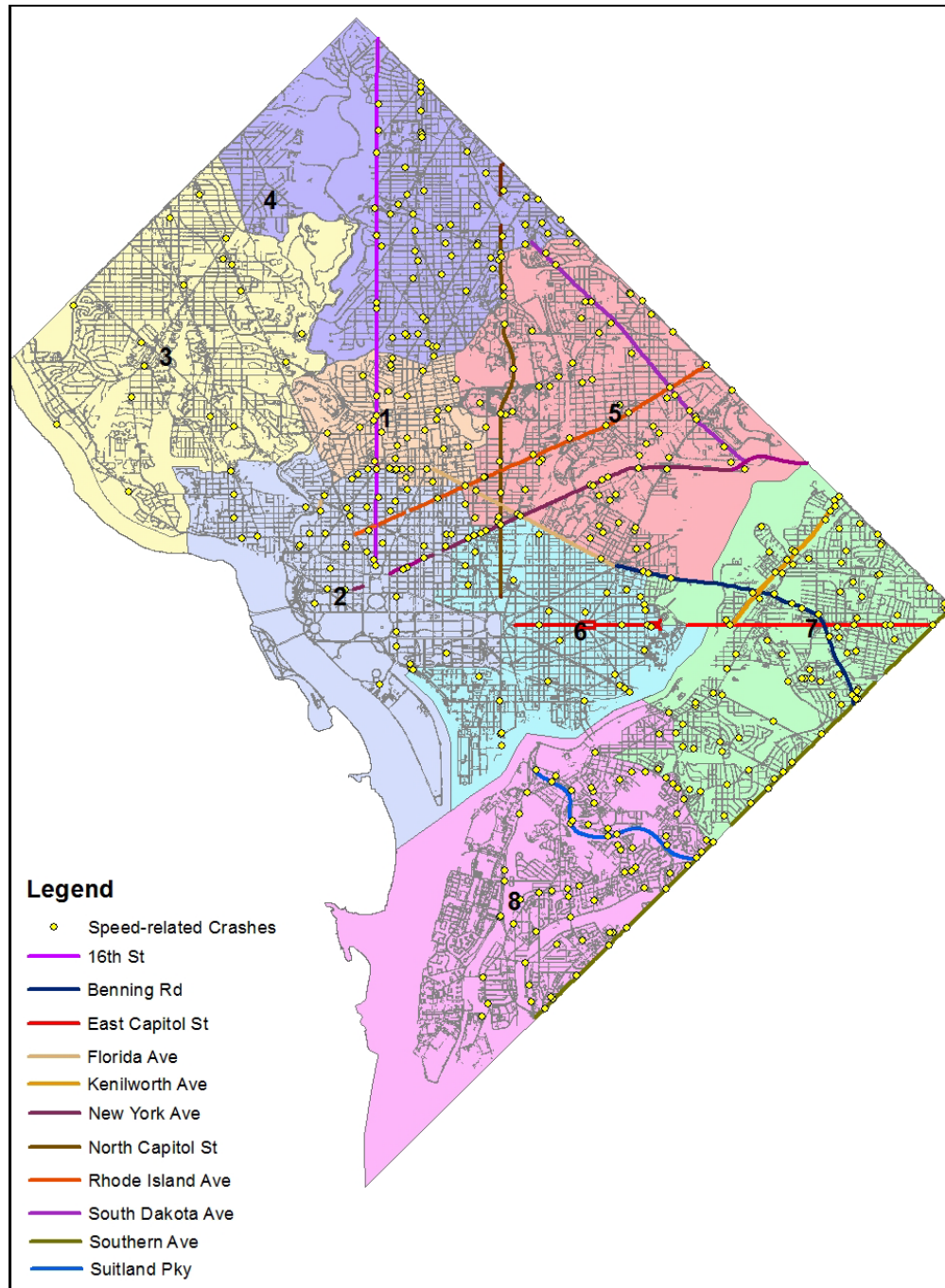


Figure 34, illustrates the locations of all the speed-related crashes in 2011 and the high speed-crash corridors – 16th Street, Benning Rd, East Capitol St, Florida Ave, Kenilworth Ave, New York Ave, North Capitol St., Rhode Island Ave., South Dakota Ave. Southern Ave., and Suitland Parkway. All corridors originate from the north or east, further supporting the fact that over 40 percent of all drivers involved in crashes within the District reside in Maryland (Figure 16). The HSO will consider the new information as they develop safety programs and target audiences.

Figure 34: Locations of Speed-related Crashes



Program Area

In 2011, 17 out of 32 fatalities were due to aggressive driving (approximately 53 percent of all traffic fatalities). However, based on the last three years of data, it is significant to note that all crashes, and injuries related to speeding are decreasing.

The District joined the States of Maryland, Virginia and Pennsylvania in the Smooth Operator Program to combat aggressive driving. The Smooth Operator Program is a public safety initiative that aims to provide education, information, and solutions for the problem of aggressive driving. The District's continued efforts have proven successful and have met the District's SHSP 2025 goal for both fatalities and injuries. In light of this achievement, a more challenging Performance Goal is outlined below.

Performance Goal

To decrease speeding-related fatalities by 8 percent from a three-year weight average (2009-2011) of 12 to 11 by December 31, 2013.

To decrease speeding-related injuries by 8 percent from a three-year weight average (2009-2011) of 295 to 272 by December 31, 2013.

Performance Measures

Table 12: Aggressive Driving Fatality Performance Measures

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012	2013
# Aggressive Driving Fatalities	22	22	10	14	12	6	17	12	11
# Aggressive Driving Fatalities (SHSP District Goal)		21	21	20	19	19	18	17	17

Table 13: Aggressive Driving Injury Performance Measures

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012	2013
# Aggressive Driving Injuries	731	696	650	367	309	323	252	283	272
# Aggressive Driving Injuries (SHSP District Goal)		713	695	678	661	644	628	613	588

Project Activities

Metropolitan Police Department – Aggressive driving

- Conduct 10 on-duty LIDAR gun enforcement in all seven police Districts, throughout the DC.
- Conduct a projected total of 1,795 man-hours of enforcement during safety compliance checkpoints (SSC's) and saturation patrols (SP's) between (2130-0500), on aggressive driving behaviors throughout the District. Focusing on the high speed corridors (Figure 34).
- Conduct 400 man-hours of high visibility enforcement during the Smooth Operator Campaigns.
- Print and distribute 5000 educational materials to educate the public relating to the dangers of aggressive driving and behaviors.

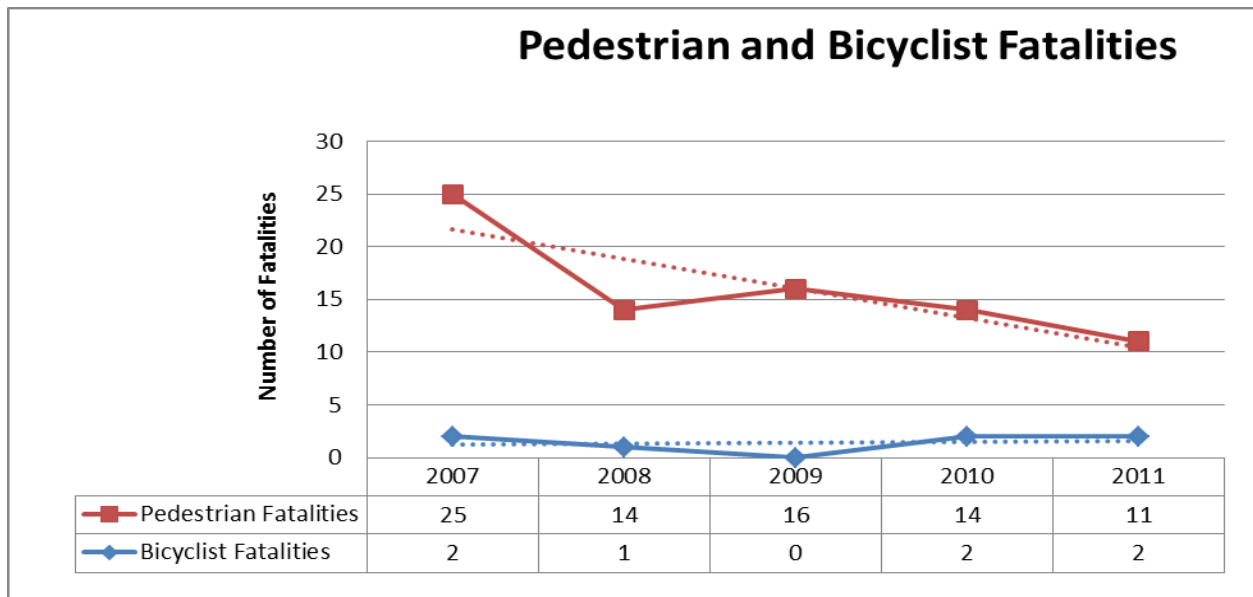
Paid Media

- Regional Smooth Operator Social Marketing Communication Plan
 - 100 TRPs per week during enforcement weeks via radio.
 - On cable TV networks and programs three weeks in July and three weeks in August (105 spots).
 - Outdoor advertising on billboards and bus backs. Target the bus routes along the high speed corridors.
 - Internet advertising during the enforcement waves and ad campaign (18-34 demographics).

Pedestrian and Bicyclists

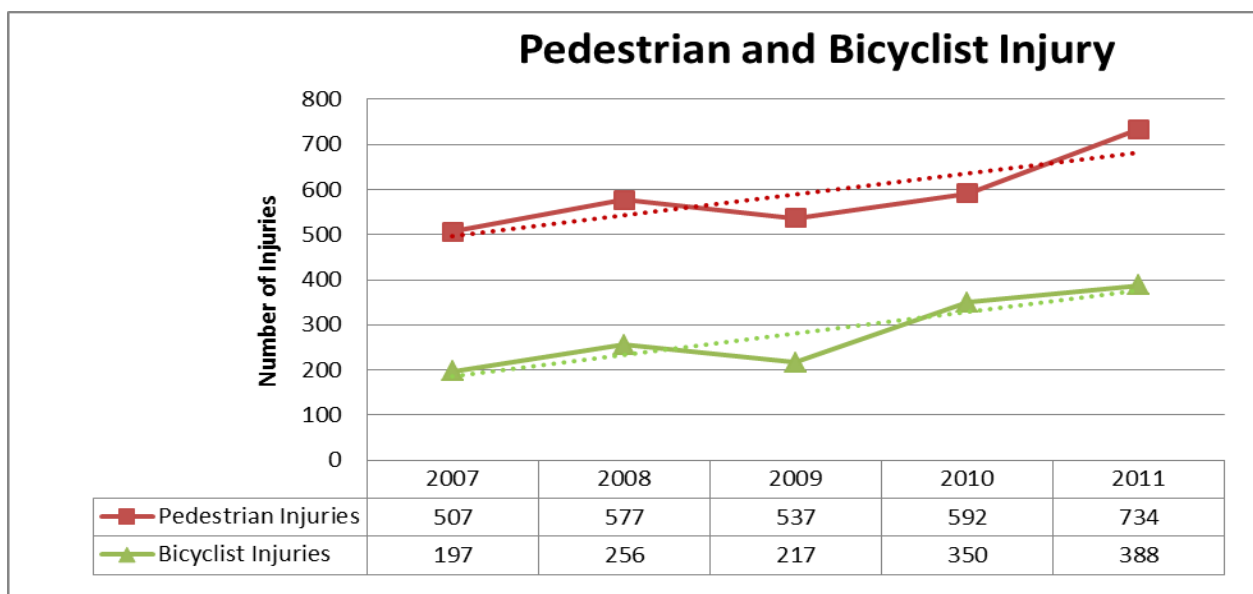
Pedestrians and bicyclists are among our most vulnerable roadway users and when involved in a crash with a motor vehicle, they usually suffer more serious injuries than vehicle occupants do. Based on the District’s fatality data, pedestrian fatalities have decreased from 14 in 2010 to 11 in 2011 (a 21.4 percent decrease), bicycle-fatalities remained steady at 2 in 2010 and 2011, as shown in Figure 35.

Figure 35: Pedestrian and Bicyclist Fatalities



However, the number of pedestrian and bicycle injuries increased significantly. Pedestrian injuries increased from 592 in 2010 to 734 in 2011; a 24 percent increase and bicycle injuries increased from 350 in 2010 to 388 in 2011; a 10.9 percent increase, as shown in Figure 36.

Figure 36: Pedestrian and Bicyclist Injuries



The most dangerous days of the week for pedestrian-related crashes are generally Tuesday to Friday, between the hours from 7:00 am to 11:00 pm, as illustrated in Figures 37 and 38.

Figure 37: Pedestrian-related Crashes by Day of the Week

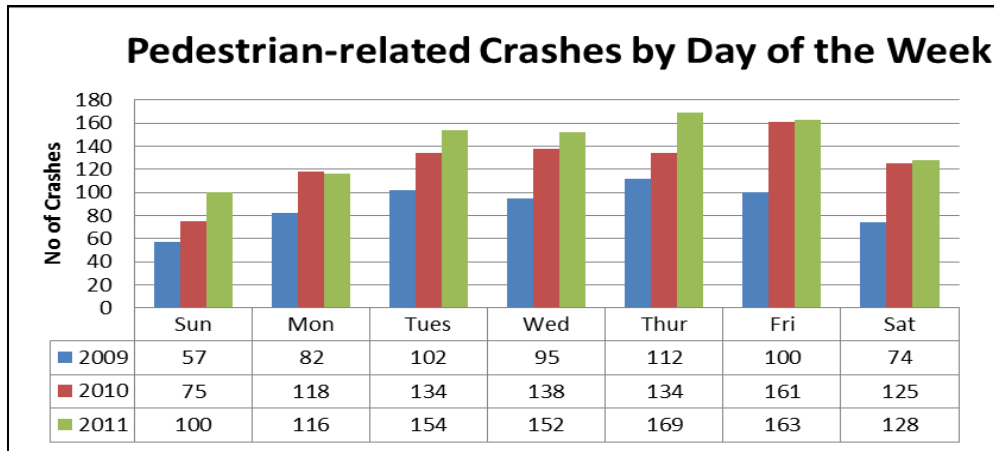
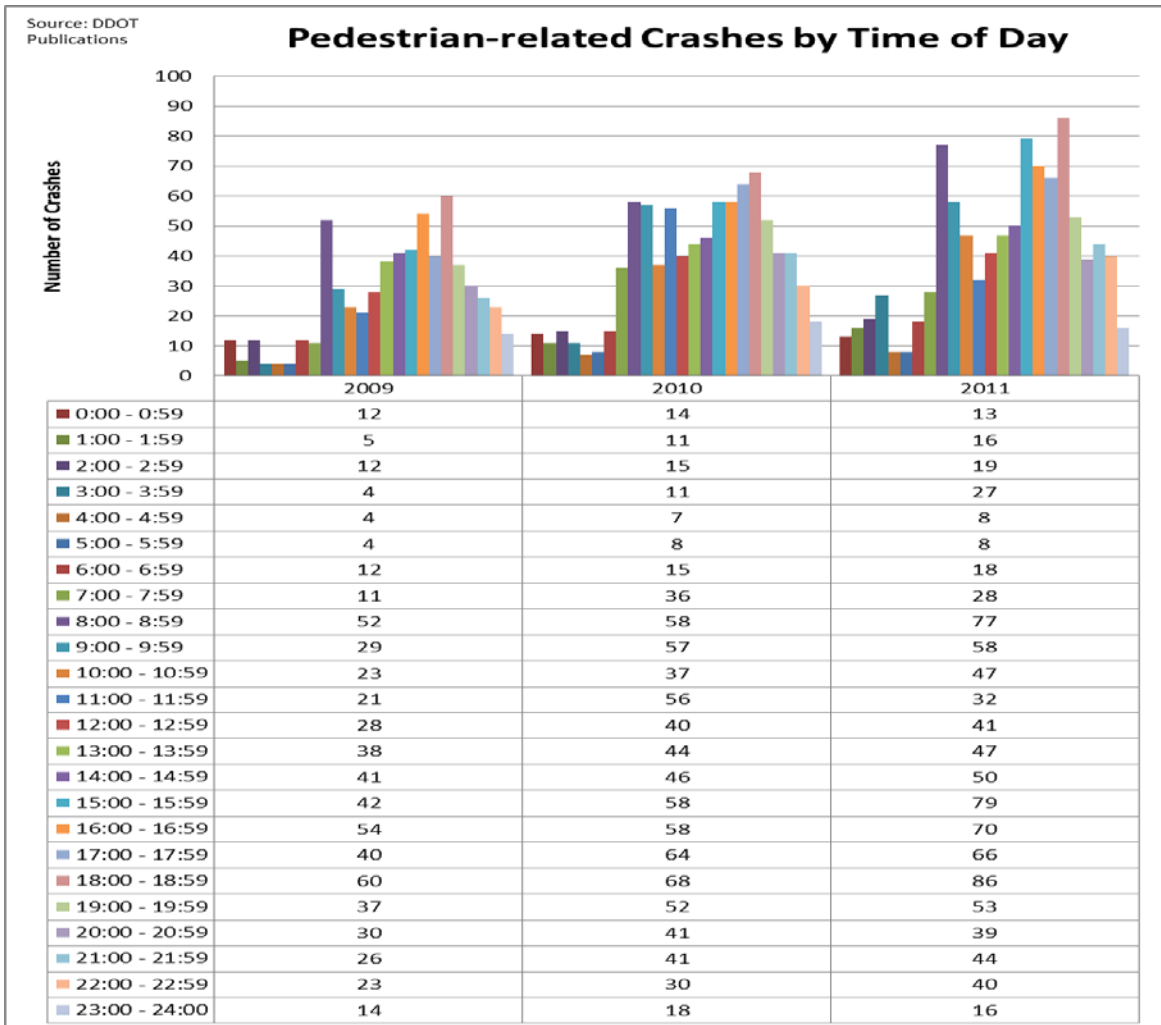


Figure 38: Pedestrian-related Crashes by Time of Day



The most dangerous days of the week for bicycle-related crashes are generally Tuesday to Saturday, between the hours from 8:00 am to 10:00 am, and 4:00 pm to 7:00 pm as illustrated in Figures 39 and 40. While the pedestrian-related crashes are distributed throughout the day the bicycle-related crashes appear to be related more to the peak periods.

Figure 39: Bicycle-related Crashes by Day of the Week

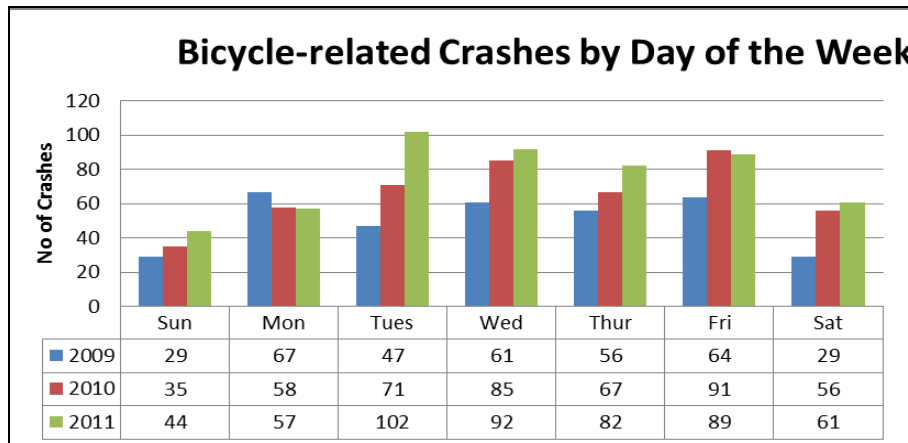
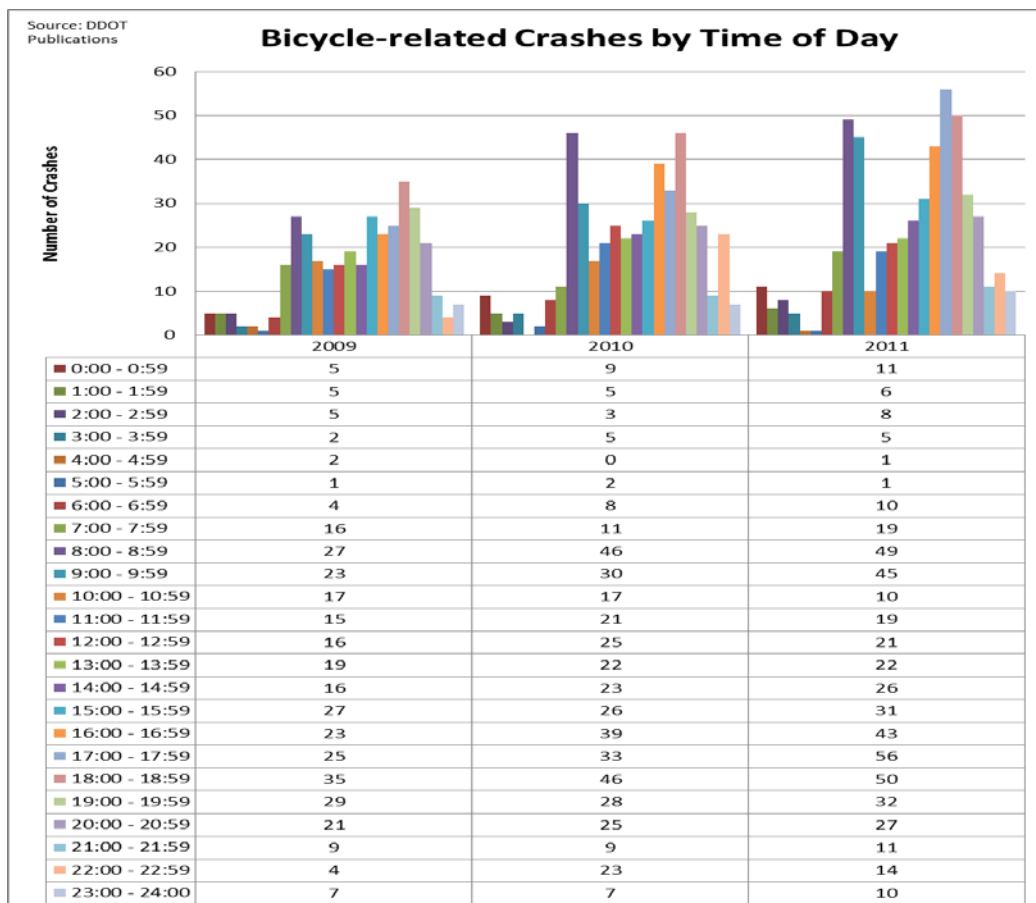


Figure 40: Bicycle-related Crashes by Time of Day (2009)



Further analysis of the pedestrian data revealed that the ages of injured pedestrians were widely distributed. The 21 – 30 pedestrian age groups have the highest percentage of involvement in crashes. As shown in Figure 41.

Figure 41: Pedestrian Involvement by Age

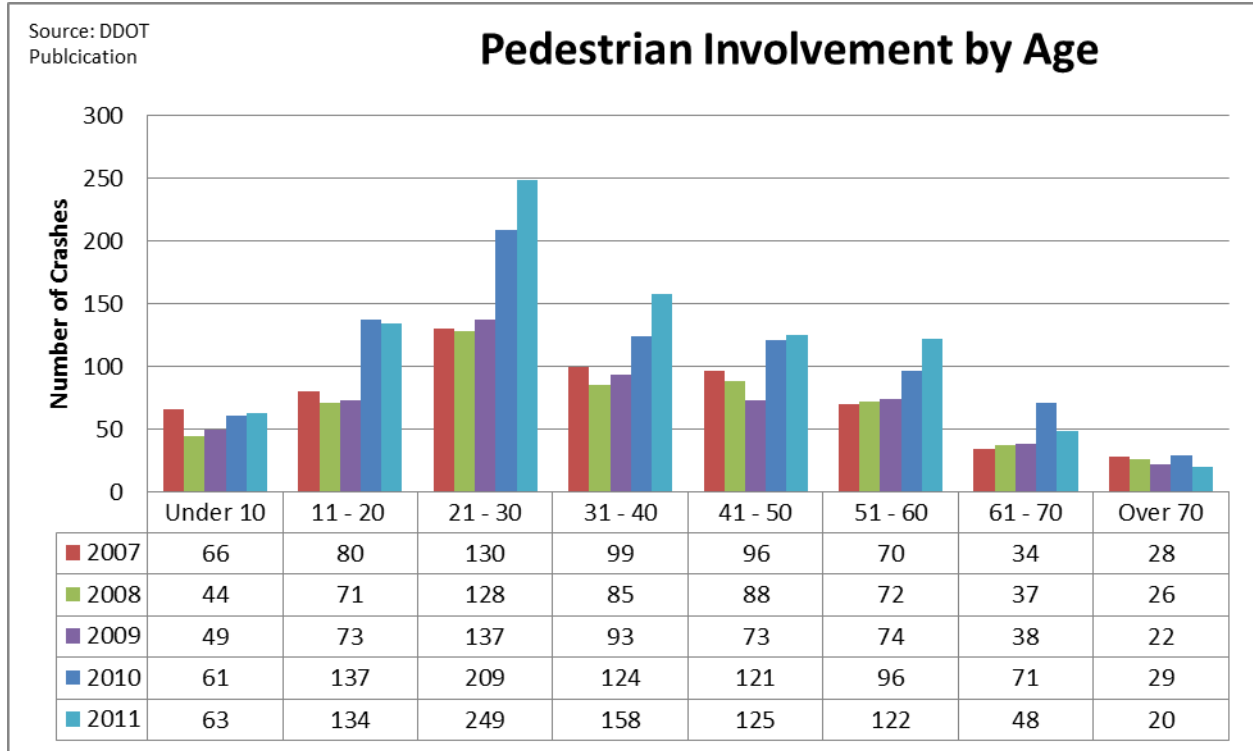
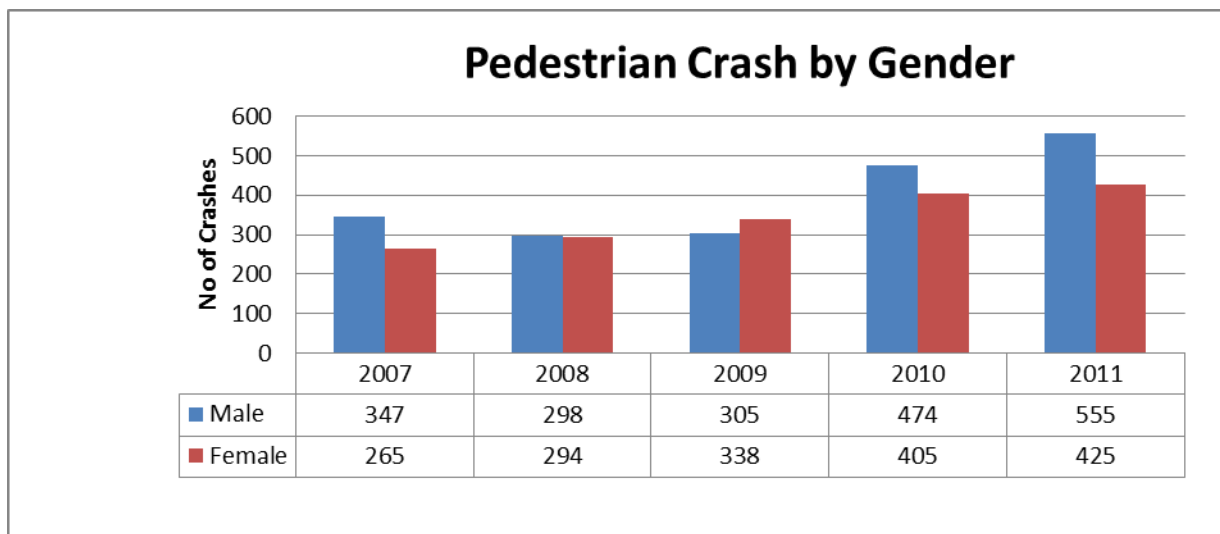


Figure 42 reveals that males were more than likely to be involved in a crash by 23.4 percent than females.

Figure 42: Pedestrian Crash by Gender



The 21 – 30 year old bicyclist age groups have the highest percentage of involvement in crashes. A male bicyclist has a significantly higher involvement rate in crashes (68.2 percent) than a female bicyclist, as shown in Figures 43 and 44. In fact, between 2009 and 2011, the number of male bicyclist involved in a crash, increased faster than female bicyclists.

Figure 43: Bicyclist Involvement by Age

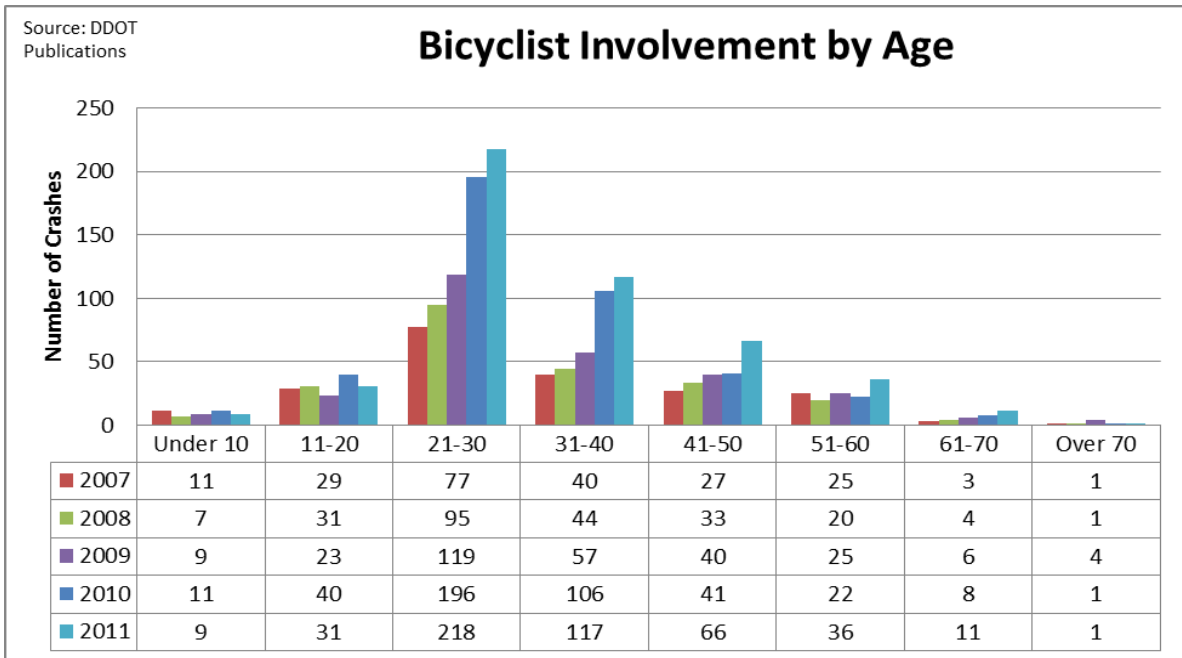
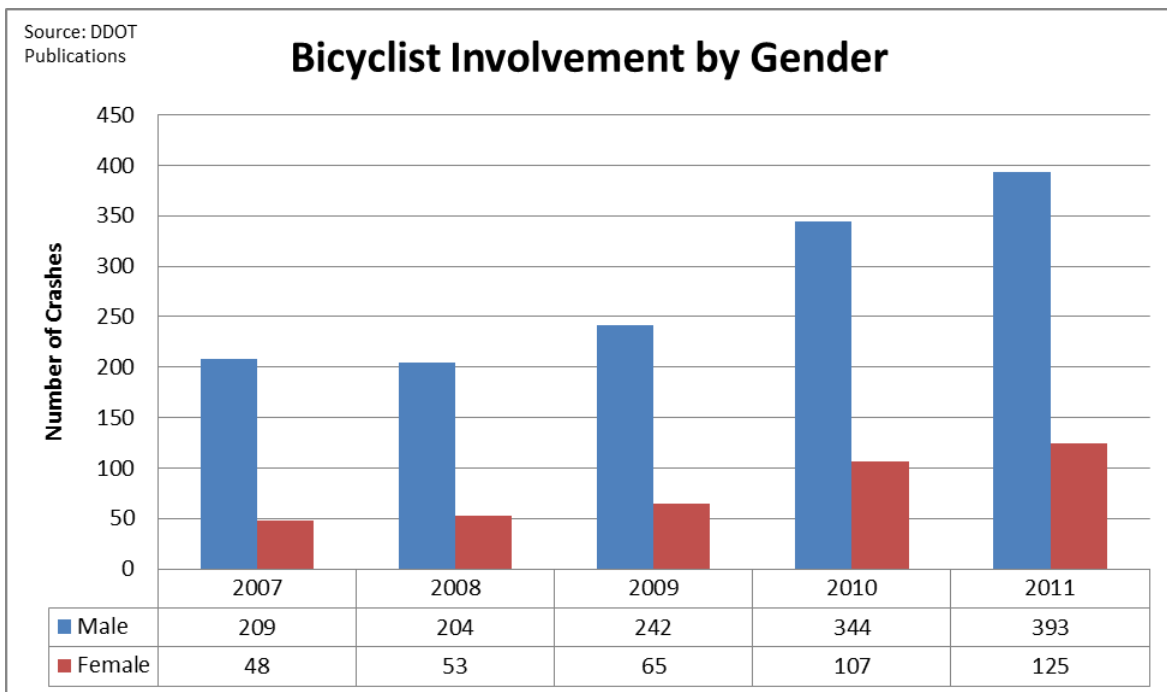
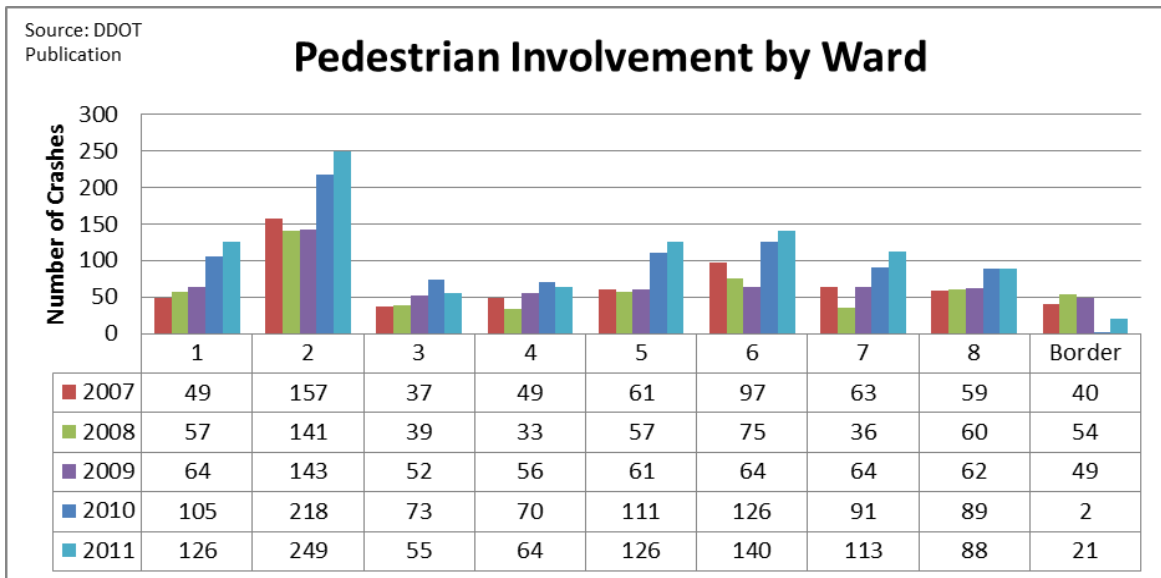


Figure 44: Bicyclist Involvement by Gender



Ward 2 had the highest proportion of crashes involving a pedestrian, followed by Ward 6, as shown in Figure 45.

Figure 45: Pedestrian Involvement by Ward



Ward 2 had the highest proportion of crashes involving a bicyclist, followed by Ward 1, as shown in Figure 46 and 47. This is expected as Ward 2 is the District commercial center and the densest concentration non-motorized trips. Further, programs such as the Capitol Bikeshare program appears to have a concentrated number of trips with a triangle encompassing Logan Circle, Dupont Circle, and the Reeves Center at U Street, as shown in Figure 48. The full impact of this will be accessed in the next 12-24 months.

Figure 46: Bicyclist Involvement by Ward

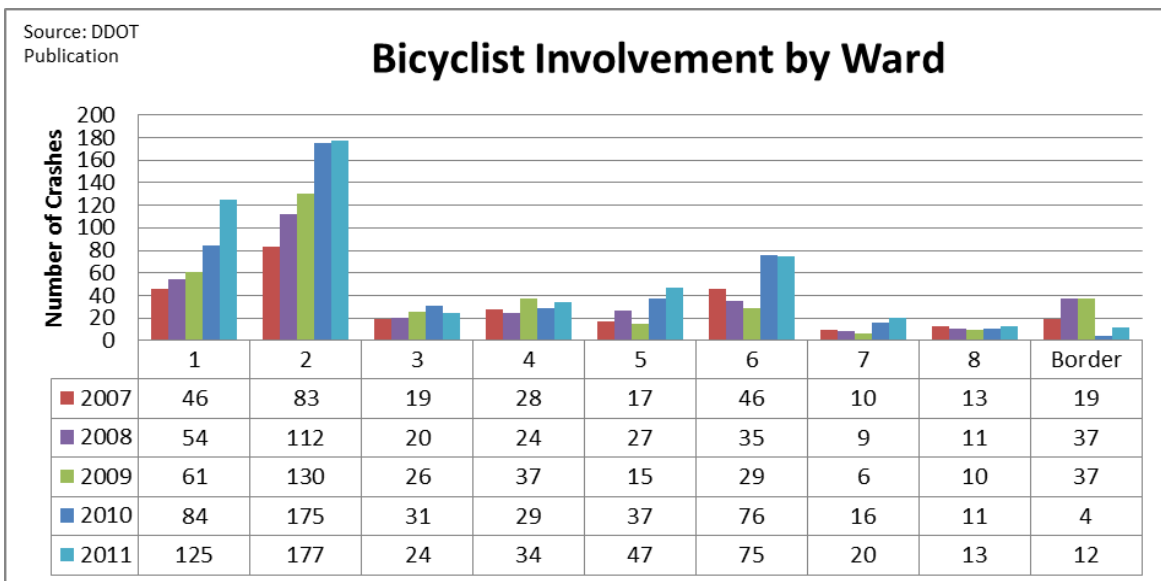


Figure 47: Bicycle-related Crashes vs Bikeshare Stations

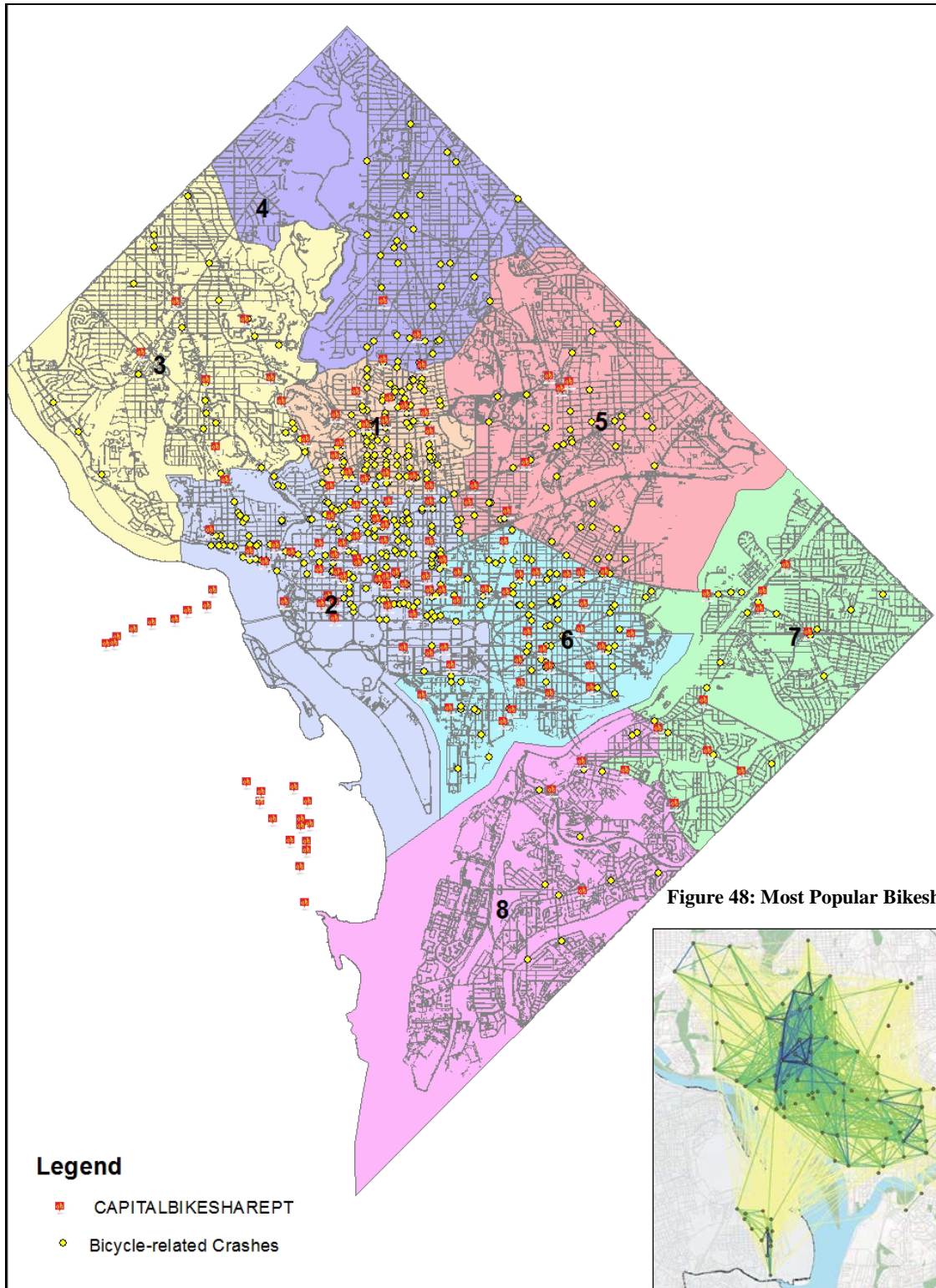
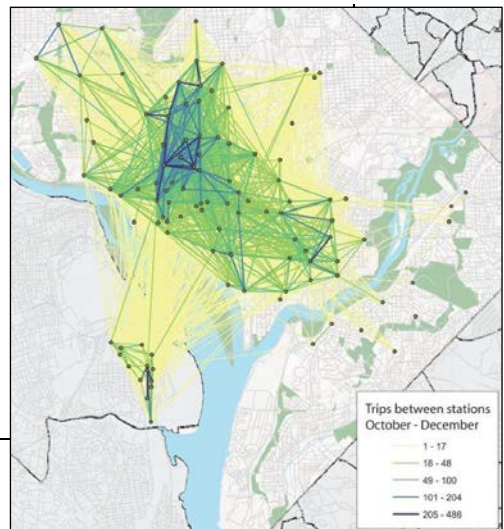


Figure 48: Most Popular Bikeshare Trips (2011)

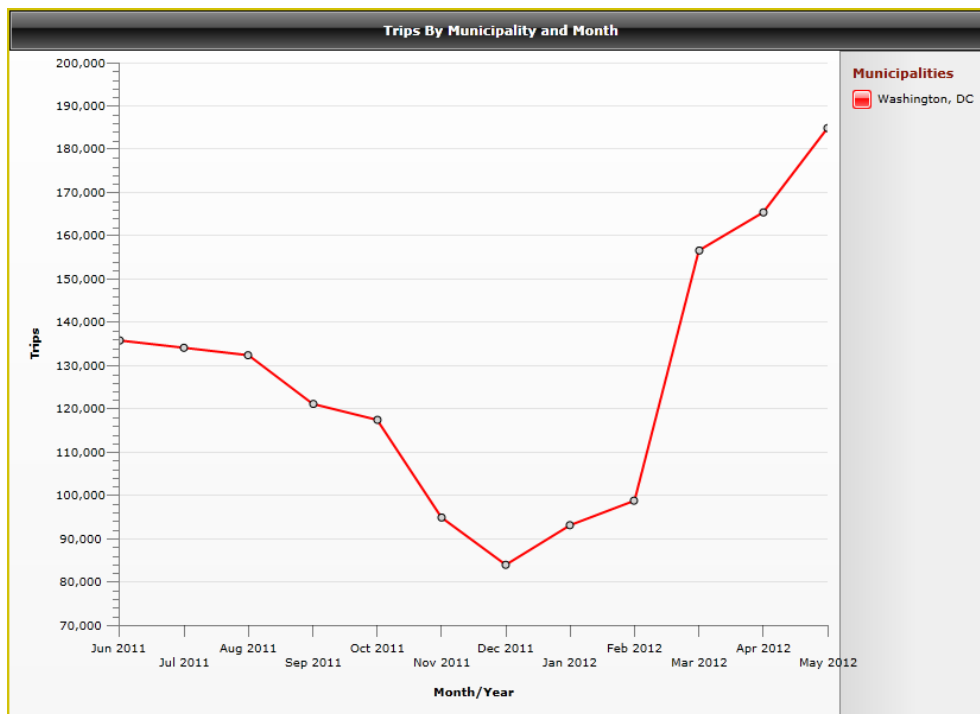


Program Area

Pedestrian and bicycle safety is an especially significant challenge because many people in the District walk or ride in the area. In addition, the District is the nation's third worst traffic congested-area and is the eighth most popular tourist destination. However, District officials realize that most injuries and deaths can be prevented by enforcement, education, and engineering solutions. DDOT has developed and is currently implementing the Pedestrian Master Plan (2008) and Bicycle Master Plan (2005), which outline strategies to make the environment safer and to decrease the overall exposure for both pedestrians and bicyclists.

There is concern that with the added 51 miles of bike lanes (2011) and over 3,000 users per day, bicycle injuries and fatalities could rise. DDOT expects to add about 5 miles of new bike lanes in 2012 and possibly the same per year going forward. In addition, based on the Capital Bikeshare program there were 184,862 trips in the Districts in May 2012, as shown in Figure 49.

Figure 49: Bikeshare Ridership (12 months)



In 2011, both pedestrians and bicycle fatalities decreased compared to the total traffic fatalities in the District; pedestrian fatalities reduced from 56 percent in 2010 to 34 percent in 2011 and bicycle fatalities reduced from 8 percent in 2010 to 6 percent in 2011. This trend indicates that the District's efforts, such as outreach campaigns like "Street Smart," radio PSAs, and education, are succeeding.

However, in 2011 both pedestrian and bicycle injuries increased compared to the total traffic injuries; pedestrian injuries increased from 8.4 percent in 2010 to 10.4 percent in 2011 and bicycle injuries increased from 4.9 percent to 5.5 percent in 2011. This trend is expected with better recording systems, and the increase of pedestrian and bicyclist trips on the District roadways.

As noted before, the District’s goal to decrease private vehicle trips can positively impact the District crash numbers. However, this will be assessed over the next 12-24 months.

Pedestrian and Bicycle safety strategies include:

- Increase enforcement for pedestrian, bicyclist and driver violations at high crash locations.
- Implementing the Pedestrian Master Plan.
- Implementing the Bicycle Master Plan.
- Separated bicycle facilities.
- Education/Outreach.

Performance Goal – Pedestrian

To decrease pedestrian-related fatalities by 21 percent from a three-year weight average (2009-2011) of 14 to 11 by December 31, 2013.

To decrease pedestrian-related injuries by 8 percent from a three-year weight average (2009-2011) of 621 to 572 by December 31, 2013.

Performance Measures – Pedestrian

Table 14: Pedestrian Fatality Performance Measures

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012	2013
# Pedestrian Fatalities	16	17	25	14	16	14	11	12	11
# Pedestrian Fatalities (SHSP District Goal)		16	15	15	14	14	14	13	13

Table 15: Pedestrian Injury Performance Measures

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012	2013
# Pedestrian Injuries	702	626	507	577	537	592	734	596	572
# Pedestrian Injuries (SHSP District Goal)		761	741	723	705	687	670	653	637

Performance Measures – Bicyclist

To maintain bicycle-related fatalities from a three-year weighted average (2009-2011) of 1 to 1 by December 31, 2013.

To decrease bicycle-related injuries by 11 percent from a three-year weighted average (2009-2011) of 318 to 284 by December 31, 2013.

Table 16: Bicyclist Fatality Performance Measures

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012	2013
# Bicyclist Fatalities	4	1	2	1	0	2	2	1	1
# Bicycle Fatalities (SHSP District Goal)		3	3	3	3	3	3	3	2

Table 17: Bicyclist Injury Performance Measures

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012	2013
# Bicyclist Injuries	172	181	197	256	217	350	388	301	284
# Bicyclist Injuries (SHSP District Goal)		195	190	185	181	176	172	168	163

Project Activities

Metropolitan Police Department – Enforcement

- Conduct a total 3,600 man-hours of enforcement for both driver and pedestrian violations at known high pedestrian and vehicle collision locations/intersections. Focus on both in and out off crosswalk and with or without cross signal violations.
- Conduct 1,062 man-hours of enforcement of both driver and bicyclist violations high hazard intersections and bike lane corridors. Focus on District biking regulations including use of helmet violations etc.
- Conduct 1,200 man-hours of enforcement during the fall and spring/early summer Street Smart Campaign in all districts but with added emphasis in MPD Seventh, First, Second and Third Districts, which is where the majority of pedestrian and bicycle fatalities occur based on MPD/DDOT data.
- Educate 2,700 officers on MPD online SITELMS Bicycle and Pedestrian training module.

DDOT Bicycle and Pedestrian Program

- Provide 10 Adult Bicycle Education Classes.
- Provide 2 Learn to Ride classes for adults who don't know how to ride a bicycle.
- Provide and maintain a bicycle safety education program website.
- Implement a Bicycle Ambassadors Program.

- Provide printed materials (“Safe Bicycling in the Washington Area”, “Pocket Guide to DC Bike Laws”, and “Adult Bicycle Safety Education Brochure”).

Paid Media

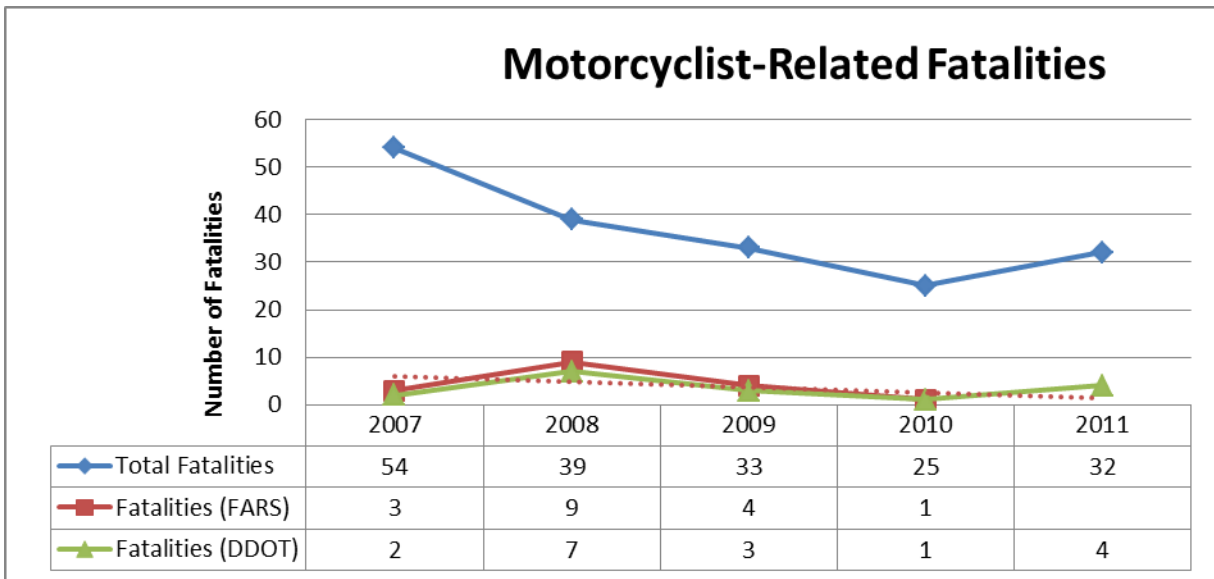
- Street Smart Campaign (fall and spring)
 - 500 spots (10,000,000 impressions) via radio.
 - Outdoor advertising: 150 bus sides; 450 bus cards; 20 bus shelters (30,000,000 impressions)
 - Pre-roll videos and in-banner videos geotargeted to reach metro DC audience; 5,000,000 total impressions.
 - Half-page ad in *The Washington Post and El Tiempo Latino*; 2,500,000 impressions.
 - Develop and distribute materials produced in English, Spanish, Chinese, Korean, Vietnamese and Amharic for use by law enforcement, schools, radio stations, and other public service agencies.

Motorcyclist Safety

Motorcyclist crashes are a unique and severe problem and as many analyses have demonstrated, motorcyclists are far more likely to be injured in a collision than car drivers are.

Based on the District fatality data, motorcycle-related fatalities have increased by 300 percent; from 1 fatality in 2010 to 4 in 2011, as shown in Figure 50.

Figure 50: Motorcyclist -Related Fatalities



The data revealed that the 50 percent of the motorcyclist involved in a fatal crash was wearing a helmet, as shown in Figure 51.

Figure 51: Motorcyclist Fatalities by Helmet Use

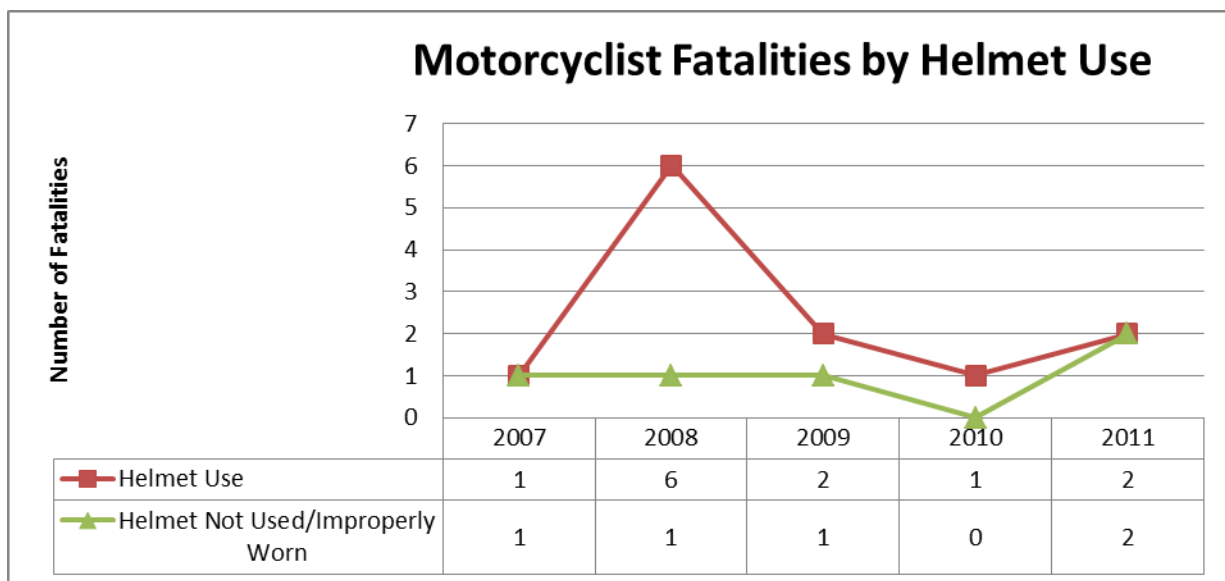
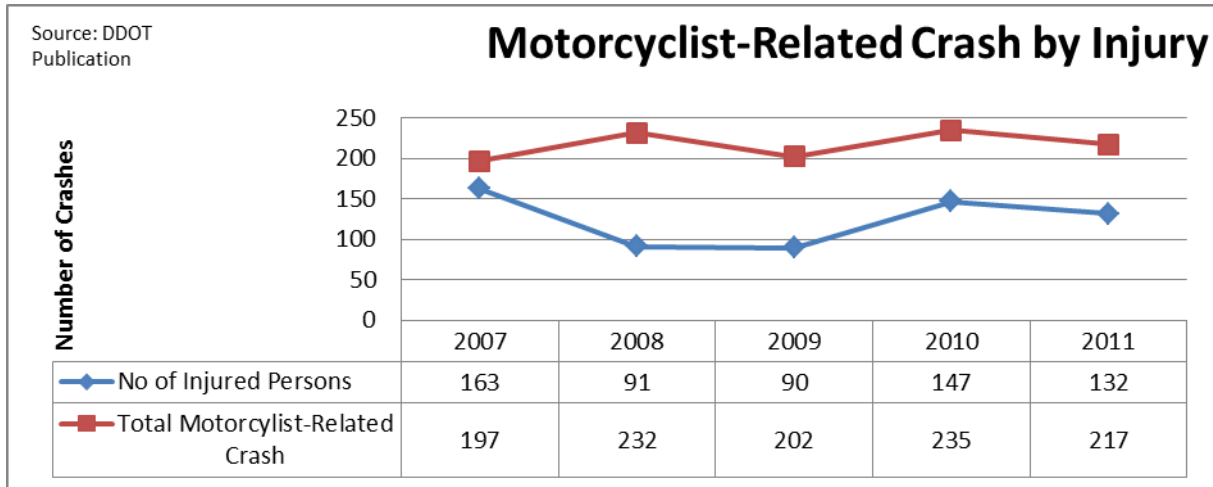


Figure 52 reveals that both the number of motorcycle-related crashes and the number of injured persons involved in a motorcycle crashes reduced slightly. In 2011, the number of motorcycle-related crashes was reduced from 235 in 2010 to 217 in 2011 (7.7 percent decrease) and the number of injured persons decreased from 147 in 2010 to 132 in 2011 (10.2 percent decrease).

Figure 52: Motorcyclist-Related Crashes by Injuries



Generally, male drivers between the ages of 26 and 30 are at a higher risk of being involved in a motorcyclist-related crash. Further, there seemed to be an increase in the number of crashes for drivers between the ages of 36 and 45, as shown in Figures 53 and 54.

Figure 53: Motorcyclist Crash by Gender

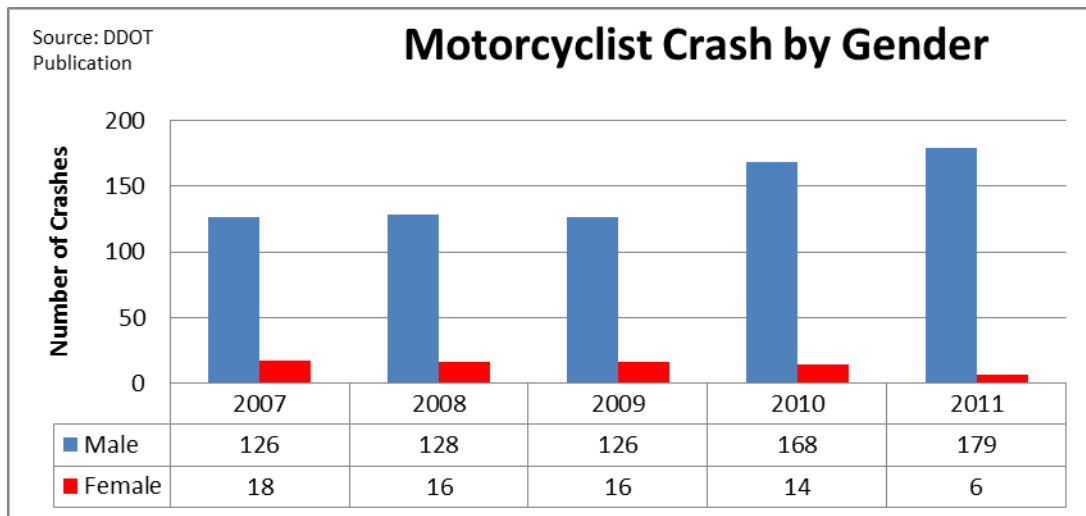
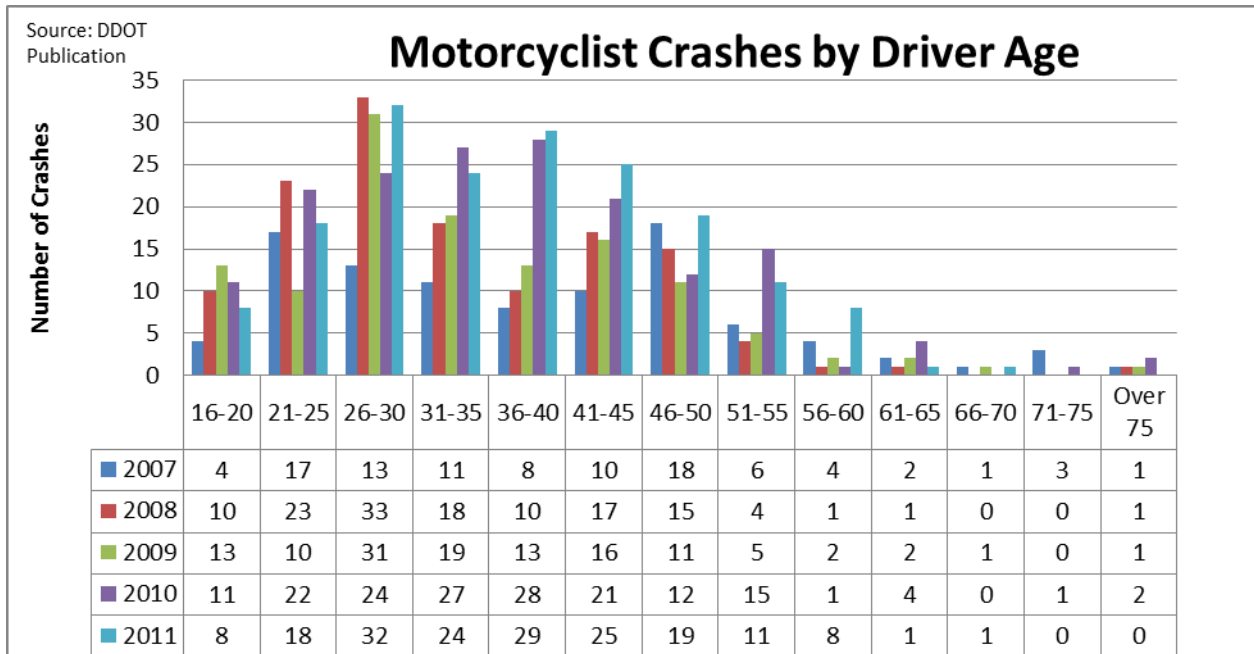
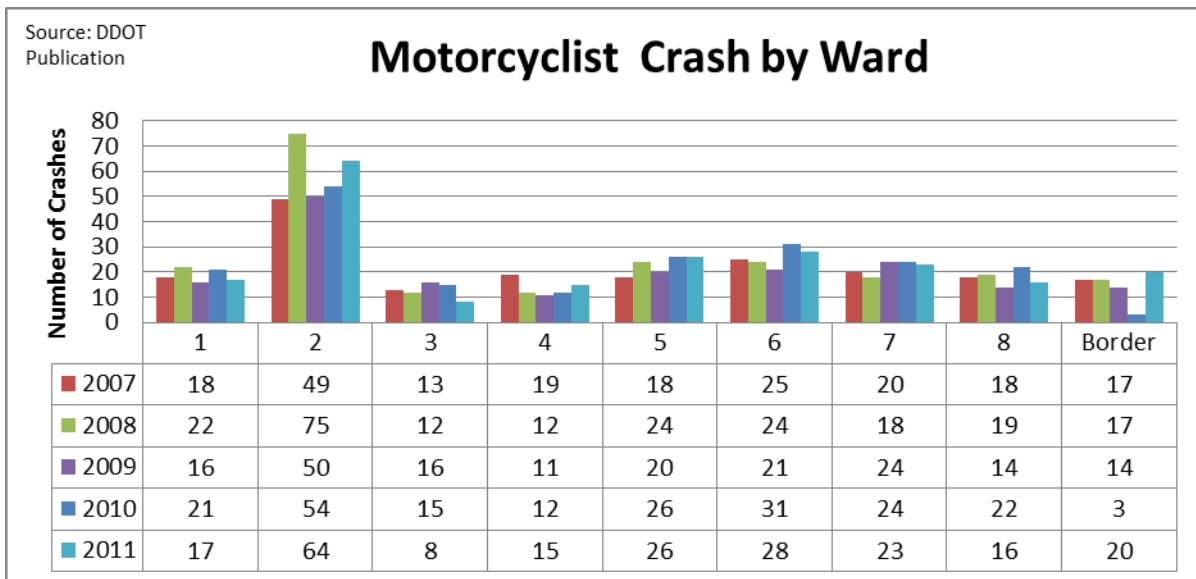


Figure 54: Motorcyclist Crashes by Driver Age



Ward 2 had the highest proportion of involvement in crashes, as shown in Figure 55.

Figure 55: Motorcyclist Crashes by Ward



Program Area

In 2011, 4 out of 32 fatalities involved motorcyclist (approximately 12.5 percent of all traffic fatalities). The data indicates that motorcyclist fatalities are a growing trend in the District and strategies need to be taken to reduce this in coming years. It is also significant to note that the SHSP goal for motorcyclist-related fatalities and injuries were met.

Accordingly, to meet the 2013 goals, strategies must be implemented, such as:

- Increase enforcement and media
- Review of data to determine the most appropriate safety programs to implement and assess any changes to crash data records.
- Training/outreach.

Performance Goal

To decrease motorcyclist fatalities by 33 percent from a three-year weight average (2009-2011) of 3 to 2 by December 31, 2013.

To decrease motorcyclist injuries by 15 percent from a three-year weight average (2009-2011) of 123 to 104 by December 31, 2013.

Performance Measures

Table 18: Motorcyclist Fatality Performance Measures

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012	2013
# Motorcyclist Fatalities	6	1	2	7	3	1	4	3	2
# Motorcyclist Fatalities (SHSP District Goal)		6	6	6	5	5	5	5	5

Table 19: Motorcyclist Injury Performance Measures

Performance Measures	2005	2006	2007	2008	2009	2010	2011	2012	2013
# Motorcyclist Injuries	196	149	163	91	90	147	132	113	104
# Motorcyclist Injuries (SHSP District Goal)		150	146	143	139	136	132	129	126

Project Activities

Metropolitan Police Department – Motorcycle Safety

- Conduct 2 additional Motorcycle Safety Enforcement Checkpoints.

Paid Media

- 20-30 spots per station, per week/5-6 station per week via radio.
- 2 week of cable between August 30 – September 7.
- Develop and distribute 25,000 brochures, translated in Spanish, Amharic, Chinese, Korean and Vietnamese.

Review of motorcycle crashes between 2009-2011

- Review all fatality data and compare to driver history.
- Review all injury data between 2009 and 2011 and compare to driver history.
- Develop appropriate program to alleviate apparent rise in motorcycle crashes.

Traffic Records

Motor vehicle crash data is required by Federal and State Laws. Timely and accurate crash data is needed by DDOT and other agencies (including the Legislature) for safety planning, program development, and tort defense. The data are also used to develop intervention strategies to reduce fatalities and injuries throughout the District.

Under the HSO, the Traffic Records Coordinating Committee (TRCC) was convened. The TRCC worked with numerous District agencies to develop the Traffic Records Strategic Plan.

Performance Goal

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

Project Highlights

As previously indicated improving Traffic Records is coordinated by the TRCC is a multi-agency and meets on a regular basis. Their key achievements by agency are as follows:

MPD Highlights:

- May, 2012—MPD hired a developer and some temps. The developer is finalizing/testing the XML feed that will auto-populate SafetyNet. The temps are working on data entering a backlog of paper crash reports.
- September, 2011—MPD released a new version of the traffic crash application. Updated the diagram in the newest version of the traffic crash application which verifies almost all of addresses (against the MARS) thereby improving information on the crash location.
- September, 2011—Justice Information System (JUSTIS), an automation/data sharing project to share arrest data from MPD with the USAO, OAG, Pretrial, Public Defender, Parole, and the DC Superior Court went live.
- August, 2011—MPD received a high priority grant award from FMCSA in August 2011 to improve the timeliness with which they deliver commercial vehicle crash data and to reduce some of the back log from the older paper reports which MPD wants to enter into SAFETYNET. Funds will expire on Sep 30, 2012.
- July, 2010—MOU signed giving DDOT access to both user interface and database
- April, 2010—185 hand-held ticket writing units for non-DPW ticket writers deployed
- December, 2008—805 MPD patrol vehicles were outfitted with tough book laptops
- May, 2008—PD-10 Electronic crash data application system (Phase 1) rolled out

DDOT Highlights:

- May, 2012— DDOT contracted with Howard University to set up the Traffic Safety Data Center (TSDC).
- December, 2010—DDOT have access to crash data within 24 hours of the crash 85% of the time.

DMV Highlights:

- May, 2011 — Validating vehicle insurance information in DESTINY. The real-time inquiry/response informs DMV whether the insurance is confirmed or unconfirmed based on insurance information gathered from various reporting companies.
- March, 2010 — Performance and Registration Information Systems Management Program (PRISM) project completed
- November, 2009 — Web capabilities for public to view all documents and images associated with a ticket (RLR and photo enforcement)
- September, 2009 — Implemented new-driver knowledge test, including new driver manual
- December, 2008 — Web-based scheduling system completed for DMV hearings to inform MPD officers
- August, 2008 — Nightly data exchange between DMV and SCDC for convictions relating to DUI, DWI, and drugs.

SCDC Highlights:

- April, 2012 — SCDC received grant funding to send a team of 8 criminal justice system practitioners to attend the National DWI Court Training Program from April 17-20.
- July, 2011 — SCDC established a DWI Court Stakeholders Steering/Planning Committee to explore the possibility of establishing a DWI Court. The Steering/Planning Committee is composed of the following agencies: SCDC, OAG, MPD, Pretrial Services Agency (PSA), Defense Bar, and Court Services and Offender Supervision Agency (CSOSA).

DOH Highlights:

- July 2012 —Trauma software purchased and 2 (of 4) hospitals reporting data.

FEMS Highlights:

- February, 2012 —New contract in place for billing software and contractor hired to collect patient data. Previously no language was in the contract to provide NEMESIS compliance extract from patient data.
- September, 2011 — ePCR system in use more than 95 percent of the time. ePCR records matched daily with field responses and reports generated to assure compliance.
- 2010 — 147,163 FEMS runs entered out of 225,549 records
- 2008 — EMS repository system in place

OCTO Highlights:

- GIS Repository — OCTO conducted aerial photography in April 2010 (it was also their most successful base map update using Arc Server technology) and released the aerial photography and updated base map online in March 2011. OCTO will initiate the 2012 aerial photography in summer.
- Master Address Repository System — OCTO added over passes and under passes as locations/intersections to improve accuracy with respect to MPD crash locations. Weekly updates are ongoing.

GENERAL:

The District underwent the NHTSA Traffic Records Assessment (February – July 2012). This assessment will be the basis for the updating the Traffic Records Strategic Plan (TRSP) to be completed in 2013. Numerous recommendations were identified that will be considered as the TRSP is developed.

Special Grant Programs

This section provides information on the various grant programs such as Section 405, 406, 408, 410, 2010 and 2011.

Section 405 Occupant Protection Incentive Grant

Eligibility criteria include meeting four of the following six criteria:

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

Section 405 grants are available to States that adopt and implement effective programs to reduce highway deaths and injuries resulting from individuals riding unrestrained or improperly restrained in a motor vehicle.

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

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

FY 2008 – (\$159,874) DC qualified for this incentive grant by meeting four of six of the above eligibility criteria. Funds will be used to support the national May seat belt mobilization to include: High-Visibility Enforcement, paid and earned media, and an approved observation seat belt survey.

FY 2009 – (\$156,643) DC qualified for this incentive grant by meeting four of six of the above eligibility criteria. Funds will be used to support the national May seat belt mobilization to include: High-Visibility Enforcement, paid and earned media, and an approved observation seat belt survey.

FY 2010 – (\$150,827) DC qualified for this incentive grant by meeting four of six of the above eligibility criteria. Funds will be used to support the national May seat belt mobilization to include: High-Visibility Enforcement, paid and earned media, and an approved observation seat belt survey.

FY 2011 – (\$149,675) DC qualified for this incentive grant by meeting four of six of the above eligibility criteria. Funds will be used to support the national May seat belt mobilization to include: High-Visibility Enforcement, paid and earned media, and an approved observation seat belt survey.

FY 2012 – (\$73,635.64) DC qualified for this incentive grant by meeting four of six of the above eligibility criteria. Funds will be used to support the national May seat belt mobilization to include: High-Visibility Enforcement, paid and earned media, and an approved observation seat belt survey.

Section 406 Incentive Grant

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

- Enacts for the first time after December 31, 2002, and has in effect and is enforcing a conforming primary safety belt use law for all passenger motor vehicles (States meeting this criterion are called *New Primary Law States*); or,
- After December 31, 2005, has a State safety belt use rate of 85 percent or more for each of the 2 consecutive calendar years immediately preceding the fiscal year of the grant (States meeting this criterion are called *Safety Belt Performance States*).

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

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

FY 2006 – (\$561,545) DC qualified for this incentive grant based on passing a primary belt law prior to January 1, 2003. Funds will be used to support the national May seat belt mobilization to include: High-Visibility Enforcement, paid and earned media, and an approved observation seat belt survey.

FY 2007 – (\$1,006,955) DC qualified for this incentive grant based on passing a primary belt law prior to January 1, 2003. Funds will be used to support the national May seat belt mobilization to include: High-Visibility Enforcement, paid and earned media, and an approved observation seat belt survey.

FY 2008, 2009, 2010, 2011 & 2012 – Did not receive Section 406 Incentive Grant(s)

Section 408 Incentive Grant

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

FY 2006 – DC did not submit an application.

FY 2007 – (\$300,000) DC qualified for this incentive grant by meeting the above eligibility criteria. These funds were used to improve the timeliness, accuracy, and completeness of crash data.

FY 2008, 2009, 2010, 2011, and 2012 – (\$500,000) DC qualified for this incentive grant by meeting the above eligibility criteria. These funds were used to improve the timeliness, accuracy, and completeness of crash data. The PD10 automation will be improved and the short crash form was rolled out in 2012.

Section 410 Incentive Grant

Eligibility criteria include meeting five of the following eight criteria. Highlighted criteria represent those that the state met in order to qualify:

- High-Visibility Enforcement Program.
- Prosecution and Adjudication Program.
- BAC Testing Program.
- High Risk Drivers Program.
- Alcohol Rehabilitation or DWI Court Program.
- Underage Drinking Prevention Program.
- Administrative License Suspension or Revocation System.
- Self-Sustaining Impaired Driving Prevention Program.

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

FY 2007, 2008, 2009 – Not eligible

FY 2010 – (\$972,388) Eligible based on low fatality rate.

FY 2011 – (\$964,139) Eligible based on low fatality rate.

FY 2012 – DC qualifies based on low fatality rate but amount is unknown at this time.

Section 2010 Motorcyclist Safety Grant

Eligibility criteria include at least two of the following six criteria:

- An effective motorcycle rider-training course that is offered throughout the State.
- An effective statewide program to enhance motorist awareness of the presence of motorcyclists on or near roadways and safe driving practices that avoid injuries to motorcycles.
- A reduction for the proceeding calendar year in the number of motorcycle fatalities and the rate of motor vehicle crashes involving motorcycles in the State.
- Implementation of a statewide program to reduce impaired driving, including specific measures to reduce impaired motorcycle operation.
- A reduction for the proceeding calendar year in the number of fatalities and the rate of reported crashes involving alcohol- or drug-impaired motorcycle operators.
- All fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs will be used for motorcycle training and safety programs.

All motorcycle funds were transferred to the Metropolitan Police Department.

Section 2011 Child Safety and Child Booster Seat Incentive Grants

Section 2011 funds can only be used for the following:

- Allocations – Of the amounts received by a State in grants under this section for a fiscal year not more than 50 percent shall be used to fund programs for purchasing and distributing child safety seats and child restraints to low-income families.
- Remaining amounts – Amounts received by a State in grants under this section, other than amounts subject to paragraph (1), shall be used to carry out child safety seat and child restraint programs, including the following:
 - A program to support enforcement of child restraint laws.
 - A program to train child passenger safety professionals, police officers, fire and emergency medical personnel, educators, and parents concerning all aspects of the use of child safety seats and child restraints.
 - A program to educate the public concerning the proper use and installation of child safety seats and child restraints.

FY 2006 – (\$196,063)

FY 2007 – (\$143,709)

FY 2008 – (\$101,549)

FY 2009 – (\$92,185)

FY 2010 – (\$81,337)

FY 2011 – (\$78,399)

FY 2012 – (\$Unknown)

2.0 Highway Safety Plan

This section describes the projects the District plans to implement to reach the goals identified in the Performance Plan.

Planning and Administration

Performance Goals

To administer the grants funds.

FY 2013 Planning and Administration

Project Number	PA-2013-01
Project Title	Planning and Administration
Project Goals/Description	Program administration - Salaries, benefits, travel, services, supplies, and office equipment will be funded for administrative personnel: HSO Coordinator, Project Assistants and Research Analyst.
Funding Source	Section 402

Table 20: Planning and Administration Budget Summary

Project Number	Project Title	Budget	Budget Source
PA-2013-01	Planning & Administration	\$75,000.00	402

Impaired Driving Program Area

Performance Goals

To decrease alcohol impaired driving fatalities by 10 percent from a three-year (2009-2011) weight average of 11 to 10 by December 31, 2013.

To decrease alcohol impaired driving injuries by 5 percent from a three-year (2009-2011) weight average of 153 to 146 by December 31, 2013.

NOTE: Alcohol-impaired driving fatalities are all fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 or greater.

FY 2013 Impaired Driving Projects

Project Number	K8-2013-01 & AL-2013-03
Project Title	Alcohol Enforcement – MPD
Project Goals/Description	<p>To increase the accuracy of impaired driving arrest and prosecution by redeveloping a Breath Testing Program that follows National Highway Traffic Safety Administration (NHTSA) and the American Society of Crime Laboratory Directors (ASCLD) standards.</p> <p>To decrease the number of alcohol-related fatalities by 10% from 9 in 2010 to 8 in 2013 in the District of Columbia.</p>
Funding Source	Section 410 and Section 402

Project Number	K8-2013-01-02
Project Title	Washington Regional Alcohol Program (WRAP)
Project Goals/Description	<p>To increase knowledge and awareness of the dangers of alcohol by promoting healthy decisions through direct educational programs at local public and private high schools and community groups in the District of Columbia.</p> <p>To increase community outreach opportunities outside of the school environment.</p> <p>To reduce the number of alcohol-related traffic fatalities in the District of Columbia by 5% from 7 in 2009 to 6 in 2012.</p> <p>To increase responsible choices regarding alcohol among those 21 and over through increased reach of WRAP’s educational programs and printed materials.</p> <p>To increase educational outreach to the public on the risks and consequences of impaired driving through media campaigns and printed materials.</p> <p>To increase recognition of area leaders for their efforts in fighting impaired driving and/or underage drinking.</p>
Funding Source	Section 410

Project Number	K8-2013-01-03
Project Title	Office of the Attorney General
Project Goals/Description	<p>To fund the Serious Impaired Driving Offender Program. Each year, the number of alcohol-related offenses, particularly DWI/DUI, increases. As a result of this increased number of cases, there is a tremendous need for attorneys to handle the caseload.</p> <ul style="list-style-type: none"> • DUI prosecutor is essential for the effective and efficient prosecution of

	<p>DWI, DUI, and other serious offenses.</p> <ul style="list-style-type: none"> The Traffic Safety Resource Prosecutor (TRSP) seeks to improve interagency communication, training, and the apprehension and prosecution of criminal traffic violations, with a particular emphasis on driver operating under the influence of alcohol and/or drugs. <p>Standardized Field Sobriety Test (SFST) is a battery of three tests administered and evaluated in a standardized manner to obtain validated indicators of impairment and established probable cause for arrest. There is a need to train MPD officers to administer this in the proper procedure.</p> <ul style="list-style-type: none"> Law Enforcement Advanced DUI/DWI Reporting System (LEADRS) is a Web-based records management system that simplifies and standardizes the DUI/DWI reporting process. The LEADRS system will help MPD, prosecutors, and government officials save time, money and ultimately lives.
Funding Source	Section 410

Project Number	AL-2013-03
Project Title	Alcohol Enforcement – Equipment
Project Goals/Description	To support enforcement agencies with training, equipment and education that will effectively improve the highway safety.
Funding Source	Section 402 and 410

Project Number	PM-2013-14
Project Title	Paid Advertising – Checkpoint Strikeforce Regional Impaired Driving Campaign
Project Goals/Description	<p>Build an awareness of Checkpoint Strikeforce that has been established in prior campaigns in order to reduce the number of alcohol-related crashes. Increase belief of arrest for drinking and driving. Increase the perception that law enforcement is out with patrols and checkpoints. Target audience includes male drivers 18 to 44 years old.</p> <p>Media Strategies: Radio and Internet</p>
Funding Source	Section 402 and 410

Table 21: Impaired Budget Summary

Project Number	Project Title	Budget	Budget Source
K8-2013-01 AL-2013-03	Alcohol Enforcement – MPD	\$250,000.00	Section 410
	Washington Regional Alcohol Program	\$100,000.00	Section 410
	Office of the Attorney General	\$284,000.00	Section 410
	Alcohol Enforcement – Equipment/Training	\$100,000.00 \$100,000.00	Section 402/ Section 410
PM-2013-14	Paid Advertising – Checkpoint Strikeforce Regional Impaired Driving Campaign	\$125,000.00	Section 402
410 Total		\$734,000.00	
402 Total		225,000.00	
Total All Funds		\$959,000.00	

Occupant Protection Program Area

Performance Goal

To decrease unrestrained passenger vehicle occupant fatalities in all seating positions by 14 percent from a three-year (2009-2011) weight average of 7 to 6 by December 31, 2013.

To maintain seatbelt usage above 90 percent by 2013.

FY 2013 Occupant Protection Projects

Project Number	OP-2013-05
Project Title	Occupant Enforcement – MPD
Project Goals/Description	To reduce the number of unbelted drivers and passengers involved in a traffic-related crash. To increase or maintain the District’s high seatbelt compliance rate.
Funding Source	Section 402

Project Number	OP-2013-05
Project Title	Associates for Renewal in education – Teen Highway Safety Program
Project Goals/Description	To educate teens of the dangers of cell phone use and text-messaging while driving. To educate participants on the District of Columbia’s “Click It or Ticket”, “Over the limit, Under Arrest” and “Smooth Operator” laws and the national “Buckle Up America” campaign. To emphasize the importance of seat belt use to teens in the District of Columbia. To increase teenagers’ awareness about the dangers of drinking and driving. To emphasize the importance of pedestrian safety.
Funding Source	Section 402

Project Number	K2-2013-05
Project Title	Occupant Protection Survey 2013 & Educational Outreach 2013 Occupant Protection Program Various Occupant Protection Projects for MPD 2013

Project Description	<p>Conduct the annual National Occupant Protection User Survey (NOPUS) using NHTSA standards and provide public information through a national and state report, by the University of District of Columbia.</p> <p>Training, purchase of car seats, education, outreach to community, materials/supplies, and Child Passenger Safety Program Manager.</p> <p>Enforcement of child passenger safety laws and safety seats checkpoint.</p>
Funding Source	Section 405

Project Number	K2-2013-08, K2OP-2013-05
Project Title	Seat Belt Incentive Program Occupant Protection Safety Project
Project Description	Child Safety seats, training. MPD, DDOT, FEMS car installation.
Funding Source	Section 405

Project Number	OP-2013-05; K2-2013-15; K3-2013-05
Project Title	CPS Activities FY 2013
Project Description	<p>To increase knowledge and awareness to elementary school students on the safety procedures when traveling in a motor vehicle.</p> <p>To increase the number of trained Certified Police Officers, Fire and EMS Department, Health Care and Child Care providers in the National Child Passenger Safety Certification on the proper installation of child passenger seat.</p> <p>To maintain certification to expired certified personnel with current NHTSA updates and guidelines on the proper installation of child passenger seat.</p> <p>To increase child passenger seat use, by providing low income families in the District with the appropriate child car seat for a low cost and with a 2 hour educational workshop to parents and caregivers.</p> <p>To increase the number of properly installed car seats by providing car seat inspections at fitting stations and events to demonstrate how to use child safety seats and boosters.</p> <p>Demonstrations of how to use child safety seats and boosters - Use local retailers who sell the seats, in-school class for children, showing them how to use their booster seats properly. This will be part of a strategy of proactive public reinforcement.</p>
Funding Source	Section 402; Section 405; Section 2011

Project Number	PM-2013-14
Project Title	Paid Advertising – CIOT, CPSC, CPSF
Project Description	<p>Click It or Ticket It (CIOT) - Influence attitudes and actions of audiences regarding seat belt usage not only for themselves, but also for their passenger and reinforce the message that law enforcement is strictly enforcing DC’s seat belt laws. Target audiences are drivers between the ages of 18 to 44, with emphasis on males’ drivers between the ages of 18 to 24.</p> <p>Child Passenger Safety Campaign (CPSC) - To educate and increase awareness parent/caregivers to use a child safety seat in the back of vehicles, restrain their child properly and in accordance with their size emphasizing the “4 Steps for Kids”. Additionally we want to ensure that all children seats are installed properly by promoting the “National seat Check Saturday” that will take place on September 20 at various locations in the District. Target audience drivers (parents/caregivers) between the ages of 18 and 44, with emphasis on females.</p>
Funding Source	Section 402

Table 22: Occupant Budget Summary

Project Number	Project Title	Budget	Budget Source
OP-2013-05	Occupant Enforcement – MPD	\$100,000.00	Section 402
	Associates for Renewal in Education	\$60,000.00	Section 402
K2-2013-05	OP Survey 2013 & Educational Outreach	\$72,000.00	Section 405
	Various OP Projects for DDOT and MPD 2013	\$156,643.00	Section 405
K4-2013-08	Seat Belt Incentive Program	\$77,986.00	Section 405
K4OP-2013-05	OP Safety Project	\$75,000.00	Section 405
K3-2013-05	CPS Activity FY 2013	\$101,549.00	Section 2011
	2013 Child Passenger Incentive	\$335,894.00	Section 2011
PM-2013-14	Paid Advertising:		
	<ul style="list-style-type: none"> • CIOT • Child Passenger Safety 	\$200,000.00 \$100,000.00	Section 402 Section 402
405 Total		\$ 528,643.00	
Total All Funds		\$1,239,072.00	

Aggressive Driving Program

Performance Goal

To decrease speeding-related fatalities by 8 percent from a three-year weight average (2009-2011) of 12 to 11 by December 31, 2013.

To decrease speeding-related injuries by 8 percent from a three-year weight average (2009-2011) of 295 to 272 by December 31, 2013.

FY 2013 Aggressive Driving Projects

Project Number	PT-2013-04
Project Title	Police Traffic Services/Aggressive Driving- MPD
Project Goals/Description	To decrease the number of speed-related fatalities by 25% from 12 in 2010 to 9 in 2013, in the District of Columbia.
Funding Source	Section 402

Project Number	PM-2013-14
Project Title	Paid Advertising – Smooth Operator
Project Description	Influence the audience attitudes and action towards aggressive driving behaviors and their destructive consequences to cause and sustain positive behaviors that will help to improve safety and well-being of our community. Target audiences are drivers between the ages of 18 to 44, with emphasis on males' drivers between the ages of 18 to 24.
Funding Source	Section 402

Table 23: Aggressive Driving Budget Summary

Project Number	Project Title	Budget	Budget Source
PT-2013-04	Police Traffic Services – Aggressive Driving	\$100,000.00	Section 402
	Speed Enforcement Equipment – MPD	\$35,000.00	Section 402
PT-2013-04	Safety Campaign-Police	\$100,000.00	Section 406
PM-2013-14	Paid Advertising – Smooth Operator	\$100,000.00	Section 402
402 Total		\$335,000.00	
Total All Funds		\$335,000.00	

Pedestrian/Bicycle Safety Program Area

Performance Goals

To decrease pedestrian-related fatalities by 21 percent from a three-year weight average (2009-2011) of 14 to 11 by December 31, 2013.

To decrease pedestrian-related injuries by 8 percent from a three-year weight average (2009-2011) of 621 to 572 by December 31, 2013.

To maintain bicycle-related fatalities from a three-year weighted average (2009-2011) of 1 to 1 by December 31, 2013.

To decrease bicycle-related injuries by 11 percent from a three-year weighted average (2009-2011) of 318 to 284 by December 31, 2013.

FY 2013 Pedestrian/Bicyclist Safety Projects

Project Number	PS-2013-08
Project Title	Pedestrian Enforcement – MPD
Project Description	To reduce the number of pedestrian-related fatalities by 29% from 14 in 2010 to 10 in 2013 in the District of Columbia. To maintain the number of bicycle-related fatalities at 2 fatalities in 2013, from 0 in 2009 to 2 in 2010 in the District of Columbia.
Funding Source	Section 402

Project Number	PS-2013-08
Project Title	Adult Bicycle Education - DDOT
Project Description	To provide 10 Adult bicycle Education Classes; To provide 2 Learn to Ride Classes for Adults To provide and maintain a bicycle safety education program website To implement a Bicycle Ambassadors Program
Funding Source	Section 402

Project Number	PM-2013-14
Project Title	Metropolitan Council of Governments – Street Smart
Project Description	To increase awareness pedestrian and bicyclist on roadways. To also improve the behaviors of all drivers, pedestrians and bicyclists. Coordinate and support an intensive region-wide education and enforcement effort.
Funding Source	Section 402

Table 24: Pedestrian/Bicyclist Safety Budget Summary

Project Number	Project Title	Budget	Budget Source
PS-2013-08	Pedestrian Enforcement – MPD	\$100,000.00	Section 402
PM-2013-14	Paid Advertising – Street Smart	\$200,000.00	Section 402
PS-2013-08	Adult Bicycle Program	\$257,280.00	Section 402
402 Total		\$557,280.00	
Total All Funds		\$557,280.00	

Motorcycle Safety Program Area

Performance Goal

To decrease motorcyclist fatalities by 33 percent from a three-year weight average (2009-2011) of 3 to 2 by December 31, 2013.

To decrease motorcyclist injuries by 15 percent from a three-year weight average (2009-2011) of 123 to 104 by December 31, 2013.

FY 2013 Motorcycle Safety Program Area

Project Number	MC-2013-02
Project Title	Motorcycle Safety
Project Description	To fund aggressive enforcement of motorcycle safety rules of the road in the District and combat impaired driving while driving a motorcycle as well as speeding while driving a motorcycle.
Funding Source	Section 402

Table 25: Motorcycle Safety Budget Summary

Project Number	Project Title	Budget	Budget Source
MC-2013-02	Motorcycle Safety	\$25,000.00	Section 402
402 Total		\$25,000.00	
Total All Funds		\$25,000.00	

Traffic Records Program Area

Performance Goals

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

FY 2013 Traffic Records Program Area

Project Number	TR-2013-07
Project Title/s	Traffic Records Strategic Plan Codes Project
Project Description	To improve the timeliness, accuracy and completeness of the collection and entry of electronic crash data records. To provide travel, contractual services, coordination of events, and traffic license maintenance fees related to the Traffic Record Assessment projects and improvement of district-wide traffic record system. CODES is a collaborative approach to obtain medical and financial outcome information related to motor vehicle crashes for highway safety and injury control decision making. Will allow the District to measure benefits in terms of reducing death, disability, and medical costs.
Funding Source	Section 402

Project Number	K9-2013-07
Project Title	Traffic Records Program Coordination MPD Grant Trauma Data Repository
Project Description	To coordinate the TRCC committee activities, monitor project progress, work with the District Agencies (9) to share project resources, etc. Provide funding to MPD to undertake: <ul style="list-style-type: none"> • Data entry for CY 2009 hard copy reports into MPD new traffic crash application. • Additional development of the PD-10 electronic application To work with DOT to develop a Trauma Data Repository with appropriate linkages to CODES, etc.
Funding Source	Section 408

Table 26: Traffic Records Budget Summary

Project Number	Project Title	Budget	Budget Source
TR-2013-07	Traffic Records Strategic Plan	\$290,578.00	Section 408
	Codes Project	\$79,600.00	Section 408
K9-2013-07	Traffic Records Program Coordination	\$42,766.00	Section 408
	MPD Grant	\$150,000.00	Section 408
	Trauma Data Registry	\$350,000.00	
408 Total		\$912,944.00	
Total All Funds		\$912,944.00	

Other Areas

Project Number	RS-2013-13
Project Title	Roadway Safety
Project Description	To fund traffic safety related training programs, such as Traffic Control for Emergency Responders, Flagger Training, Temporary Traffic Control and other program relating to traffic safety.
Funding Source	Section 402

Project Number	SA-2013-05
Project Title	Updated to Procedures Manual; Maintenance of OHS Website
Project Description	To update OHS Procedure Manual as needed. This document assists in administering the US DOT, NHTSA, safety grant program in compliance with applicable laws of the District of Columbia and other Federal laws and regulations. Provide training, etc. As needed, updating the OHS website
Funding Source	Section 402

Project Number	SA-2013-05
Project Title	SHSP Coordination, Monitoring and Evaluation
Project Description	To coordinate the SHSP implementation District-wide with a focus on behavioral and other non-infrastructure strategies.
Funding Source	Section 402

Project Number	SA-2013-05
Project Title	Highway Safety Reports
Project Description	To develop the Highway Safety Performance Plan and Annual Report to be in compliance with the US DOT, NHTSA requirements.
Funding Source	Section 402

Table 27: Other Area Budget Summary

Project Number	Project Title	Budget	Budget Source
RS-2013-13	Road Safety	\$130,000.00	Section 402
SA-2013-05	Office of Highway Safety Procedures Manual; Updating Website	\$125,000.00	Section 402
	SHSP Coordination, Monitoring and Evaluation	\$83,000.00	Section 402
	Highway Safety Report	\$139,000.00	Section 402
402 Total		\$477,000.00	
Total All Funds		\$477,000.00	

3.0 Total Obligation Summary

Table 28: Total Obligations Summary

YEAR	402	157 Incentive	2011	405	410	408	406	2003b	2010
FY 00	\$ 725,800	\$417,900	N/A	\$ 56,356		0	N/A	\$37,500	
FY 01	\$ 734,545	\$175,000	N/A	\$ 98,866		0	N/A	\$37,875	
FY 02	\$ 760,000	\$182,000	N/A	\$104,723		0	N/A	\$37,954	
FY 03	\$ 776,938	\$382,100	N/A	\$176,749		0	N/A	\$37,709	
FY 04	\$ 759,986	\$224,665	N/A	\$174,477		0	N/A	N/A	
FY 05	\$ 768,800	\$166,280	N/A	\$167,282		N/A	N/A	N/A	
FY 06	\$1,073,507		\$196,063	\$161,728	\$530,578	0	\$ 561,545	N/A	N/A
FY 07	\$1,099,350		\$143,709	\$159,874		\$300,000	\$1,006,955	N/A	N/A
FY 08	\$1,686,525		\$101,549	\$159,874		\$500,000	N/A	N/A	N/A
FY 09	\$1,761,525		\$92,185	\$156,643		\$500,000	496,323	N/A	N/A
FY 10	\$1,761,525		\$81,337	\$150,827	\$972,388	\$500,000	N/A	N/A	N/A
FY 11	\$748,048		\$78,399.00	\$149,675	\$964,139	\$500,00	N/A		N/A
FY 12	\$1,321,143.75			\$110,453.46	Unknown	Unknown			N/A

N/A = funds not available that fiscal year

4.0 State Certifications and Assurances (08/02/2012)

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 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. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Chapter II - (§§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

Section 402 Requirements (as amended by Pub. L. 112-141)

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

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

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

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

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

- **National law enforcement mobilizations and high-visibility law enforcement mobilizations,**

- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,
- An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources,
- Coordination of its highway safety plan, data collection, and information systems with the State strategic highway safety plan (as defined in section 148)(a)).

(23 USC 402 (b)(1)(F));

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 USC 402(j)).

Other Federal Requirements

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

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 18.41.

Failure to adhere to these provisions may result in the termination of drawdown privileges.

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

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

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

Federal Funding Accountability and Transparency Act (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward and Executive Compensation Reporting, August 27, 2010, (https://www.fsr.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSR.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;

(i) the entity in the preceding fiscal year received—

(I) 80 percent or more of its annual gross revenues in Federal awards; and(II) \$25,000,000 or more in annual gross revenues from Federal awards; and(ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

- Other relevant information specified by OMB guidance.

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794) and the Americans with Disabilities Act of 1990 (42 USC § 12101, *et seq.*; PL 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 *et seq.*), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(41 U.S.C. 702;):

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation

of such prohibition;

- b. Establishing a drug-free awareness program to inform employees about:
 - 1. The dangers of drug abuse in the workplace.
 - 2. The grantee's policy of maintaining a drug-free workplace.
 - 3. Any available drug counseling, rehabilitation, and employee assistance programs.
 - 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 - 1. Abide by the terms of the statement.
 - 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
 - 1. Taking appropriate personnel action against such an employee, up to and including termination.
 - 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)) 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 State will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

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

- a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
- b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
- c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4,

debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

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

POLICY TO BAN TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
 - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
 - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.
- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –
 - a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
 - b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

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

SIGNATURE

The District of Columbia certifies and assures that it complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding.



Terry Bellamy
Director, District Department of Transportation and
Mayor's Representative for Highway Safety

District of Columbia

For Fiscal Year 2013

8-10-12

Date

5.0 Cost Summary

U.S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary

State: District Of Columbia

Page: 1

Report Date: 10/22/2012

2013-HSP-1

Posted: 10/12/2012

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2013-01-01-00	PLANNING & ADMINISTRATION	\$.00	\$ 120,000.00	\$.00	\$ 27,200.02	\$ 27,200.02	\$.00
		Total	\$.00	\$ 120,000.00	\$.00	\$ 27,200.02	\$ 27,200.02	\$.00
Alcohol								
	AL-2013-03-00-00	ALCOHOL	\$.00	\$ 400,000.00	\$.00	\$ 288,804.10	\$ 288,804.10	\$.00
		Alcohol Total	\$.00	\$ 400,000.00	\$.00	\$ 288,804.10	\$ 288,804.10	\$.00
Motorcycle Safety								
	MC-2013-02-00-00	MOTORCYCLE SAFETY	\$.00	\$ 100,000.00	\$.00	\$ 22,472.30	\$ 22,472.30	\$.00
		Motorcycle Safety Total	\$.00	\$ 100,000.00	\$.00	\$ 22,472.30	\$ 22,472.30	\$.00
Occupant Protection								
	OP-2013-05-00-00	OCCUPANT PROTECTION	\$.00	\$ 100,000.00	\$.00	\$ 102,646.97	\$ 102,646.97	\$.00
		Occupant Protection Total	\$.00	\$ 100,000.00	\$.00	\$ 102,646.97	\$ 102,646.97	\$.00
Pedestrian/Bicycle Safety								
	PS-2013-08-00-00	PEDESTRIAN/BICYCLE SAFETY	\$.00	\$ 200,000.00	\$.00	\$ 184,589.07	\$ 184,589.07	\$.00
		Pedestrian/Bicycle Safety Total	\$.00	\$ 200,000.00	\$.00	\$ 184,589.07	\$ 184,589.07	\$.00
Police Traffic Services								
	PT-2013-04-00-00	POLICE TRAFFIC SERVICES	\$.00	\$ 1,000,000.00	\$.00	\$ 46,164.32	\$ 46,164.32	\$.00
		Police Traffic Services Total	\$.00	\$ 1,000,000.00	\$.00	\$ 46,164.32	\$ 46,164.32	\$.00
Traffic Records								
	TR-2013-07-00-00	TRAFFIC RECORDS	\$.00	\$.00	\$.00	\$ 79,632.60	\$ 79,632.60	\$.00
		Traffic Records Total	\$.00	\$.00	\$.00	\$ 79,632.60	\$ 79,632.60	\$.00
Roadway Safety								
	RS-2013-13-00-00	ROADWAY SAFETY	\$.00	\$ 50,000.00	\$.00	\$ 94,815.19	\$ 94,815.19	\$.00

**U.S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary**

State: District Of Columbia

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
Roadway Safety Total			\$.00	\$50,000.00	\$.00	\$94,815.19	\$94,815.19	\$.00
Safe Communities								
	SA-2013-05-00-00	SAFE COMMUNITIES	\$.00	\$.00	\$.00	\$1,103,603.07	\$1,103,603.07	\$.00
Safe Communities Total			\$.00	\$.00	\$.00	\$1,103,603.07	\$1,103,603.07	\$.00
Paid Advertising								
	PM-2013-14-00-00	PAID ADVERTISEMENT	\$.00	\$.00	\$.00	\$601,244.17	\$601,244.17	\$.00
Paid Advertising Total			\$.00	\$.00	\$.00	\$601,244.17	\$601,244.17	\$.00
NHTSA 402 Total			\$.00	\$1,970,000.00	\$.00	\$2,551,171.81	\$2,551,171.81	\$.00
405 OP SAFETEA-LU								
	K2-2013-15-00-00	405 OCCUPANT PROTECTION	\$.00	\$150,000.00	\$.00	\$173,216.09	\$173,216.09	\$.00
405 Occupant Protection Total			\$.00	\$150,000.00	\$.00	\$173,216.09	\$173,216.09	\$.00
405 Paid Media								
	K2PM-2013-14-02-00	405 PAID MEDIA	\$.00	\$150,000.00	\$.00	\$63,558.00	\$63,558.00	\$.00
405 Paid Media Total			\$.00	\$150,000.00	\$.00	\$63,558.00	\$63,558.00	\$.00
405 OP SAFETEA-LU Total			\$.00	\$300,000.00	\$.00	\$236,774.09	\$236,774.09	\$.00
NHTSA 406								
	K4PA-2013-01-02-00	406 PLANNING & ADMINISTRATION	\$.00	\$50,000.00	\$.00	\$85,678.21	\$85,678.21	\$.00
406 Planning and Administration Total			\$.00	\$50,000.00	\$.00	\$85,678.21	\$85,678.21	\$.00
406 Safe Communities								
	K4SA-2013-05-08-00	406 SAFE COMMUNITIES	\$.00	\$500,000.00	\$.00	\$58.00	\$58.00	\$.00
406 Safe Communities Total			\$.00	\$500,000.00	\$.00	\$58.00	\$58.00	\$.00
NHTSA 406 Total			\$.00	\$550,000.00	\$.00	\$85,736.21	\$85,736.21	\$.00
408 Data Program SAFETEA-LU								
	K9-2013-07-00-00	408 DATA PROGRAM SAFETEA-LU	\$.00	\$500,000.00	\$.00	\$1,676,642.96	\$1,676,642.96	\$.00

U.S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary

State: District Of Columbia

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Report Date: 10/22/2012

2013-HSP-1

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
	408 Data Program Incentive Total		\$.00	\$ 500,000.00	\$.00	\$ 1,676,642.96	\$ 1,676,642.96	\$.00
	408 Data Program SAFETEA-LU Total		\$.00	\$ 500,000.00	\$.00	\$ 1,676,642.96	\$ 1,676,642.96	\$.00
	410 Alcohol SAFETEA-LU							
	K8-2013-01-00-00	410 ALCOHOL SAFETE-LU	\$.00	\$ 400,000.00	\$.00	\$ 635,868.44	\$ 635,868.44	\$.00
	410 Alcohol SAFETEA-LU Total		\$.00	\$ 400,000.00	\$.00	\$ 635,868.44	\$ 635,868.44	\$.00
	410 Alcohol SAFETEA-LU Paid Media							
	K8PM-2013-01-04-00	410 ALCOHOL SAFE-TEA PAID MEDIA	\$.00	\$.00	\$.00	\$ 76,747.29	\$ 76,747.29	\$.00
	410 Alcohol SAFETEA-LU Paid Media Total		\$.00	\$.00	\$.00	\$ 76,747.29	\$ 76,747.29	\$.00
	410 Alcohol SAFETEA-LU Total		\$.00	\$ 400,000.00	\$.00	\$ 712,615.73	\$ 712,615.73	\$.00
	2011 Child Seats							
	K3-2013-05-00-00	SEC 2011 CHILD SAFETY BOOSTER SEAT PROGR	\$.00	\$ 100,000.00	\$.00	\$ 330,374.84	\$ 330,374.84	\$.00
	2011 Child Seat Incentive Total		\$.00	\$ 100,000.00	\$.00	\$ 330,374.84	\$ 330,374.84	\$.00
	2011 Child Seats Total		\$.00	\$ 100,000.00	\$.00	\$ 330,374.84	\$ 330,374.84	\$.00
	NHTSA Total		\$.00	\$ 3,820,000.00	\$.00	\$ 5,593,315.64	\$ 5,593,315.64	\$.00
	Total		\$.00	\$ 3,820,000.00	\$.00	\$ 5,593,315.64	\$ 5,593,315.64	\$.00



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

Region III
Delaware, District of Columbia,
Kentucky, Maryland,
North Carolina,
Virginia, West Virginia

FILE COPY

10 S. Howard Street,
Suite 6700
Baltimore, MD 21201
Phone (410) 962-0090
Fax (410) 962-2770

September 28, 2012

Terry Bellamy, Director
District Department of Transportation
55 M Street, SE 7th Floor
Washington, DC 20003

Dear Mr. Bellamy:

We have reviewed the District of Columbia's fiscal year 2013 Performance Plan, Highway Safety Strategic Plan, Certification Statement, and Cost Summary (HS Form 217), recently submitted to this office. Based on these submissions, we find your State's highway safety program to be in compliance with the requirements of the Section 402 Program.

This determination does not constitute an obligation of Federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 program funds will be effected in writing by the National Highway Traffic Safety Administration (NHTSA) Administrator at the commencement of the fiscal year identified above. However, Federal funds reprogrammed from the prior-year Highway Safety Program (carry-forward funds) are available for immediate use by the State on October 1. Reimbursement will be contingent upon the submission of an updated HS Form 217 (or its electronic equivalent), consistent with the requirements of 23 CFR 1200.14(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

The District Highway Safety Office (DC HSO) has developed a solid plan that is based on a comprehensive problem identification process. We were particularly impressed with the use of various charts: fatalities, injuries, time of day, day of week, gender, age and crash type by Ward followed by the performance goals, performance measures and project activities. This is very useful in providing an overall traffic safety picture of the District.

We recognize that the highway safety program is a city-based program; however, we encourage more inclusion of your partners in the problem identification and goal setting processes. Including others would guarantee that all aspects of traffic safety issues in the District will be reviewed and analyzed and gain partnership buy-in. Their input into both of these processes will only serve to strengthen the program.



We commend the District of Columbia's Highway Safety Office for their safety belt and impaired driving program efforts throughout last year and especially during the Click It Or Ticket (CIOT) and Checkpoint Strikeforce (CPSF) campaigns. With an increased focus on nighttime seat belt enforcement and more mini-mobilizations throughout the year we are confident that the District's belt use rate will climb even higher. We also recognize that the DC HSO's efforts were instrumental in solving the problems with the District's Breath Alcohol Testing Program. The grant to the Metropolitan Police Department to assist Office of Chief Medical Examiner in developing the program should establish a viable and effective Breath Alcohol Testing Program not subject to court challenges.

As always, our staff will work closely with you to implement your plan and achieve your impaired driving, occupant protection and other highway safety goals.

Sincerely,

A handwritten signature in cursive script, appearing to read "Elizabeth A. Baker".

Elizabeth A. Baker, Ph.D.
Regional Administrator

cc: Carole Lewis