

FY2014 Highway Safety Performance Plan



Contents

- List of Tables..... iii
- List of Figures..... iii
- A. Executive Summary 1**
- B. Overview of the Highway Safety Office..... 3**
 - Vision.....3
 - Mission3
 - Organizational Structure3
 - Key Partnerships.....5
- C. The Highway Safety Plan..... 6**
 - The Highway Safety Office Planning Process6
 - The Highway Safety Plan Process.....9
- D. The Performance Plan..... 81**
 - Program Management81
 - Impaired Driving Program Area.....83
 - Occupant Protection Program Area90
 - Aggressive Driving Program95
 - Pedestrian/Bicyclist Safety Program Area.....97
 - Motorcycle Safety Program Area100
 - Distracted Driving Program Area102
 - Traffic Records Program Area103
 - Other Areas106
- E. Highway Safety Program Cost Summary 108**
 - Program Cost Summary108
 - Maintenance of Effort113
- F. State Certifications and Assurances 118**
- G. Section 405 Applications 127**

APPENDIX A – CPS Workshops and Inspection Station	136
Appendix B – Special Events and Outreach Locations.....	139
Appendix C – Certified Child Passenger Safety Technicians	142

List of Tables

Table C- 1: Reporting Schedule	8
Table C- 2: Example Questions to Help with Data Analysis and Program Identification	9
Table C- 3: Information that may be applied to Problem Analysis.....	10
Table C- 4: Demographics Data.....	12
Table C- 5: Work Commute.....	13
Table C- 6: Active Vehicle Registration and Drivers.....	14
Table D- 1: PROGRAM MANAGEMENT: Budget Summary	82
Table D- 2: IMPAIRED DRIVING PROGRAM AREA - Budget Summary	89
Table D- 3: OCCUPANT PROTECTION PROGRAM AREA - Budget Summary	94
Table D- 4: AGGRESSIVE DRIVING PROGRAM AREA - Budget Summary	96
Table D- 5: Pedestrian and Bicyclist Safety Program Area – Budget Summary	99
Table D- 6: MOTORCYCLE SAFETY PROGRAM AREA - Budget Summary	101
Table D- 7: TRAFFIC RECORDS PROGRAM – Budget Summary	105
Table D- 8: OTHER AREAS - Budget Summary.....	107

List of Figures

Figure B- 1: DDOT Organization Chart	4
Figure C- 1: Grant Cycle	6
Figure C- 2: District of Columbia - 2010 Census Results	11
Figure C- 3: 2010 Population by Age in the District.....	12
Figure C- 4: 2012 Active Licensed Drivers By Age in the District	14
Figure C- 5: SHSP Relationship with HSPP.....	17
Figure C- 6: Traffic Crashes	21
Figure C- 7: 3-Year Moving Average Fatality Trends.....	21
Figure C- 8: Mileage Death Rate	22
Figure C- 9: Injury Trends.....	22
Figure C- 10: Serious Injuries and Fatalities by Time of Day.....	23
Figure C- 11: Serious Injuries and Fatalities by Day of the Week	23
Figure C- 12: Serious Injuries and Fatalities by Month	24
Figure C- 13: Serious Injuries and Fatalities by Ward	24
Figure C- 14: 2010 Population Data by Ward	25
Figure C- 15: Serious Injuries per Population by Ward.....	25

Figure C- 16: Drivers involved in a Fatal or Serious Injury Crash	26
Figure C- 17: Drivers by State Issued License.....	26
Figure C- 18: Impaired-Related Fatalities	28
Figure C- 19: Impaired-Related Injuries	28
Figure C- 20: Serious Injuries involving an Impaired Driver by Hour	29
Figure C- 21: Serious Injuries involving an Impaired Driver by Day.....	29
Figure C- 22: Serious Injuries involving an Impaired Driver by Month	30
Figure C- 23: Serious Injuries involving an Impaired Driver by Driver Gender	30
Figure C- 24: Serious Injuries involving an Impaired Driver by Driver Age	31
Figure C- 25: Serious Injuries involving Impaired Driver by Driver Residence.....	31
Figure C- 26: Serious Injuries and Fatalities involving an Impaired Driver by Ward.....	32
Figure C- 27: Licensed Business to Sell and Serve Alcohol.....	33
Figure C- 28: Percent Observed Belt Use for Passenger Vehicles.....	36
Figure C- 29: Unrestrained Fatalities	37
Figure C- 30: Unrestrained Serious Injuries	37
Figure C- 31: Unrestraint Occupant Serious Injuries by Hour.....	38
Figure C- 32: Unrestraint Occupant Serious Injuries by Day.....	38
Figure C- 33: Unrestraint Occupant Serious Injuries by Month.....	39
Figure C- 34: Unrestrained Occupant Serious Injuries by Age	39
Figure C- 35: Unrestrained Occupant Serious Injuries by Gender	40
Figure C- 36: Unrestrained Occupant Serious Injuries by Residence.....	40
Figure C- 37: Unrestraint Occupant Serious Injuries By Ward.....	41
Figure C- 38: Speeding involved in Fatal Crash	44
Figure C- 39: Speeding by Injuries Crash.....	44
Figure C- 40: Speed-related Serious Injuries by Time of Day.....	45
Figure C- 41: Serious Injuries involving Speeding by Day	45
Figure C- 42: Serious Injuries involving Speeding by Month.....	46
Figure C- 43: Serious Injuries related to Speeding by Driver Gender	46
Figure C- 44: Serious Injuries involving Speeding by Age of Driver	47
Figure C- 45: Serious Injuries involving Speeding by Driver Residence	47
Figure C- 46: Serious Injuries involving Speeding by Ward.....	48
Figure C- 47: Locations of Speed-related Crashes	49
Figure C- 48: Pedestrian Fatalities	52
Figure C- 49: Bicyclist Fatalities.....	52
Figure C- 50: Pedestrian and Bicyclist Injuries	53
Figure C- 51: Pedestrian-related Serious Injuries by Time of Day	53
Figure C- 52: Pedestrian-related Serious Injuries by Day	54
Figure C- 53: Pedestrian-related Serious Injuries by Month.....	54
Figure C- 54: Bicycle-related Serious Injuries by Hour.....	55
Figure C- 55: Bicycle-related Serious Injuries by Day.....	55
Figure C- 56: Bicycle-related Serious Injuries by Month.....	56
Figure C- 57: Age of Pedestrians involved in a Serious Injury Crash.....	56

Figure C- 58: Pedestrians involved in a Serious Injury Crash by Gender	56
Figure C- 59: Residence of Pedestrian involved in a Serious Injury Crash	57
Figure C- 60: Age of Bicyclist involved in a Serious Injury Crash.....	58
Figure C- 61: Bicyclist Gender in a Serious Injury Crash.....	58
Figure C- 62: Serious Bicyclist Injuries by Residence	59
Figure C- 63: Pedestrian-related Serious Injuries by Ward.....	59
Figure C- 64: Bicycle-related Serious Injuries by Ward.....	60
Figure C- 65: Bicycle-related Crashes vs Bikeshare Stations.....	61
Figure C- 66: Bikeshare Ridership (12 months).....	62
Figure C- 67: Motorcyclist-related Fatalities.....	64
Figure C- 68: Motorcyclist Fatalities by Helmet Use	64
Figure C- 69: Motorcyclist-related Injuries by Severity.....	65
Figure C- 70: Motorcyclist-related Serious Injuries by Time of Day.....	65
Figure C- 71: Motorcycle-related Serious Injuries by Day	66
Figure C- 72: Motorcycle-related Serious Injuries by Month.....	66
Figure C- 73: Serious Injuries involving a Motorcycle by Motorcyclist Gender	67
Figure C- 74: Serious Injuries involving a Motorcycle by Motorcyclist Age	67
Figure C- 75: Residence of Motorcyclist involved in a Serious Injury Crash	68
Figure C- 76: Serious Injuries involving a Motorcycle by Ward	68
Figure C- 77: All Crashes involving a Distracted Driver	72
Figure C- 78: All Injuries involving a Distracted Driver.....	73
Figure C- 79: Serious Injuries involving a Distracted Driver.....	73
Figure C- 80: Serious Injuries involving a Driver using a Hand-held Cellphone by Hour	74
Figure C- 81: Serious Injuries involving a Driver using a Handheld Cellphone by Day.....	74
Figure C- 82: Serious Injuries involving a Driver using a Handheld Cellphone by Month.....	75
Figure C- 83: Serious Injuries involving a Distracted Driver with a Handheld Cellphone by Age	75
Figure C- 84: Serious Injuries involving a Distracted Driver with a Handheld Cellphone by Gender.....	76
Figure C- 85: Serious Injuries involving a Distracted Driver with a Handheld Cellphone by Residence	76
Figure C- 86: Serious Injuries involving a Driver using a Handheld Cellphone by Ward.....	77

A. 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 2014 Highway Safety Performance Plan (HSPP).

On July 6, 2012, a transportation reauthorization bill was signed into law P.L. 112-141, called Moving Ahead for Progress in the 21st Century Act (MAP-21). This law specifies a single application deadline for all highway safety grants. In order to meet this requirement the National Highway Traffic Safety Administration (NHTSA) was directed to establish a consolidated application process for the Section 402 program and the six National Priority Safety Programs, under Section 405 in the HSPP.

This HSPP contains the goals, strategies, performance measures and objectives that the District of Columbia has set for fiscal year 2014 (October 1, 2013 – September 31, 2014). The HSPP is required by the U.S. Department of Transportation (U.S. DOT), 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.

Under MAP-21, Section 405 was renamed the National Priority Safety Program, which combines the impaired driving, occupant protection, traffic records and motorcyclist safety programs authorized under SAFETEA-LU (with substantial changes to two of the four) and adds two new incentive programs – one for distracted driving and one for graduated driver licensing. Each program is authorized as a separate section or tier within Section 405, and each has its own eligibility criteria. States must satisfy the eligibility criteria of each tier in order to receive funding for that tier. Based on this data analysis, the HSO has identified the following safety priority area under Section 405:

- Impaired Driving – Eligibility criteria – Low-Range State
- Occupant Protection – Eligibility criteria – High Seat Belt Use State
- Traffic Records – Eligibility criteria – Has a functioning TRCC committee
- Distracted Driving – Eligibility criteria – Laws in effect for cellphone and driving use

As required by 23 CFR 1200.11, the HSPP, our application for Section 402 and 405 Highway Safety funding includes the following components:

- The Highway Safety Plan
- The Performance Plan
- Highway Safety Program Cost Summary
- Certifications and Assurances
- Section 405 grant application

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.



B. 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.

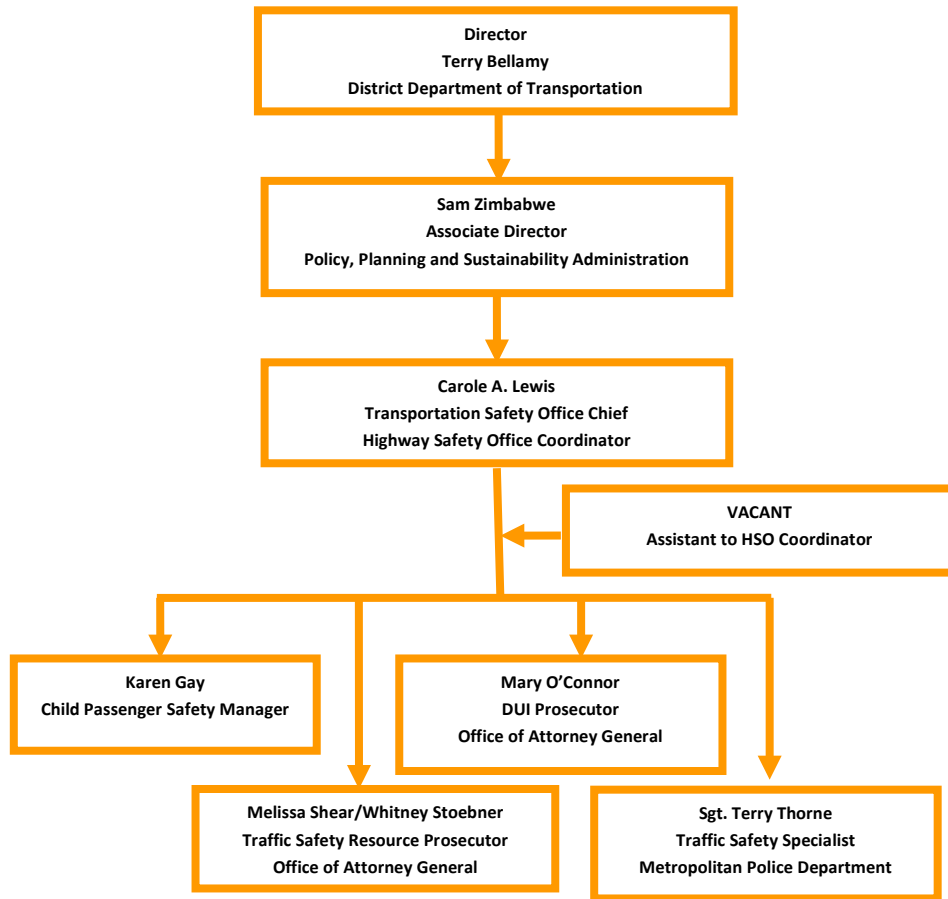
The HSO coordinates highway safety programs focused on public outreach and education, high-visibility enforcement, utilization of new safety technology, and collaboration with safety and private sector organization. The HSO is also responsible for providing technical assistance to grantees and ensuring 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, motorcycle safety, distracted driving 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, Ms. Carole A. Lewis is also the District's HSO Coordinator, who administers the District's highway safety program. Figure B-1 illustrates the relationship with the HSO and DDOT.

Figure B- 1: HSO relationship with DDOT



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 – Office of the Attorney General (OAG), Public Safety Division, Prosecutes serious offender DUI/DWI cases.

Melissa Shear/Whitney Stoebner, Traffic Safety Resource Prosecutor – Office of the Attorney General (OAG), Public Safety Division, 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

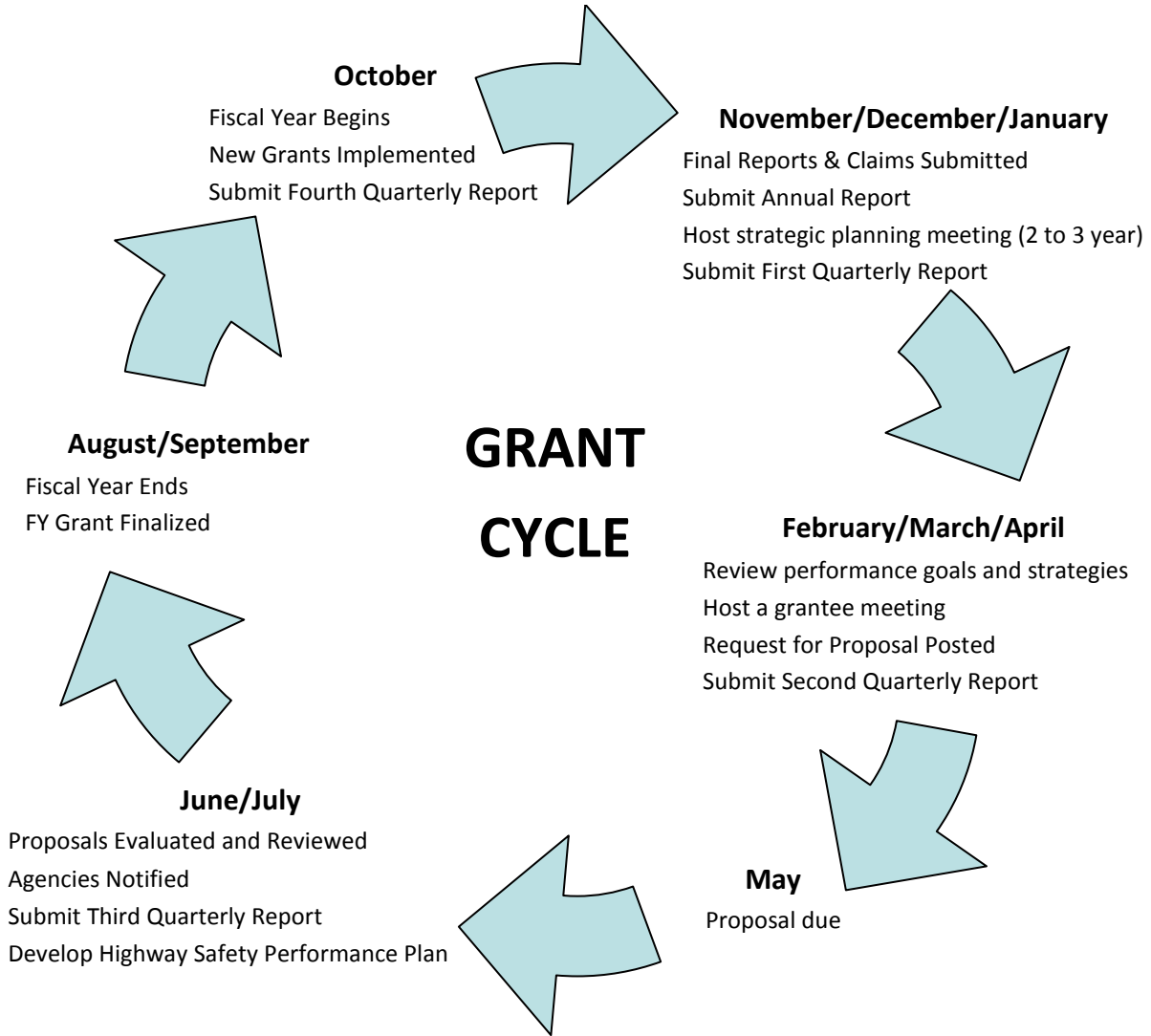
The HSO office works with law enforcement, judicial personnel, private sector organizations, and community advocates to coordinate activities and initiatives relating to behavioral issues in traffic safety. Working together to achieve the HSO vision for a safe and efficient transportation system that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

The Highway Safety Office Planning Process

Developing and implementing the HSPP is a year-round cycle. At any one point in time, the HSO may be working on previous, current, and upcoming fiscal year plans. The process below outlines the activities and coordination of the HSO.

Figure C- 1: Grant Cycle



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 Metropolitan Police Department (MPD), as it is the only law enforcement agency in the City eligible to receive Federal grant funds.

Grant proposal requests were also posted on the DDOT register and the HSO website. A one-day Grant Management Training was made available to grantees on April 14, 2013; however no requests were made. The last training was conducted April 23, 2012, where the HSO 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 posted on the HSO website at www.ddot-hso.com.

WHO CAN APPLY

Any District Government agency or non-profit organization that can show their plan on addressing 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 May 1. This will enable the HSO Coordinator to review all applications/proposals and select projects for inclusion in the HSPP 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 HSPP, which contains proposed projects/programs most relevant to the overall goals and priorities of the HSO and DDOT.

PRE-AWARD NOTICE AND REPORTING REQUIREMENTS

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 HSO 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 HSO 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 C- 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.

The Highway Safety Plan Process

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 problems. It also includes the crash trends and activities proposed in reaching the District’s goal, by focus area.

IDENTIFYING THE PROBLEM

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:

- MPD crash data reporting
- Traffic Accident Reporting and Analysis System (TARAS), DDOT
- Fatality Analysis Reporting System (FARS), NHTSA
- Department of Motor Vehicles – Number of licensed drivers and registered vehicles, traffic citations
- Census and demographic data from the District Department of Labor – Workforce data
- OAG/SCDC – conviction data
- 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)
- 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 C-2 below to ultimately identify the problem.

Table C- 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 C-3.

Table C- 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

While there have been significant improvements in the quality of the crash data the District is continuing to work to improve:

- Data linkage
- Location accuracy
- Injury reporting
- Edits/validation checks

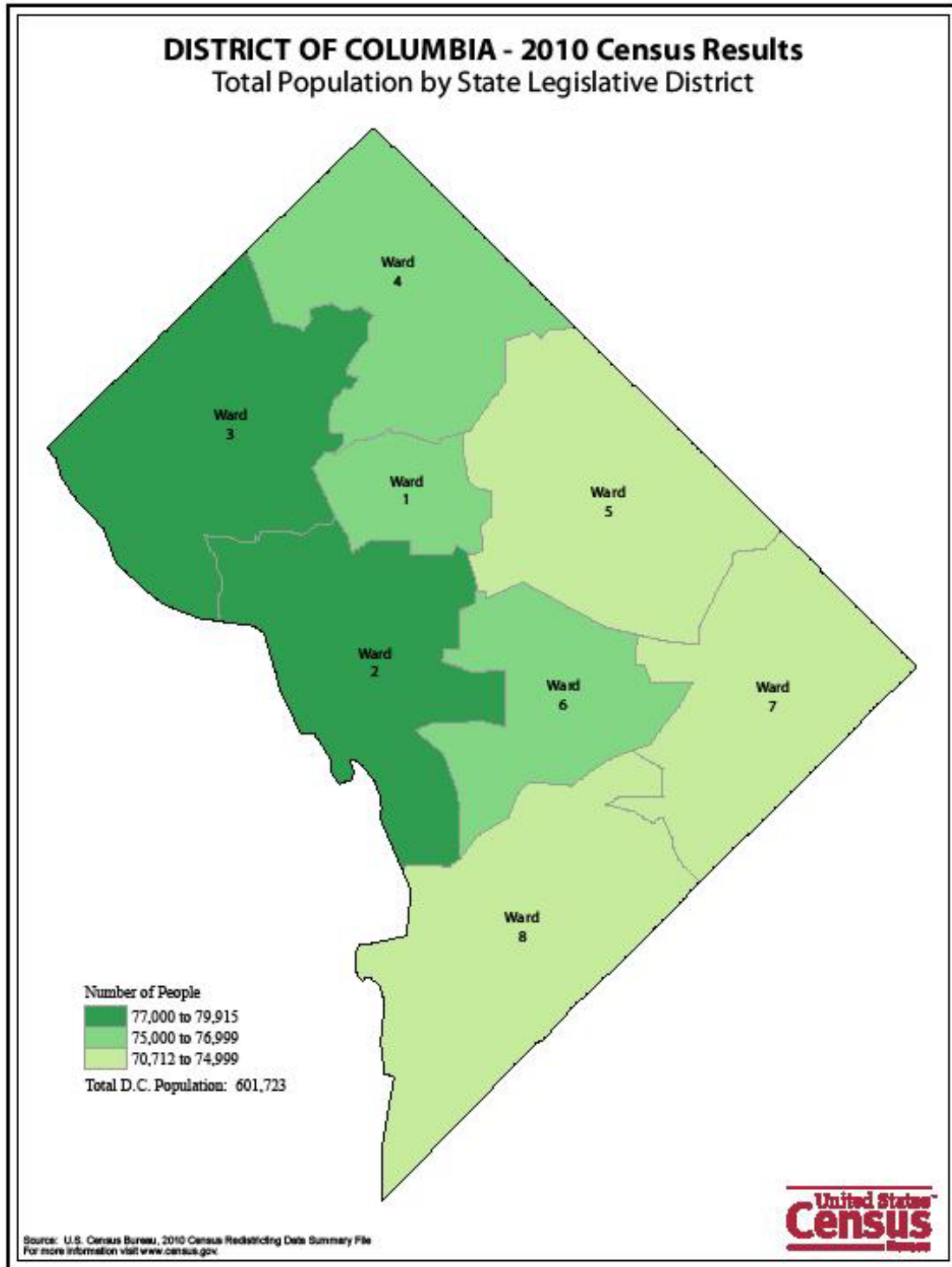
DEMOGRAPHICS

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 estimate, the District had a population of 632,323 people in 2012, a 5 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 District is divided into eight wards, each with approximately 75,000 residents, as shown in Figure C-2. Each ward has its own rich history, vibrant neighborhoods, and a diverse population. Ward 2 encompasses most of DC downtown area.

It is best known as the home of the National Mall, the White House, monuments and museums. It is the place where many tourists and other visitors spend the bulk of their time.

Figure C- 2: District of Columbia - 2010 Census Results



The following Table C-4 and Figure C-3 are DC-specific information from the 2010 U.S. Census Bureau.

Table C- 4: Demographics Data

Population	
Male	284,013
Female	317,710
Nativity	
Native Born	87 Percent
Foreign Born	13 Percent

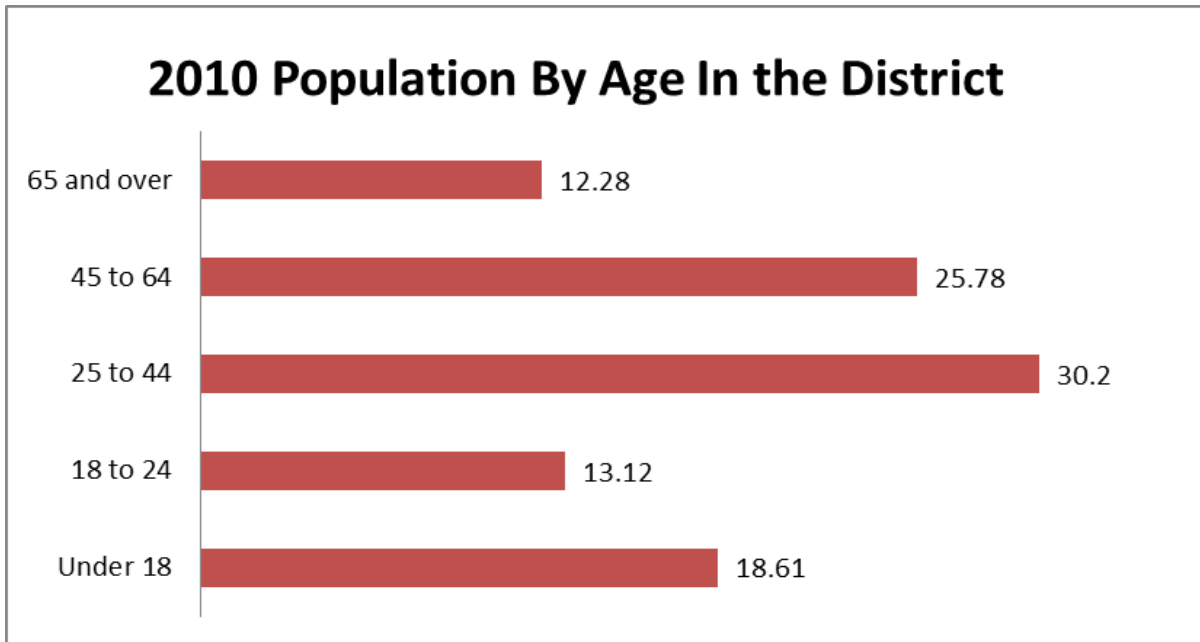
Major sources of immigration include individuals from El Salvador, Vietnam, and Ethiopia.

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

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

Figure C- 3: 2010 Population by Age in the District



Median age in the District is 35.90 years.

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, as illustrated in Table C-5.

Table C- 5: Work Commute

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 Metro bus. 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. Metro bus 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 1,800 bicycles and 200 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 persons per square mile. 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.

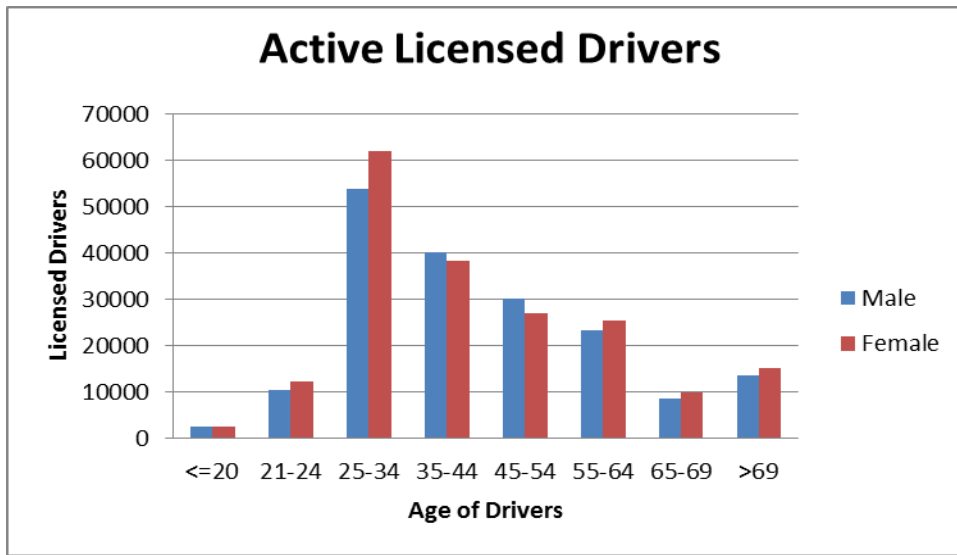
Currently, the number of licensed drivers was 375,583, which represents 59.4 percent of the total population. There are also over 284,000 registered vehicles in the District, as shown in Table C-6.

Table C- 6: Active Vehicle Registration and Drivers

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	182,905
Female	192,678
Total Licensed Drivers	375,583

Figure C- 4: 2012 Active Licensed Drivers By Age 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 25-34 years, as shown in Figure C-4. While 30 percent of the District population is between the ages of 18 and 34 (young adult) the percentage with a licensed is approximately 7.4 percent. Thus appears to be a changing demographic and will influence how the HSO develops and targets its safety program.

LAW ENFORCEMENT

The Law Enforcement Agency (LEA) of the District is one of the ten largest local police agencies in the United States and the primary law enforcement agency for the District of Columbia. The Metropolitan Police Department (MPD) has over 4,000 sworn and civilian members serving the District. 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 March 2013 that the total number of persons who work in the District is 731,900, with an unemployment rate of 8.5 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 US Representative, **Paul Strauss**, **Michael D. Brown** and **Nate Bennett-Fleming** respectively.

LEGISLATIVE UPDATES

In the last 12 months two pieces of key legislation has passed:

1. Comprehensive Impaired Driving and Alcohol Testing Program Congressional Review Emergency Amendment Act of 2012. Key issues:
 - a. Emergency legislation took effect on August 1, 2012.
 - b. Breaks down the Impaired Driving Statute/ Leaving After Colliding (LAC) into numerous Code provisions and changes the title to LAC
 - c. Brief history of Act
 - d. Substantially amends the Implied Consent laws, Impaired Driving laws, Boating while Impaired laws, doctor/patient privilege, and laws pertaining to oversight of MPD's Impaired Driving program.
 - e. Generally increases penalties and makes the fines consistent with B19-0214, the Fine Proportionality Act of 2011.
 - f. Substantially amends the LAC statute.
 - g. A hearing on breath test admissibility was held in October 2012. Permanent legislation regarding breath test admissibility was signed on January 9, 2013 and we are in the Congressional waiting period.
 - h. Each definition section has been expanded and is now alphabetized.

- i. Either the statute itself or Committee Print resolves issues of law for which there have been arguments.

Emergency Comprehensive Impaired Driving and Alcohol Testing Program Amendment Act of 2012

		MANDATORY MINIMUMS						
Offense Status	Maximum Penalties (Jail & Fines)	Refusal or Alcohol Score below MM Thresholds	.20 BrAC/BAC .25 UAC	>.25 BrAC/BAC >.32 UAC	>.30 BrAC/BAC >.39 UAC	Schedule I or Specified Drugs	Comm. Vehicle	Minor in Vehicle
1 st OFFENSE	180 days and/or \$1,000	none	10 days	15 days	20 days	+15 days	+5 days	+5 per minor if restrained +10 per minor if unrestrained AND \$500-\$1,000/minor
2 nd OFFENSE	1 year and/or \$2,500 – \$5,000	10 days	25 days	30 days	35 days	+20 days	+5 days	+5 per minor if restrained +10 per minor if unrestrained AND \$500-\$1,000/minor
3 rd OFFENSE	1 year and/or \$2,500 – \$10,000	15 days	35 days	40 days	45 days	+25 days	+5 days	+5 per minor if restrained +10 per minor if unrestrained AND \$500-\$1,000/minor
4 th OFFENSE	1 year and/or \$2,500 – \$10,000	45 days (add 30 days for each subsequent offense)	65 days (add 30 days for each subsequent offense)	70 days (add 30 days for each subsequent offense)	75 days (add 30 days for each subsequent offense)	+25 days	+5 days	+5 per minor if restrained +10 per minor if unrestrained AND \$500-\$1,000/minor

Remember:

- * A + sign indicates that the penalty is in addition to any mandatory minimum based on priors and/or scores
- * "Refusal or Alcohol Score below MM Thresholds" is the column that reflects the MM applicable solely for prior offenses
- * Minor in Vehicle penalties are per minor and are in addition to and consecutive with all other penalties
- * Mandatory Minimums must be served consecutively without a break (and not just on weekends).
- * Proof of mandatory minimum factors must be by a preponderance of the evidence (except Commercial Vehicle)
- * Must have toxicology report to secure Schedule I and specified drugs mandatory minimum.
- * "Specified Drugs" include phencyclidine (PCP), morphine, methadone, and cocaine.

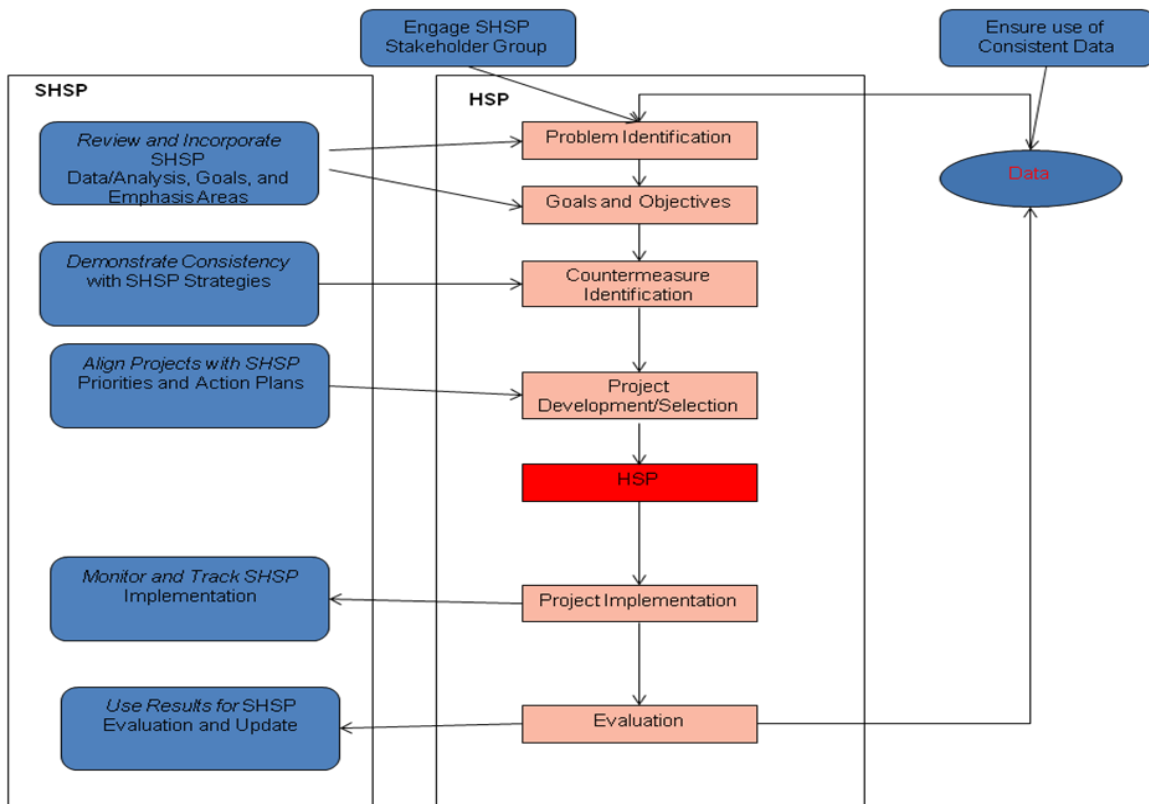
2. Safety-based Traffic Enforcement Amendment Act of 2012. Key Issues:

- a. To evaluate existing speed limits and revise existing speed limits through rulemaking.
- b. Submit an automated enforcement expansion plan.
- c. Amend the Pedestrian Protection Amendment Act of 1987 with regard to when a vehicle stops for a pedestrian in a marked crosswalk or unmarked crosswalk at an intersection. Sec. 201. Section 2(a) of the Pedestrian Protection Amendment Act of 1987, effective October 9, 1987 (D.C. Law 7-34; DC Official Code § 50-2201.28 (a)), is amended to read as follows: “ (a) The driver of a vehicle shall stop and remain stopped to allow a pedestrian to cross the roadway within any marked crosswalk, or unmarked crosswalk at an intersection, when the pedestrian is upon the lane, or within one lane approaching the lane, on which the vehicle is traveling or onto which it is turning.”.
- d. To amend various fines

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 C-5 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 C- 5: SHSP Relationship with HSPP



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).

The District is currently working on updating the SHSP, where the HSO is coordinating this effort and current grantees are part of the SHSP Stakeholder group.

PROBLEM IDENTIFICATION PROCESS AND DATA ANALYSIS

The District's highway safety problems are identified by analyzing crash data. In keeping with the HSO goals the number of fatalities and serious injuries are used in this analyses and annual goal is projected using a 3-year average. One of the requirements of 23 CFR 1200.10(a)(1) is that States has a performance measure for each traffic safety activities. These are used to measure and assess the District's progress, set goals and allocate resources.

Core Outcome Measures

	Description	2008	2009	2010	2011	2012	2014 Goal
C-1	Number of traffic fatalities	34	29	24	27	18	21
	<i>3-year moving average</i>	38	36	29	27	23	
C-2	Number of injuries in traffic crashes	6,792	6,529	7,068	7,045	6,498	6,526
	<i>3-year moving average</i>	6,808	6,631	6,796	6,881	6,870	
C-3	Fatalities per 100 million vehicle miles Traveled	0.94	0.80	0.67	0.89	0.59	0.68
	<i>3-year moving average</i>	1.10	0.99	0.80	0.79	0.72	
C-4	Number of unrestrained passenger vehicle occupant fatalities, all seat positions	5	3	5	6	4	4
	<i>3-year moving average</i>	6	4	4	5	5	
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	9	11	7	8	11*	7
	<i>3-year moving average</i>	13	12	9	9	9	

C-6	Number of speed-related fatalities	12	10	8	10	3	5
	<i>3-year moving average</i>	8	10	10	9	7	
C-7	Number of motorcyclist fatalities	8	4	1	4	3	2
	<i>3-year moving average</i>	4	5	4	3	3	
C-8	Number of un-helmeted motorcyclist fatalities	1	2	0	2	1	1
	<i>3-year moving average</i>	1	1	1	1	1	
C-9	Number of drivers 20 or younger involved in a fatal crash	0	2	0	3	0	1
	<i>3-year moving average</i>	3	3	1	2	1	
C-10	Number of pedestrian fatalities	9	14	13	8	7	7
	<i>3-year moving average</i>	15	14	12	12	9	

Source: FARS and *State Crash Data Files (2012)*

2013 Goals red – this is based on the 3-year average, however when the 2013 SHSP is final - these goals will reflect the SHSP projected goals.

2012 data shown are from MPD Preliminary; FARS 2012 data has not been released at the time this report was being prepared.

C-9 – Younger Driver fatalities are not a focus area under the District's HSPP and is included as a NHTSA requirement.

*2012 Preliminary Impaired Fatalities.

Core Behavior Measures

	Description	2008	2009	2010	2011	2012
B-1	Observed seat belt use for passenger vehicles, front seat outboard occupants	87.13	90.0	93.0	95.0	92.40

Source: District of Columbia Observational Seat Belt Survey

Core Activity Measures

	Description	2007	2008	2009	2010	2011	2012
A-1	Number of seat belt citations issued during grant-funded enforcement activities	850	1,337	4,433	6,964	6,271	4,832
A-2	Number of impaired driving arrests made during grant-funded enforcement activities	134	134	1,044	1,239	1,280	832
A-3	Number of speeding citations issued during grant-funded enforcement activities	3,613	3,877	5,640	10,625	10,625	6,901

Source: Citations shown resulted from grant funded activities

Additional Core Outcome Measures

	Description	2008	2009	2010	2011	2012	2013 Goal
C-11	Number of serious injuries	1,649	1,617	1,666	1,613	1,569	1,540
	<i>3-year moving average</i>	<i>NA</i>	<i>NA</i>	<i>1,644</i>	<i>1,632</i>	<i>1,616</i>	
C-12	Number of serious injuries in crashes involving a driver or motorcycle operator with a blood alcohol concentration of 0.08 g/dL or higher			57	65	52	55
C-13	Number of Unrestraint serious injuries			46	39	43	40
C-14	Number of speed-related serious injuries			150	109	100	90
C-15	Number of pedestrian serious injuries			303	313	362	300
C-16	Number of bicyclist fatalities	1	0	2	1	1	1
	<i>3-year moving average</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	
C-17	Number of bicyclist serious injuries			220	251	260	230
C-18	Number of motorcyclist serious injuries	100	67	80	88	111	85
	<i>3-year moving average</i>			<i>82</i>	<i>78</i>	<i>93</i>	
C-19	Number of Serious Injuries by Distracted Drivers with Handheld Cellphones			23	18	13	18

Source: State Crash Data Files

Serious Injuries are used as a performance measure for the HSPP and the SHSP. It is defined as disabling and non-disabling injuries in the DDOT crash database. However, only data from 2010 to 2012 were available.

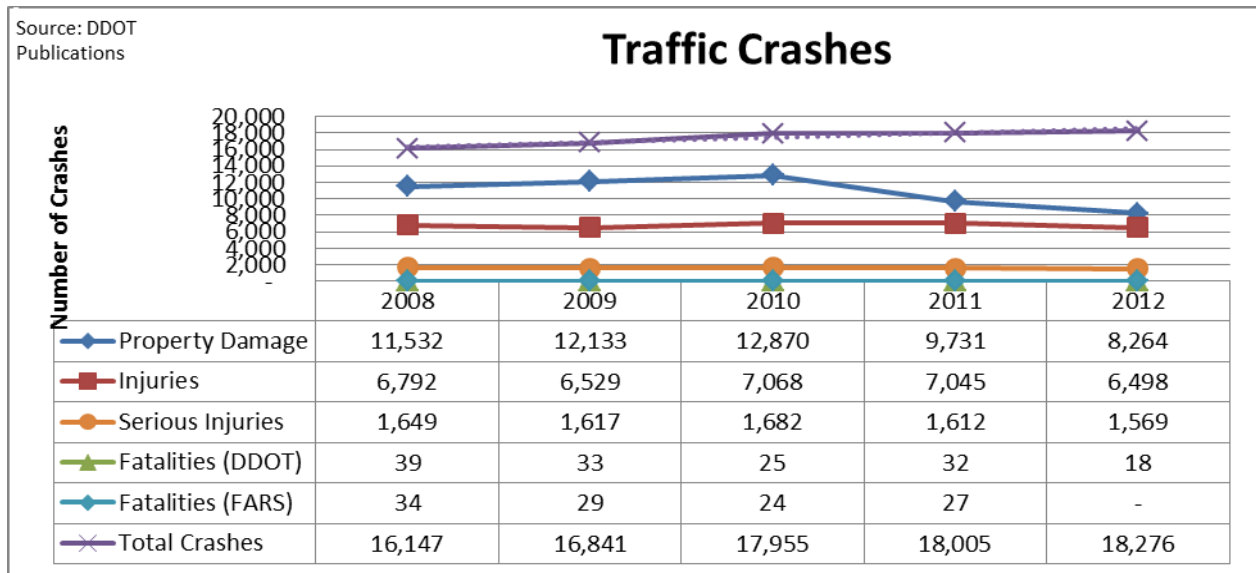
2013 Goals (red) – this is based on the 3-year average, however when the 2013 SHSP is final - these goals will from the SHSP projected goals.

Data Analysis

CRASHES, FATALITIES AND SERIOUS INJURIES

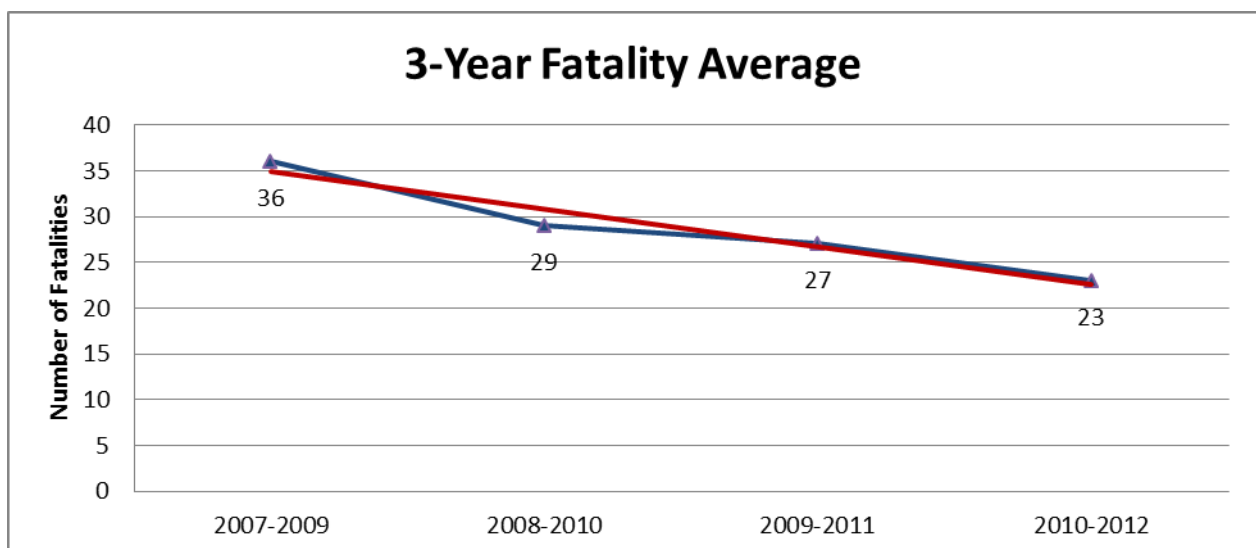
In 2010, MPD and DDOT significantly improved record keeping, training MPD officers, and the crash and FEMS record management systems; this resulted in an increase in the number of reported crashes and injuries. As shown in Figure C-6 all traffic-related crashes has increased from 16,147 in 2008 to 18,276 in 2012; an 13.2 percent increase.

Figure C- 6: Traffic Crashes



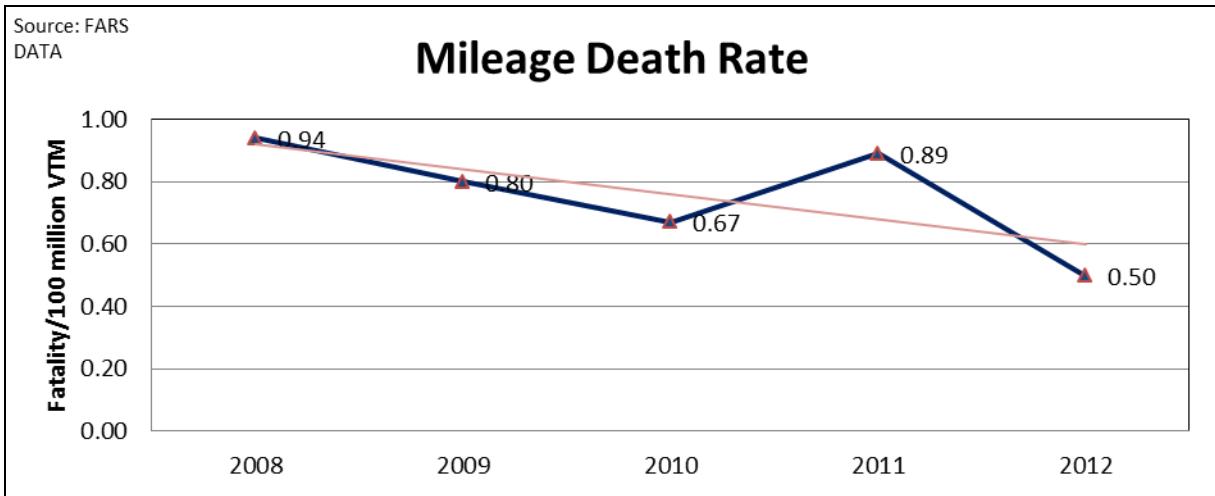
In 2012, there was a 44 percent decrease in fatalities, from 32 in 2011 to 18 and a 2.7 percent reduction in serious injuries from 1,612 in 2011 to 1,569 in 2012.

Figure C- 7: 3-Year Moving Average Fatality Trends



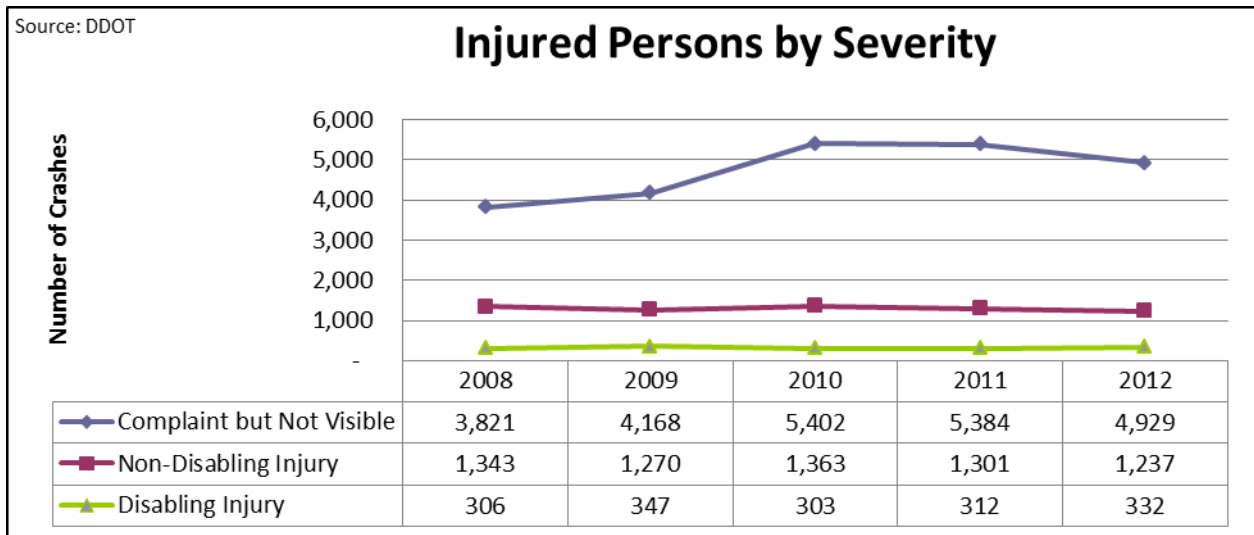
The 2012 State Vehicle Miles Traveled (VMT) Data from FARS were not available at the time this report was being prepared. The State data were used to calculate the Mileage Death Rate for 2011 and 2012 (3,614 MVMT). Figure C-8 illustrates a 78 percent decrease in fatality rate from 2011.

Figure C- 8: Mileage Death Rate



There was a 7.1 percent decrease in injuries from 6,997 in 2011 to 6,498 in 2012; a continuous reduction in injuries since 2010. Serious injuries defined as disabling and non-disabling injuries, has also reduced, from 1,613 in 2011 to 1,569 in 2012; a 2.7 percent reduction, as shown in Figure C-9.

Figure C- 9: Injury Trends



Additional analysis on the where, when and why crashes are occurring in the District are based using fatalities and serious injuries (disabling and non-disabling injuries). This is in line with the District’s SHSP goals in reducing fatalities and serious injuries by 50 percent in 2025. The District crash data are used for these charts, however, the data breakdown for serious injuries are limited to 2010, 2011 and 2012.

When are they happening?

The data reveals that the most traffic-related crashes were serious injuries or a fatality occurred were between the hours of 7:00 am to 10:00 am and 3:00 pm to 7:00 pm, as shown in figure C-10.

Figure C- 10: Serious Injuries and Fatalities by Time of Day

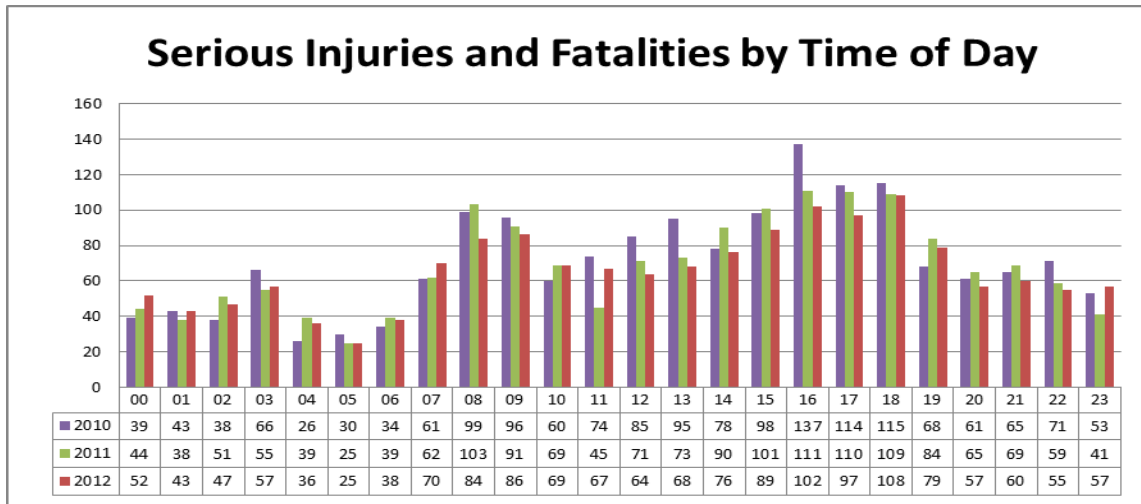
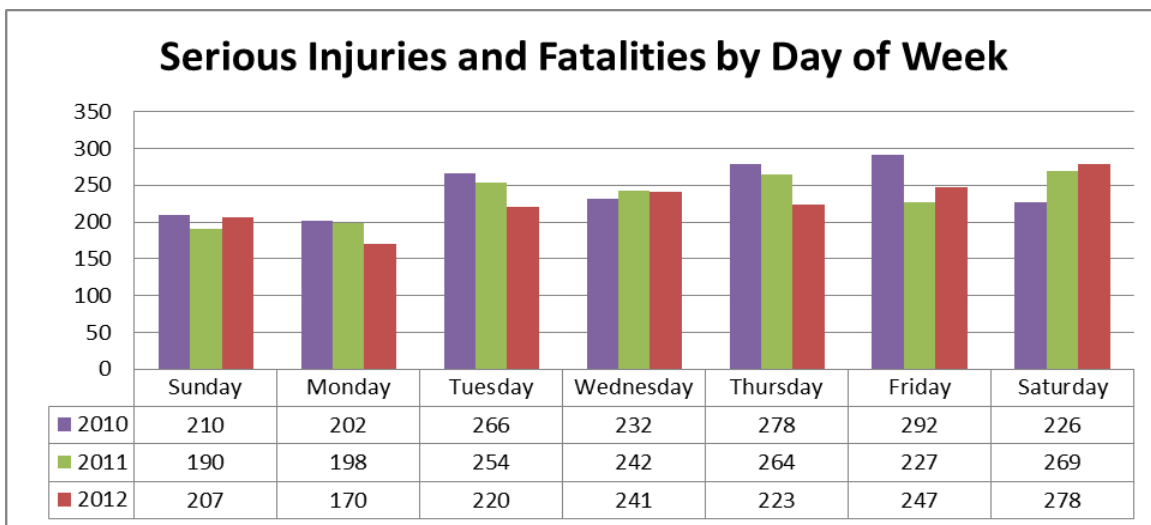


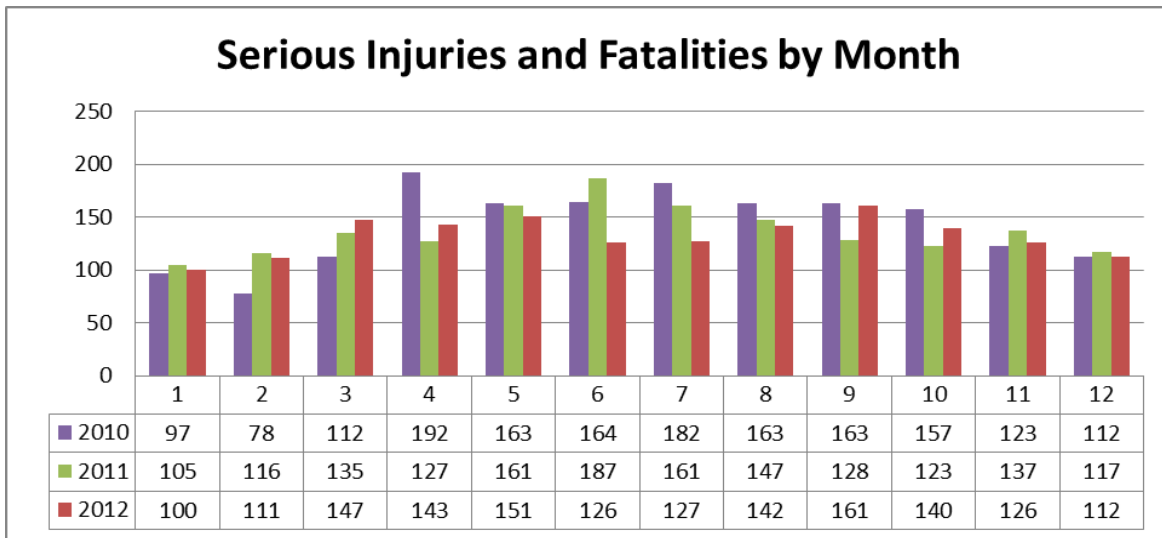
Figure C-11, illustrates the number of serious injuries and fatalities by day of the week. In 2012, the number of collisions recorded during the week was similar, with the higher number of crashes occurring on Saturdays and the lowest number recorded on Mondays.

Figure C- 11: Serious Injuries and Fatalities by Day of the Week



The number of recorded traffic-related crashes resulting in a serious injury or fatality were relatively consistent between months, with December thru February being the lowest and May and September being the highest recorded months, as shown in Figure C-12.

Figure C- 12: Serious Injuries and Fatalities by Month



When are they happening?

As shown in figure C-13, Ward 2 has the highest number of fatalities and serious injuries in the District, it is also the has the highest number of residence as shown in the 2010 Census population by Ward (Figure C-2 and C-14). It is also the Ward that is surrounds the Central Business District (CBD) for the District.

Figure C- 13: Serious Injuries and Fatalities by Ward

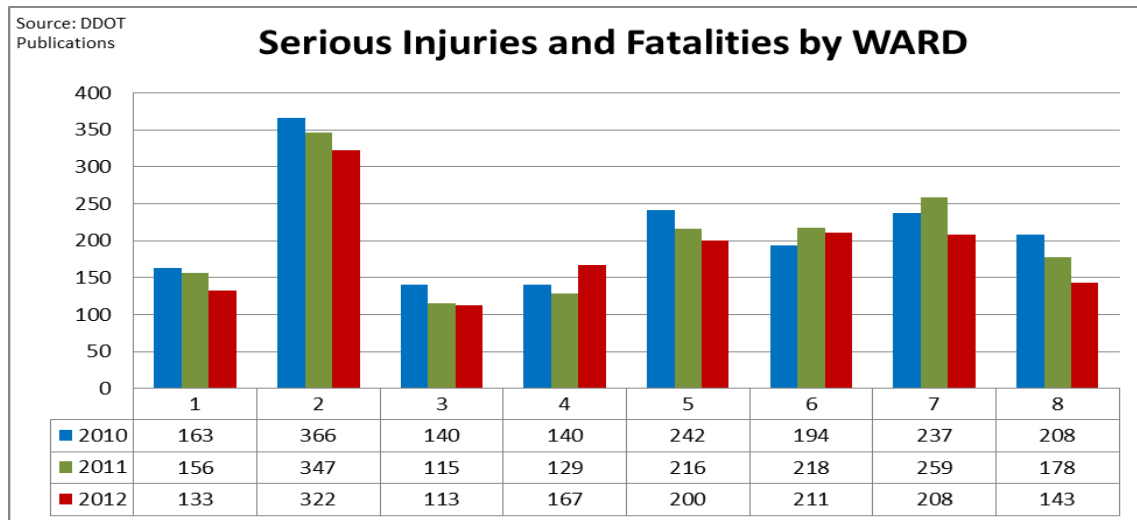
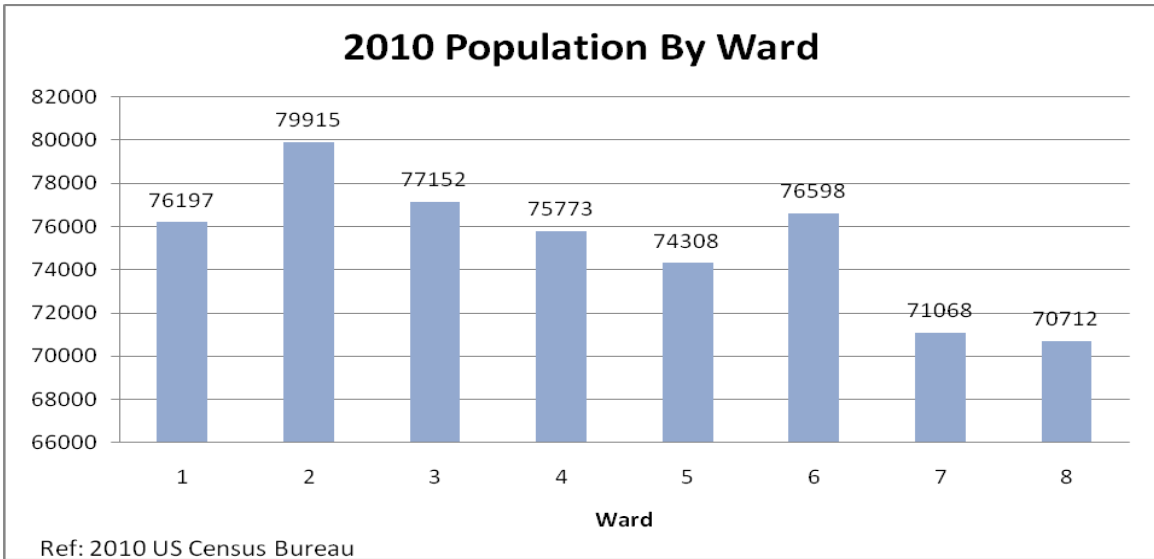
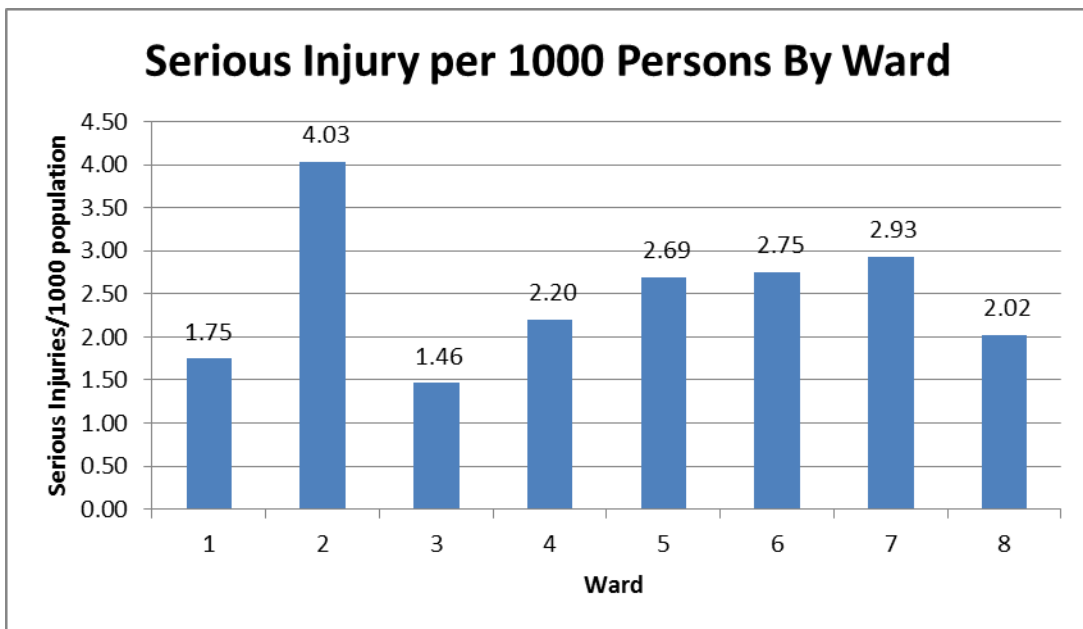


Figure C- 14: 2010 Population Data by Ward



Based on the population data shown in figure C-14 and using 2012 serious injuries and fatalities to determine the injury rate/population by ward. As shown in figure C-15, Ward 2 rank the highest at a rate of 4.03 and Ward 3 rank the lowest at 1.46 per 1000 persons.

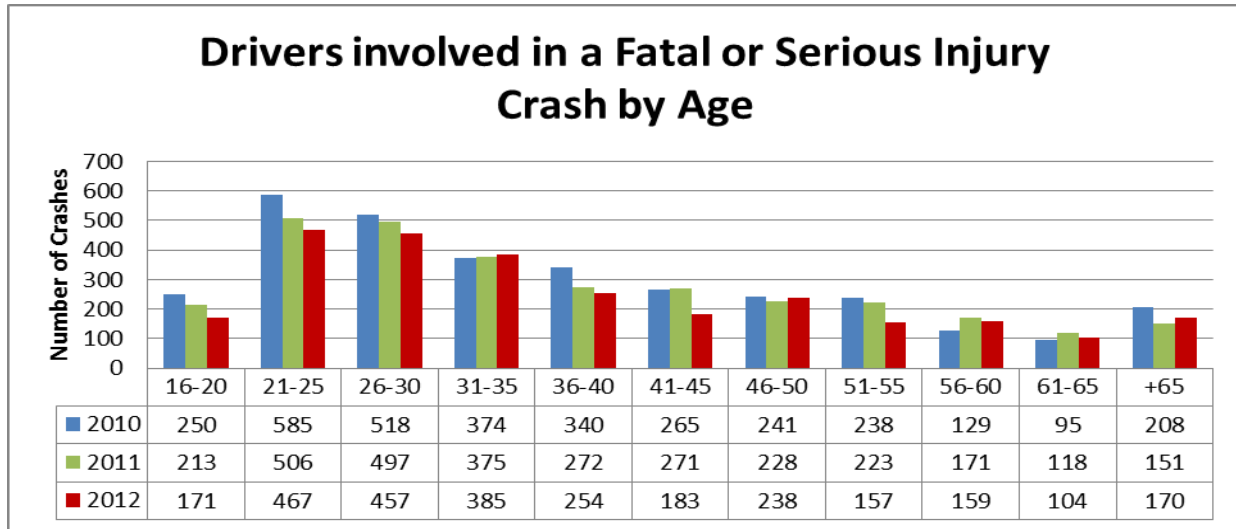
Figure C- 15: Serious Injuries per Population by Ward



Driver Characteristics

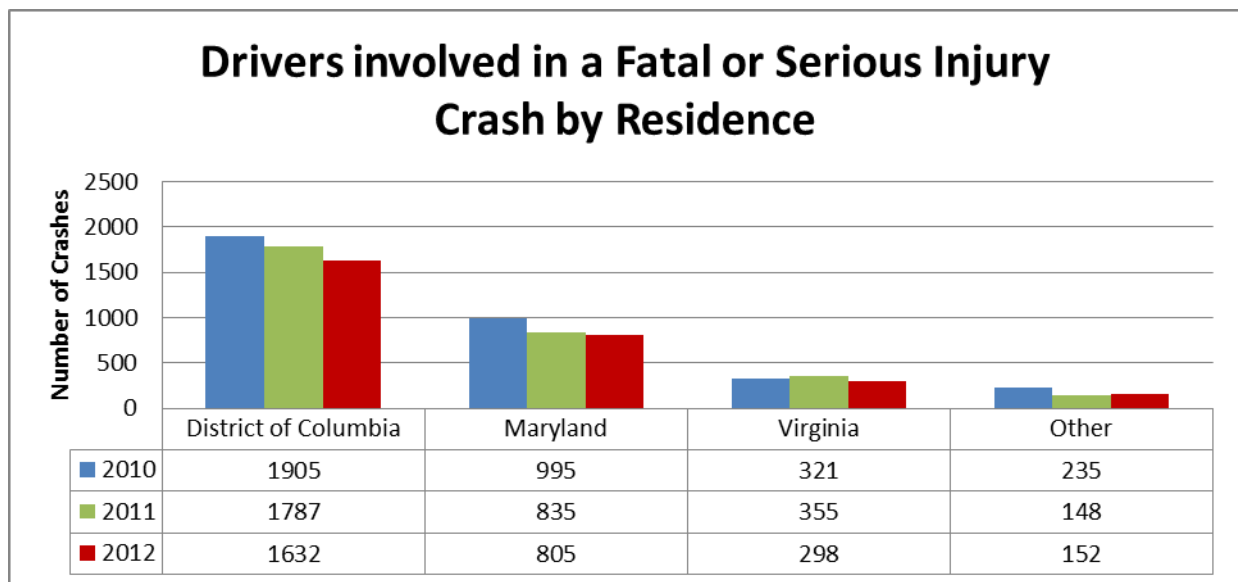
As shown in Figure C-16, it can be observed that the age group of 21-35 had the highest number of drivers involved in a crash, resulting in a fatality or serious injury. Based on the 2010 District's population, ages 25 to 44 were the highest population at 30,200 (figure C-3). This age group also accounts for 37 percent of the active licenced drivers in the District.

Figure C- 16: Drivers involved in a Fatal or Serious Injury Crash



In 2012, almost 28 percent of the drivers involved in a traffic-related crash resulting in a fatality or serious injury were from Maryland, with 56.5 percent from the District of Columbia, leaving approximately 16 percent from Virginia, other States or Country, as shown in Figure C-17.

Figure C- 17: Drivers by State Issued License



PROGRAM MANAGEMENT

As directed by the Highway Safety Act of 1966, the District's Mayor is responsible for the administration of a program through the State highway safety agency which has adequate powers and is properly equipped and organized to carry out the mission of traffic safety programs. The Director of DDOT, Terry Bellamy is the Mayor's representative for the District's highway safety program. The HSO is located within the DDOT and Carole Lewis is the HSO Coordinator. Ms. Lewis is responsible for the planning and administering effective programs and projects to save lives, reduce serious injuries and crashes within the District. This responsibility is guided by written policies and compliance with Federal regulations. As part of the Federal regulation the HSO is responsible for the preparation of the Highway Safety Performance Plan (HSPP) and the Annual Report on a yearly basis. This is a continuous process of data analysis and providing guidance and direction for achieving the greatest impact possible in achieving the HSO goals.

The District HSO is also responsible for overseeing the District's Highway Safety Strategic Plan (SHSP). The District is currently updating their plan, focusing on reducing traffic fatalities and serious injuries by 50 percent in 2025, as an interim goal towards zero fatalities. The District SHSP and HSPP efforts will be coordinated so these objectives and goals can be met.

The District's HSO is also the District's Traffic Records Coordinator. Mrs. Lewis serves as the primary point of contact within the District and provides leadership and accountability for the activities within the TRCC. The TRCC is tasked with improving the quality of data (crash, driver, vehicle, roadway, enforcement/adjudication, and injury surveillance data) to facilitate enhanced decision making across the District.

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.

PERFORMANCE MEASURES

To decrease traffic fatalities by 9 percent from a three-year (2010-2012) weighted average of 23 to 21 by December 31, 2014.

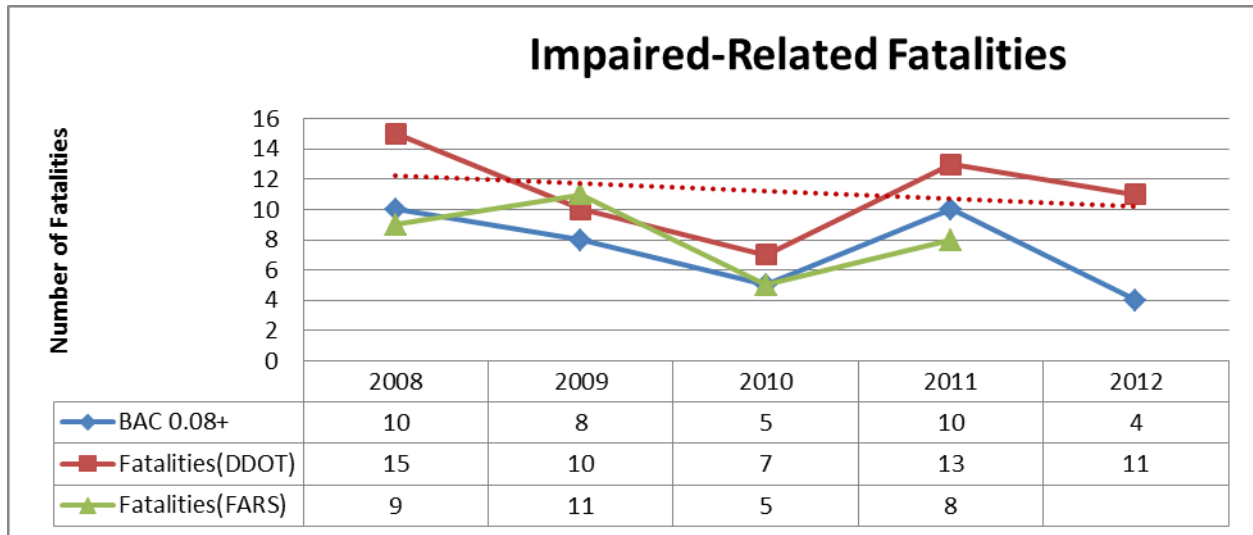
To decrease traffic-related serious injuries by 5 percent from a three-year (2010-2012) weighted average of 1,616 to 1,540 by December 31, 2014.

¹ District of Columbia, Strategic Highway Safety Plan, 2007

IMPAIRED DRIVING

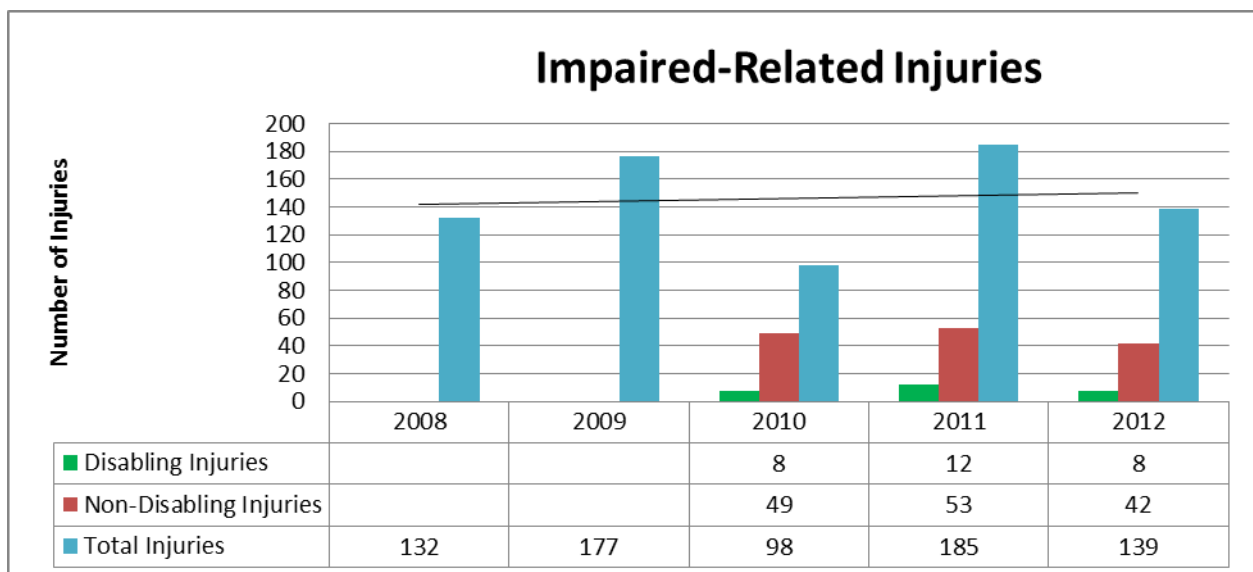
The consumption of alcohol and drugs continues to be a prominent factor in serious crashes in the District. Based on the 2012 preliminary District fatality data, impaired-related fatalities decreased from 13 in 2011 to 11 in 2012 (15 percent decrease), as shown in Figure C-18.

Figure C- 18: Impaired-Related Fatalities



As shown in Figure C-19, in 2012 the number of impaired-related injuries decreased from 185 in 2011 to 139 in 2012 (24.9 percent decrease) and the total number of serious injuries (disabling and non-disabling injuries) decreased from 65 in 2011 to 50 in 2012; a 23 percent decrease.

Figure C- 19: Impaired-Related Injuries



When are they happening?

The most dangerous hours for impaired-related crashes are generally between 8:00 p.m. and 3:00 a.m. Thursday thru Sunday being the most dangerous days of the week, and January, February, August and November being the most dangerous months as illustrated in Figures C-20, C-21, and C-22. The average of the three years was used to determine the most frequent days and months.

Figure C- 20: Serious Injuries involving an Impaired Driver by Hour

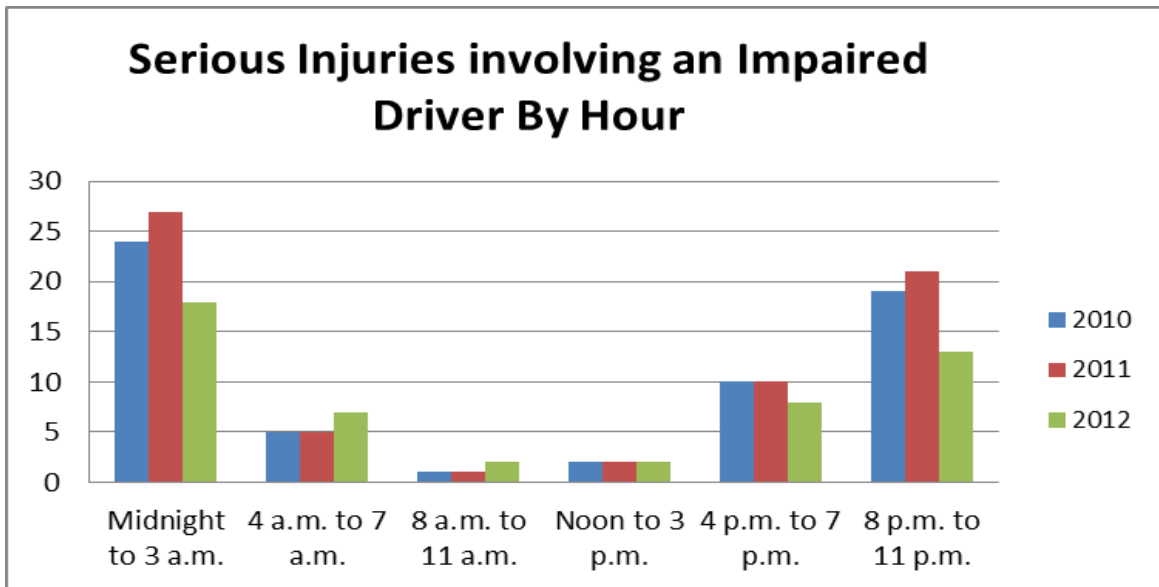


Figure C- 21: Serious Injuries involving an Impaired Driver by Day

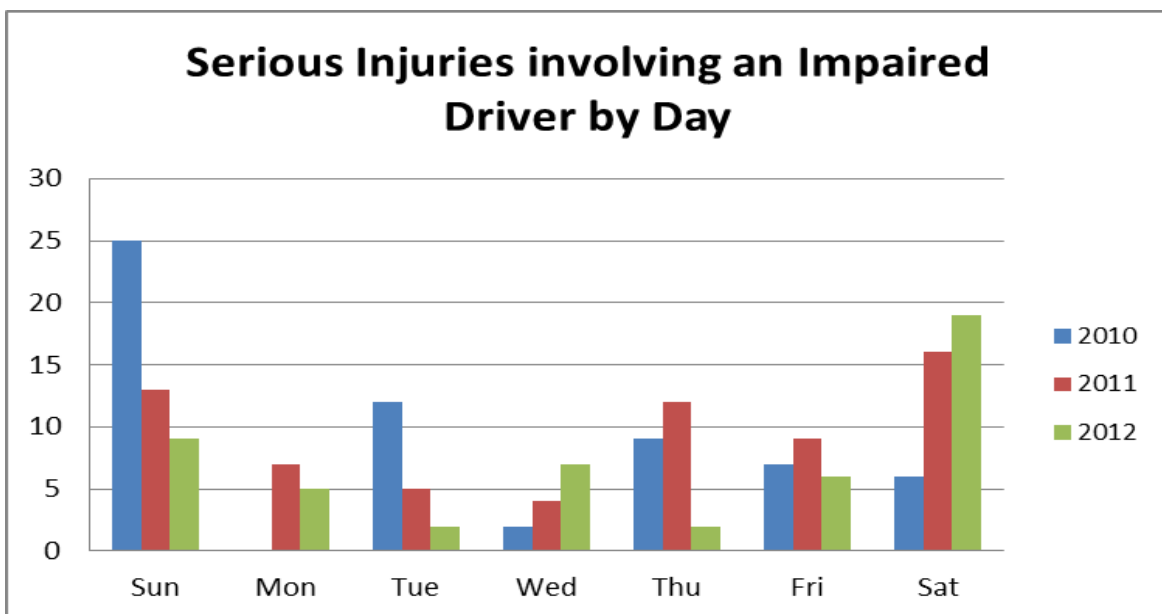
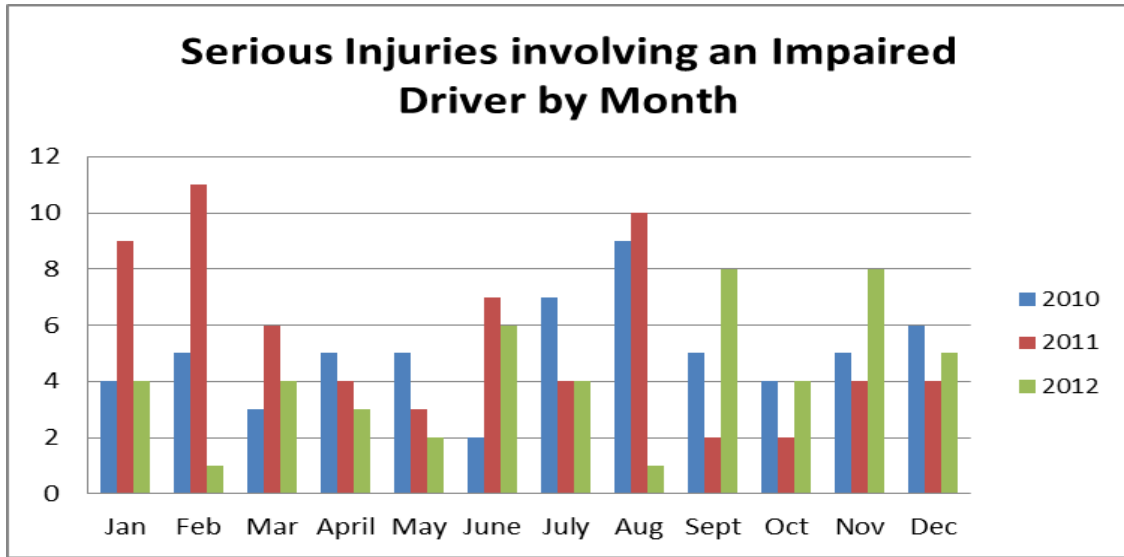


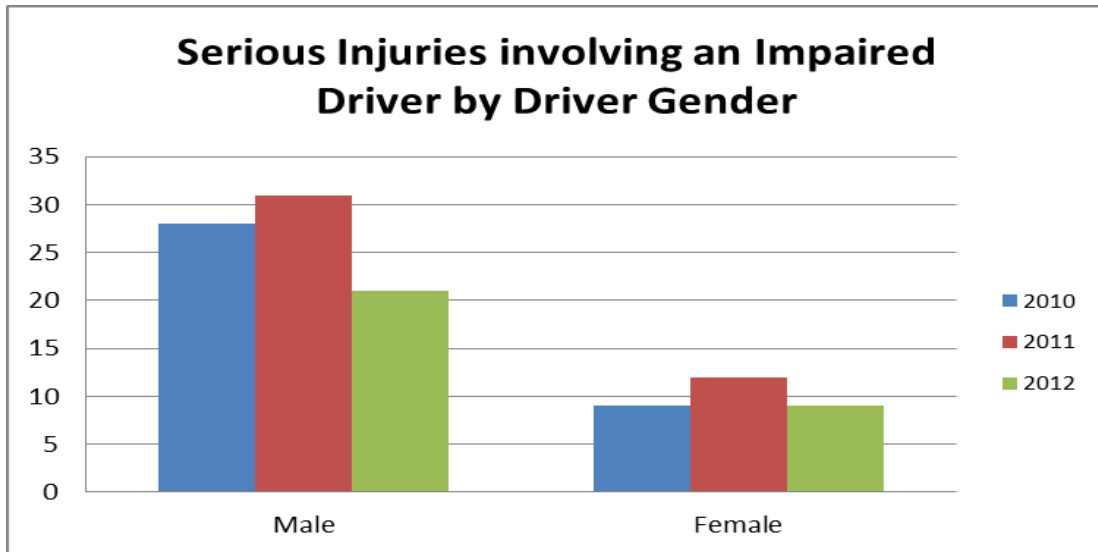
Figure C- 22: Serious Injuries involving an Impaired Driver by Month



Driver Characteristics

Figure C-23, shows that male drivers are more likely to drink and drive and be involved in a serious injury or fatality than female drivers.

Figure C- 23: Serious Injuries involving an Impaired Driver by Driver Gender



Based on the average of the age of an impaired drivers involved in a serious injury or fatality as shown in Figure C-24, drivers between the ages of 21 and 35 are also more likely to drink and drive.

Figure C- 24: Serious Injuries involving an Impaired Driver by Driver Age

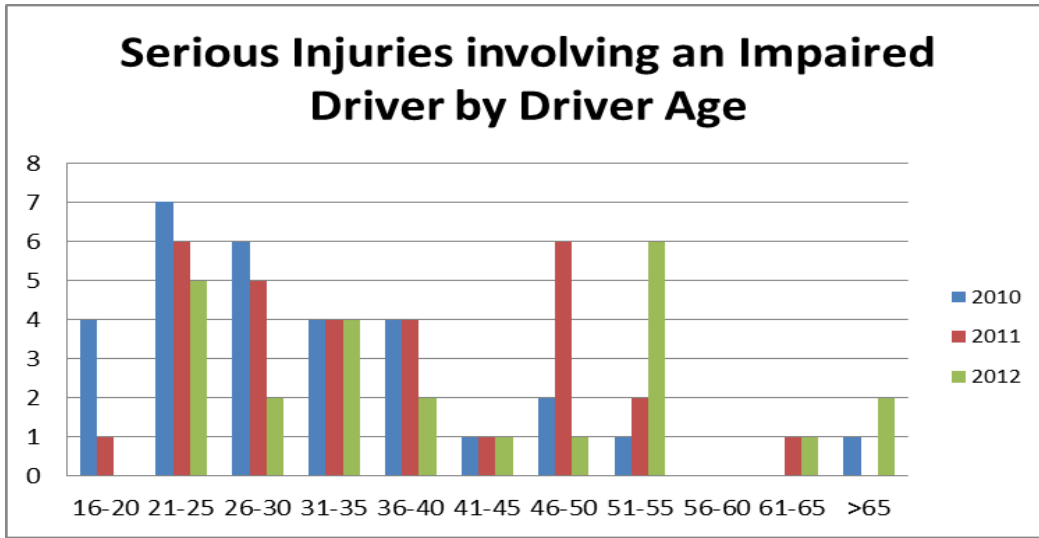
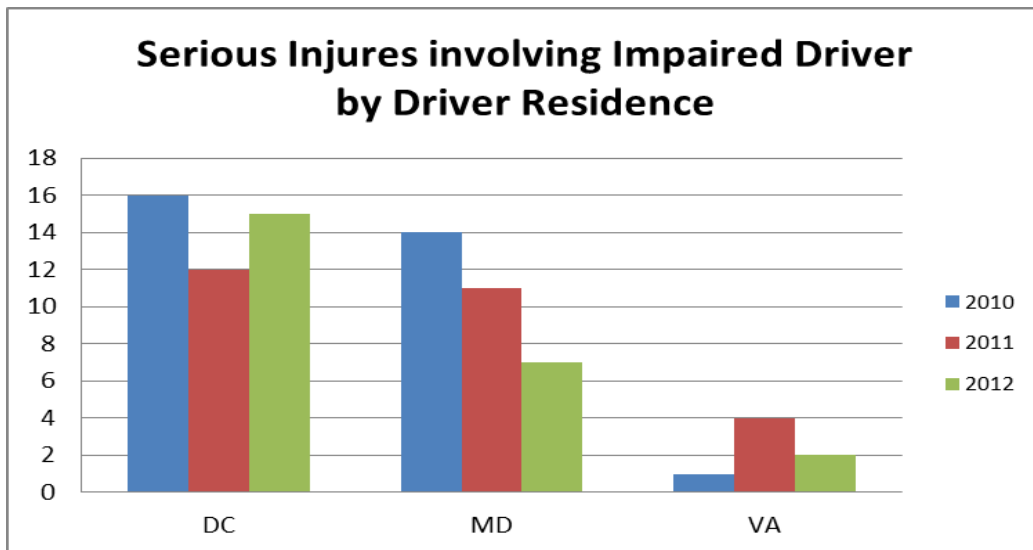


Figure C-25, also illustrates that based on 2012 data, 63 percent of the impaired drivers are from the District, 30 percent are from Maryland and 7 percent are from Virginia.

Figure C- 25: Serious Injuries involving Impaired Driver by Driver Residence



Where are they occurring?

In the District, Wards 7 and 8 appear to have the most number of impaired-related crash involving a serious injury or fatality, followed by Wards 2, 4, and 6, as shown in Figure C-26. Figure C-27, shows all the locations within the District with are Alcoholic Beverage Regulation Administration (ABRA) licenses, that enable businesses to serve and sell alcoholic beverages. Ward 2 has the highest concentration of ABRA facilities.

Figure C- 26: Serious Injuries and Fatalities involving an Impaired Driver by Ward

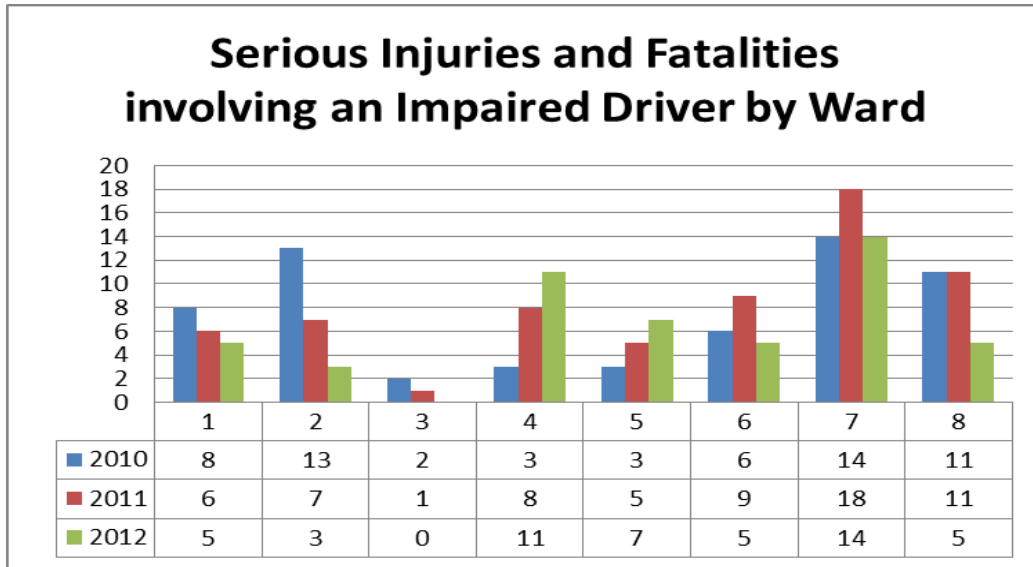
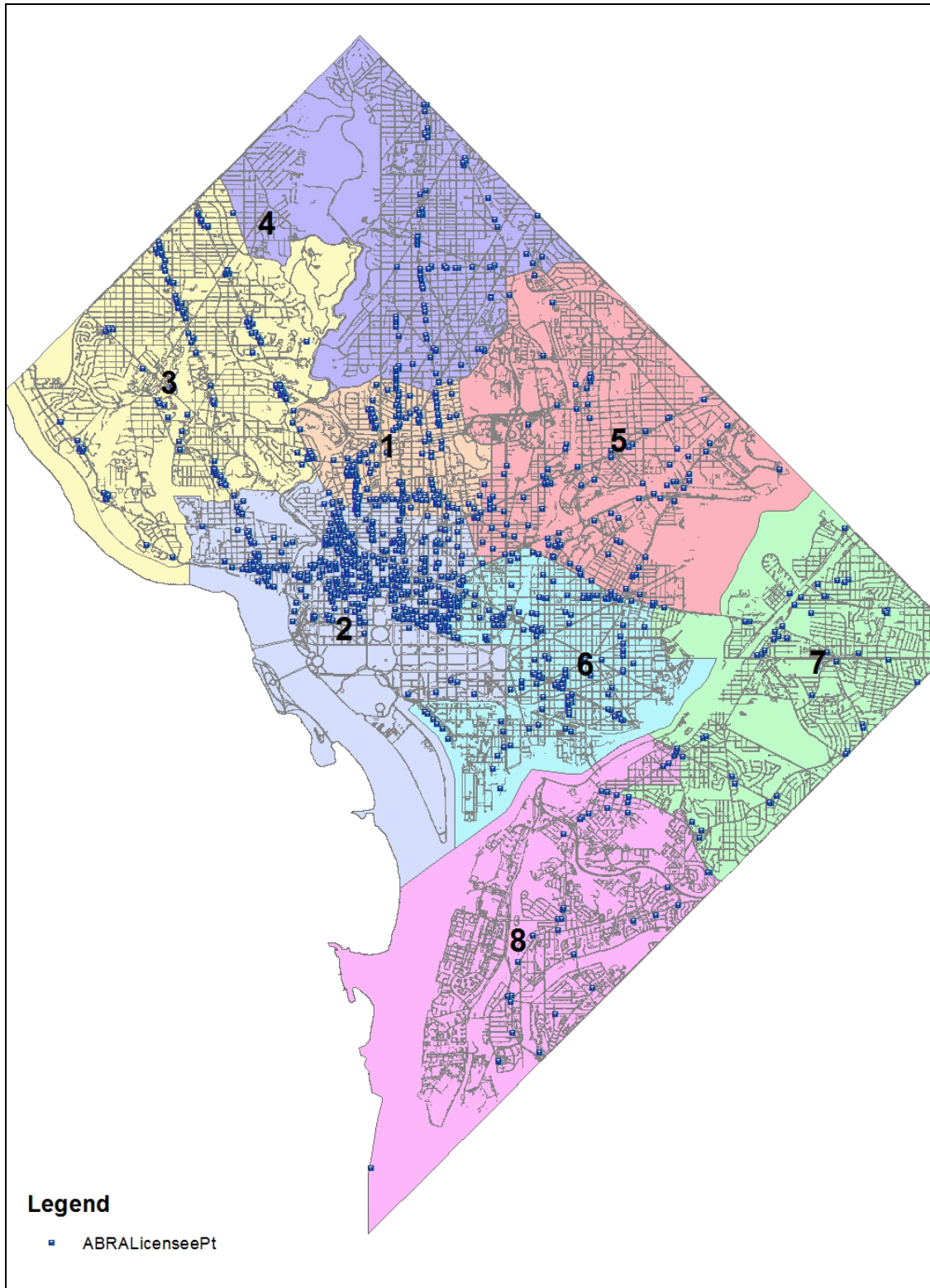


Figure C- 27: Licensed Business to Sell and Serve Alcohol



PROGRAM AREA

Motor vehicle crashes are the leading cause of unintentional death in the United States. In 2012, there were a total of 18 fatalities and 1,569 serious injuries as a result of 18,276 crashes in the District of Columbia. 52 out of the 1,569 serious injuries, were impaired-related; 3 percent of all serious injuries. The District Metropolitan Police Department also issued a total of 812 citations in 2012 for driving under the influence (DUI). There has been an increase number of drivers, driving under the influence of drugs or/and a combination of both drugs and alcohol, making this a very serious, complex problem.

Recent research indicates that the highest drugged-driving rates reported were among the young, least experienced drivers. Despite the mounting research evidence that driving under the influence of drugs (other than alcohol) is common, there is minimal public awareness of this fact, and drugged drivers are less frequently detected, prosecuted, or referred to treatment when compared with drunk drivers.

In accordance with the MAP-21 the District of Columbia is rated as a Low Range State and qualifies for 405 funding to continue to support the District's efforts in reducing drinking and driving.

Laws for Drinking and Driving

The legal drinking age in the District of Columbia is 21, and there are three very distinct drinking and driving laws that are enforced by the Metropolitan Police Department; see Section C under Legislative Updates.

Penalties for Drinking and Driving

See Section C under Legislative Updates.

Zero Tolerance for Youth

The risk of a fatal crash for drivers under 21 is greater at low alcohol levels than it is for older drivers. It is illegal in every state for persons under the age of 21 to purchase and publicly possess alcoholic beverages. In support of these laws, it is illegal for persons under 21 who have been drinking to drive. A zero tolerance law makes it illegal "per se" (in and of itself) for persons under the age of 21 to drive with any measurable alcohol in their blood.

The use-lose statutes make it illegal for anyone under the age of 21 to purchase, possess, transport, or consume alcohol. A youth with a detectable amount of alcohol in his or her body is in violation of the law and loses his or her driver's license, usually for six months to one year. For youths not yet licensed to drive, the law typically delays issuance of a driver's license for a specific period (usually six months to a year).

Underage Laws and Consequences

- Drinking and Driving: \$300 -6 months
- Possessing, consuming, purchasing alcohol: \$100 - \$300 - 90 days
- Possession of a false ID or altered driver's license: \$100 - \$300 - 90 days suspension

Checkpoint Strikeforce Campaign

The HSO joins forces with Maryland and Virginia in the **Checkpoint Strikeforce Campaign**. Checkpoint Strikeforce is a research-based, multi-state, zero-tolerance initiative designed to get impaired drivers off our roads using checkpoints and patrols when and where drunk driving is most likely to occur and, to educate the public about dangers and consequences of drunk driving.

PERFORMANCE MEASURES

To decrease impaired driving fatalities by 20 percent from a three-year (2010-2012) weight average of 9 to 7 by December 31, 2014.

To decrease impaired driving serious injuries by 5 percent from a three-year (2010-2012) weight average of 58 to 55 by December 31, 2014.

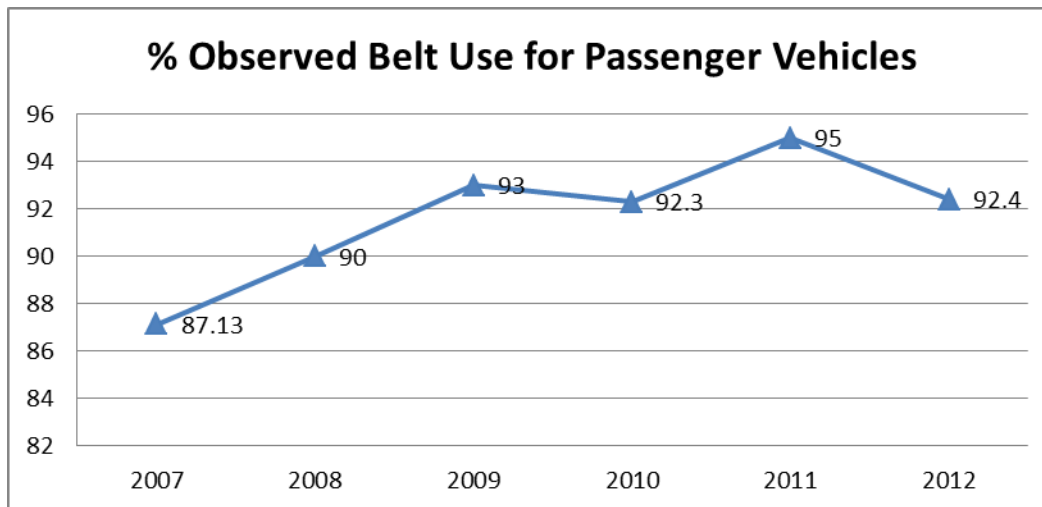
NOTE: Alcohol-impaired driving fatalities are all fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 or greater.

OCCUPANT PROTECTION

Proper and consistent use of seatbelts 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.

In accordance with the MAP-21 the District of Columbia is rated as a high seatbelt use rate state. The criterion is based on a 90 percent seatbelt use rate or higher on the 2012 seatbelt observation survey; as shown in Figure C-28. This information was previously submitted and approved by NHTSA Region 3.

Figure C- 28: Percent Observed Belt Use for Passenger Vehicles



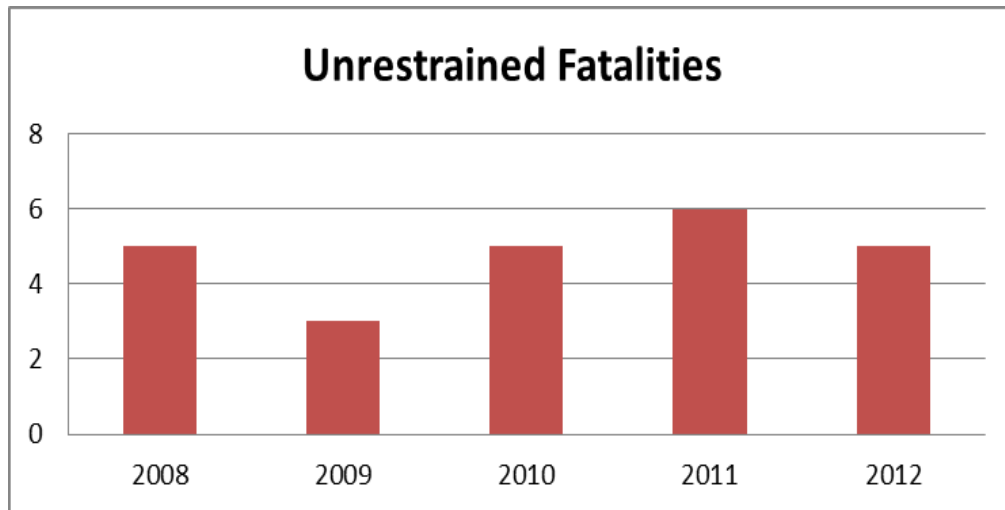
MAP-21 provides that a high seatbelt use rate State may qualify for 405 funds by submitting:

- An Occupant Protection Plan
- Programmatic Criteria:
 - Click It or Ticket
 - Child Restraint Inspection Stations and
 - Certified Child Passenger Safety Technicians

The District of Columbia qualifies for MAP-21, Section 405(b) Funds by having a District-wide occupant protection plan that includes the three programmatic criteria in their Occupant Protection Plan.

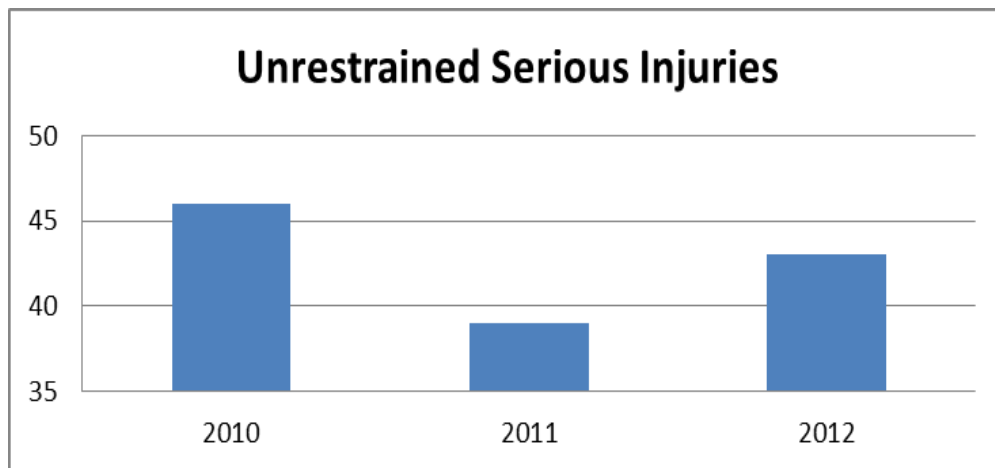
This Plan is to document the District of Columbia's occupant protection program that will be instrumental in reducing unrestrained passenger vehicles fatalities and serious injuries in all seating positions in the District of Columbia. Unrestrained is defined as a person who is not fastened or improperly fastened or where a seatbelt was not installed.

Figure C- 29: Unrestrained Fatalities



In 2012, unrestrained fatalities accounted for 28% (5) of the District’s total number of fatalities (18), as shown in Figure C-29. (Note that 18% (3) was listed as unknown).

Figure C- 30: Unrestrained Serious Injuries



In 2012, unrestrained serious injuries accounted for 2.7% (43) of the District’s total number of serious injuries (1,568), as shown in Figure C-30. (Note that 22.4% (352) was listed as unknown).

When are they happening?

The most dangerous hours where serious injuries or fatalities occur where the occupants are not restrained are generally between 8:00 a.m. to 11:00 a.m. and 4:00 p.m. to 7 p.m. Thursday thru Sunday being the most dangerous days of the week, and March, July, August and September being the most dangerous months as illustrated in Figures C-31, C-32, and C-33.

Figure C- 31: Unrestraint Occupant Serious Injuries by Hour

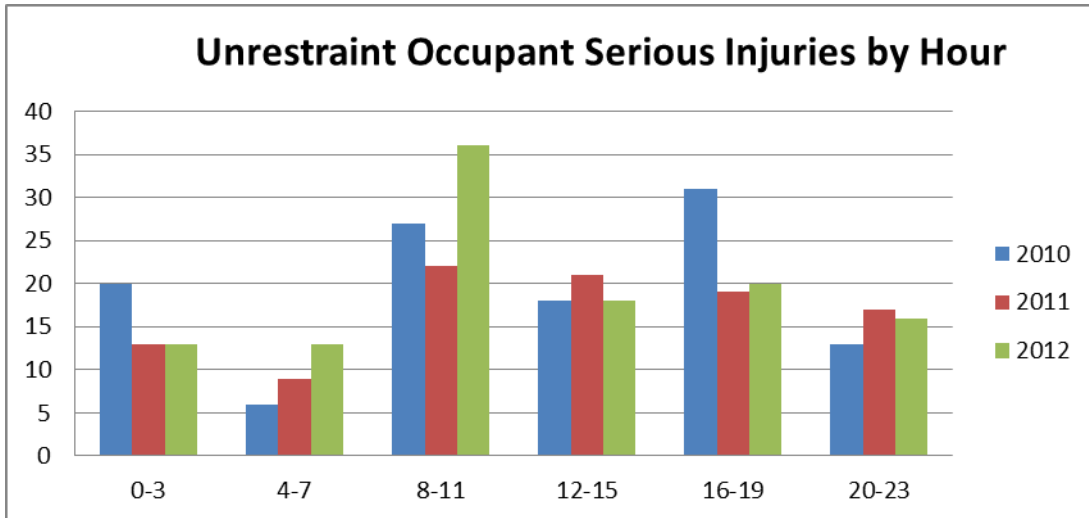


Figure C- 32: Unrestraint Occupant Serious Injuries by Day

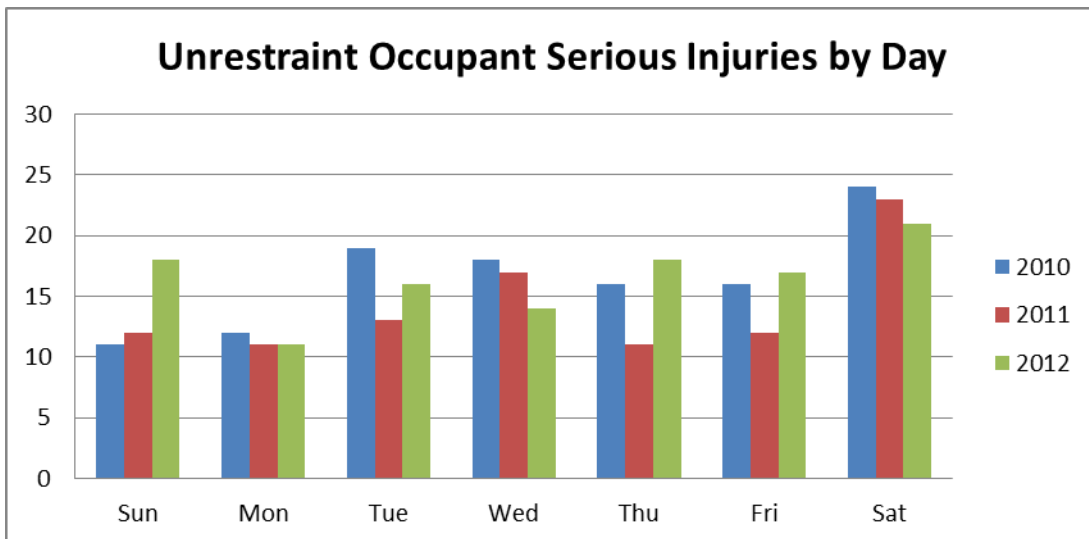
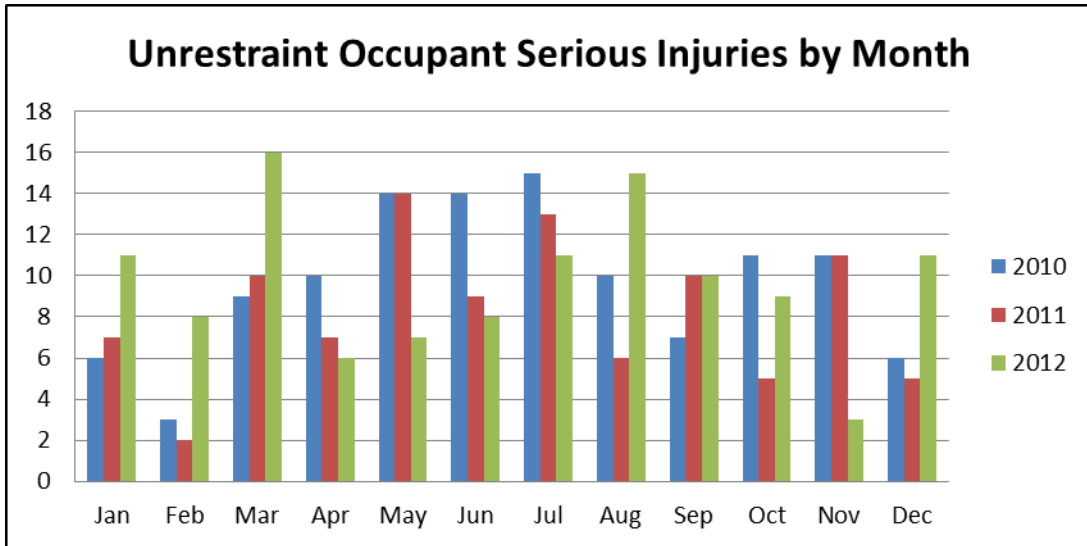


Figure C- 33: Unrestraint Occupant Serious Injuries by Month



Unrestraint Occupant Characteristics

Figures C-34 and C-35 reveals that male occupants between the ages of 21 and 30 are more likely to not wear their seatbelts.

Figure C- 34: Unrestrained Occupant Serious Injuries by Age

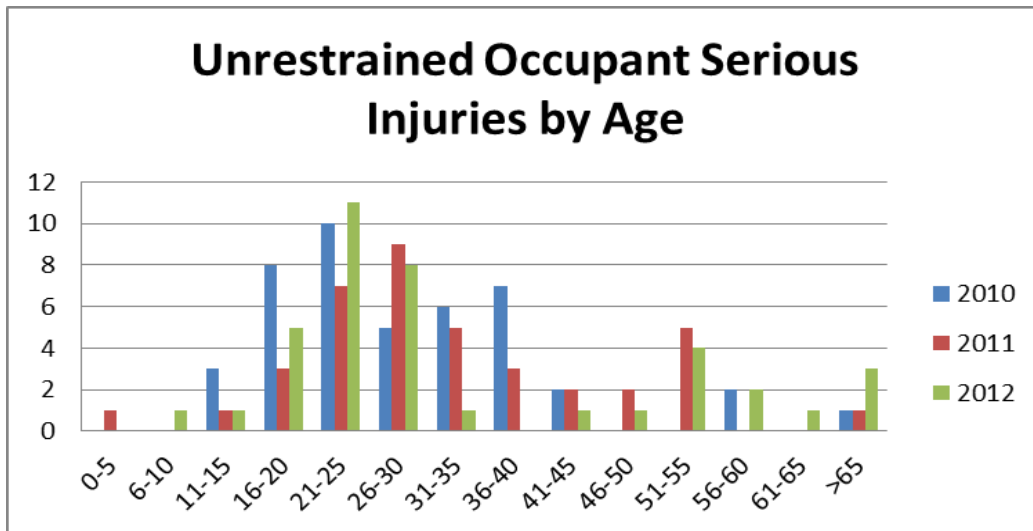
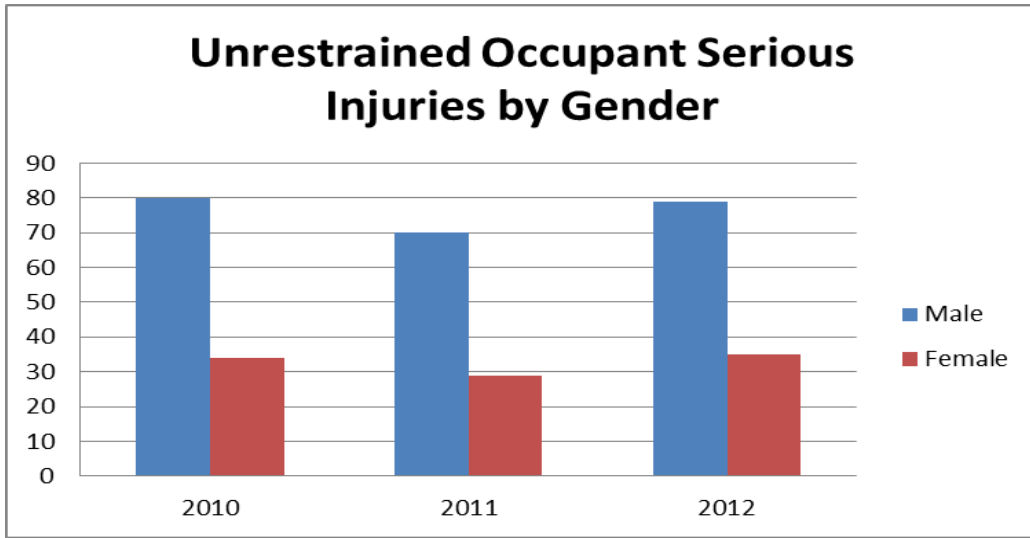
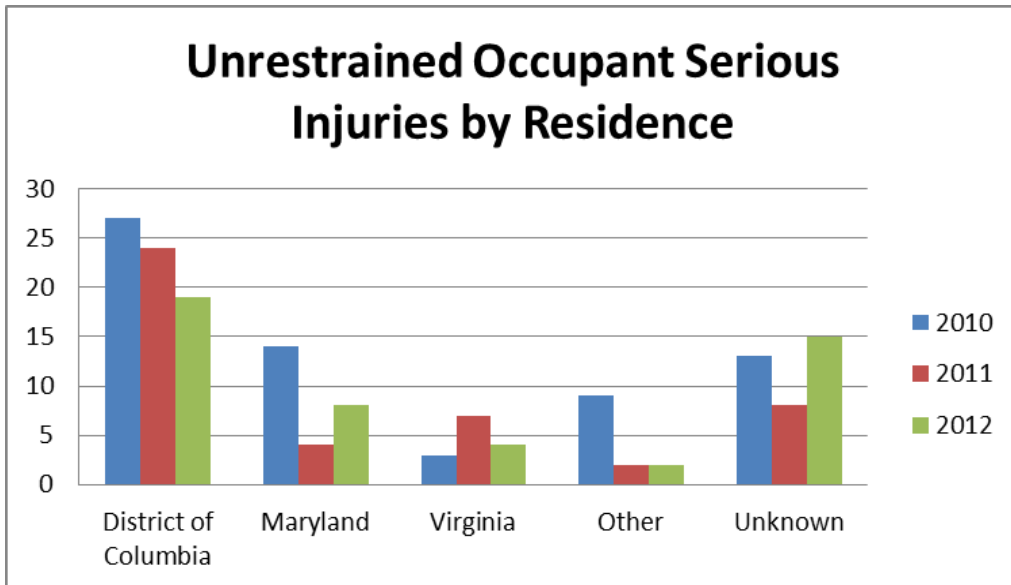


Figure C- 35: Unrestrained Occupant Serious Injuries by Gender



The data shows a comparison between the unrestraint occupants that are DC residents and the adjoining states (Maryland and Virginia) and other locations.

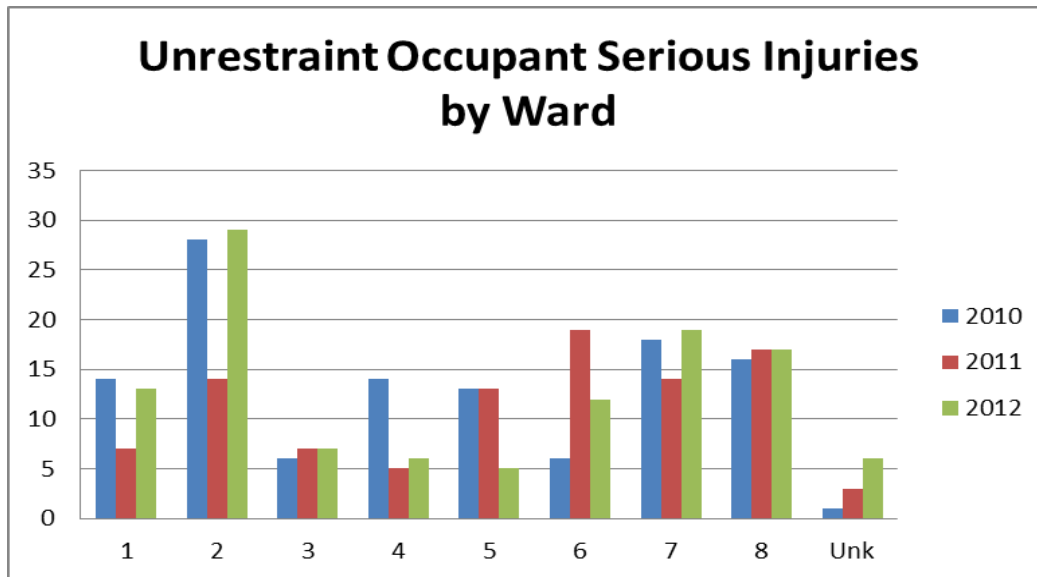
Figure C- 36: Unrestrained Occupant Serious Injuries by Residence



Where are they occurring?

In the District, Wards 2, 7 and 8 appear to have the highest occurrences of serious injuries where occupants were not restrained, as shown in Figure C-37.

Figure C- 37: Unrestraint Occupant Serious Injuries By Ward



PROGRAM AREA

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.

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.

A recent survey by the HSO office relating to commercial motor vehicles indicates that the 21 percent of drivers do not wear their seatbelts. This new information will be used to develop other programs to increase seatbelt compliance among CMV drivers.

Seatbelt Laws

The District has one of the most comprehensive seatbelt laws in the nation, which went into effect on April 9, 1997. Unlike many other states, District law allows police to stop a vehicle solely because its drivers and passengers are not properly buckled up. The law requires:

- All motor vehicle passengers in the front seat and back seat are required to buckle up. Drivers are responsible for seatbelt compliance for all passengers. It's a \$50 fine and 2 points for not having your seatbelt buckled at all times – for drivers and all passengers, front and back seats.
- All children under 8 must be properly seated in an installed infant, toddler or booster child safety seat. Booster seats must be used with both a lap and shoulder belt. Children between 8 and 16 years old must be securely fastened with a seatbelt. Drivers who fail to properly secure their child will be face even stiffer penalties: a \$75 fine and 2 points for a first offense, and a \$150 fine for fourth and subsequent offenses.

Click It or Ticket

In 2002, the District adopted the national enforcement and media campaign “Click It or Ticket.” Click It or Ticket (CIOT) is the most successful seatbelt enforcement campaign ever, helping to increase the District’s seatbelt usage rate. During each mobilization, officers crack down on motorists who fail to wear their seatbelts—both day and night. However, because nighttime passenger vehicle occupants are among the least likely to buckle up and most likely to die in crashes when unrestrained, nighttime enforcement has become a priority of the Click It or Ticket mobilization.

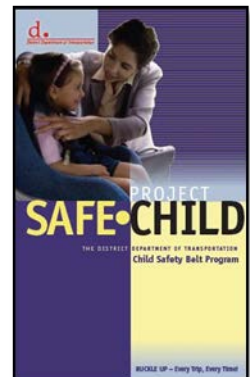


The District of Columbia has made major strides in getting drivers to buckle up and is currently among the national leaders in compliance. In light of the overall high level of compliance, the District and other jurisdictions are turning their focus on nighttime hours, when seatbelt efforts can make the most difference in saving lives and preventing injuries.

Child Passenger Safety

The District of Columbia Government has made it easier for District residents to protect their families. Project Safe-Child is a child safety seat program for residents of the District of Columbia. The DC Child Passenger Safety (CPS) Coordinator is responsible for the management of PROJECT SAFE-CHILD.

The purpose of this program is to provide DC residents infant, toddler, and booster seats at a reduced rate, and information and educational materials on properly buckling children.



Child Seat Inspection Stations

Four out of five car seats are installed incorrectly. Correctly used car seats and booster seats are extremely effective, reducing the risk of death in a crash by as much as 71 percent. Parents and caregivers can receive free hands-on help from a Certified Child Passenger Safety Technician to learn how to install their safety seat. The District has at least one inspection stations in every Ward. At these locations at least 3 demonstrations/inspections per month are conducted on how to use child safety seats and boosters. See Appendix A for these locations.

The District works with Department of Health - Healthy Start Program, Bright Beginnings and DC Developing Families to reach the underserved resident of the District of Columbia. The District estimates that approximately 35 percent of the District is underserved.

Child Passenger Safety Technicians

The District currently has over 60 National Child Passenger Safety Certified Technicians; at least one at every CPS fitting station. The District will host at least two - 32 hour National Child Passenger Safety Certification Training for Police Officers, Fire and EMS Departments, Health Care and Child Care providers. This is to ensure that current technicians' certifications are kept up to date as well as to recruit new CPS Technicians. See Appendix B.

PERFORMANCE MEASURES

To decrease unrestrained passenger vehicle occupant fatalities in all seating positions by 20 percent from a three-year (2010-2012) weight average of 5 to 4 by December 31, 2014.

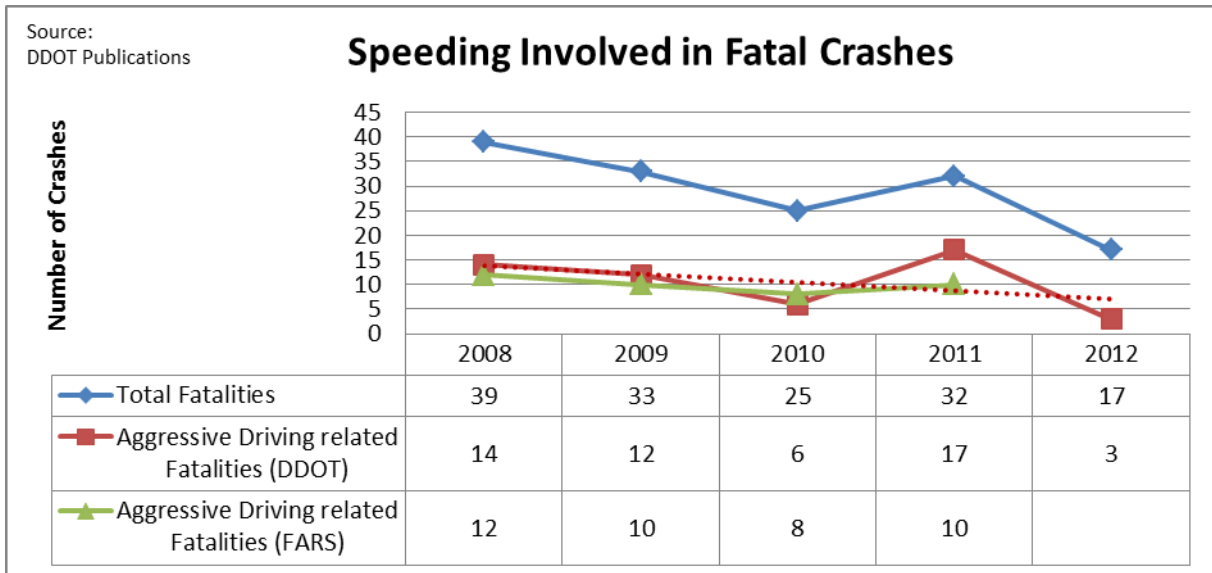
To decrease unrestrained passenger vehicle occupant serious injuries in all seating positions by 7 percent from a three-year (2010-2012) weight average of 43 to 40 by December 31, 2014.

To maintain seatbelt usage above 90 percent by 2014.

AGGRESSIVE DRIVING

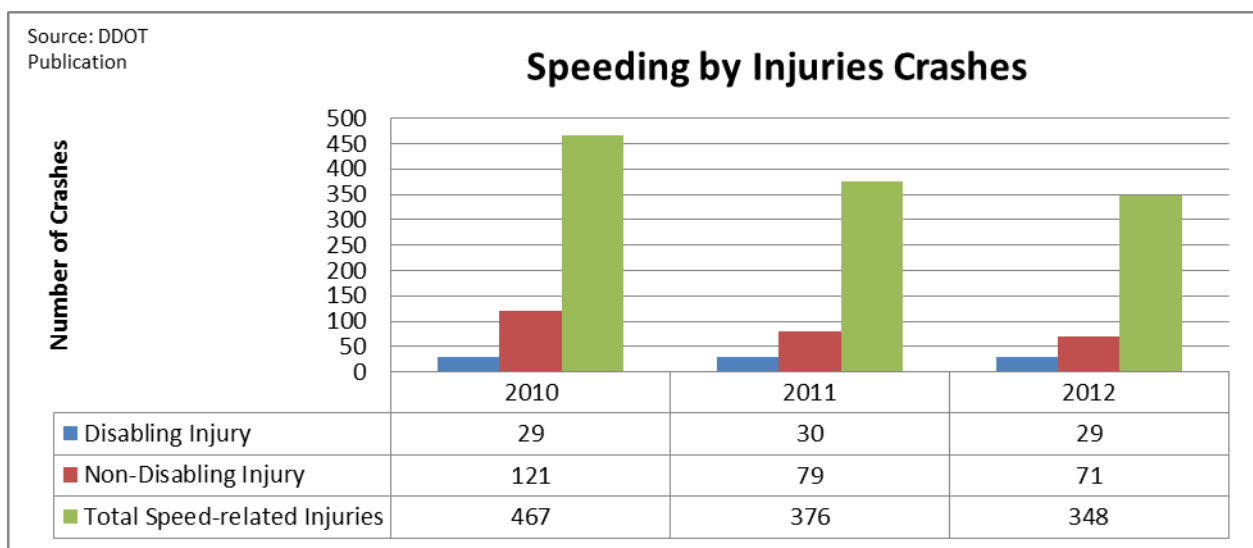
Aggressive driving is increasing as society is moving at a faster pace. This behavior usually involves speeding, as well as other factors, e.g. following too closely or improper lane change. Speeding is the primary contributing circumstance for more than half of all traffic-related fatalities in the District. In 2012, there was a significant decrease in speed-related fatalities, from 17 in 2011 to 3 in 2012, as shown in Figure C-38.

Figure C- 38: Speeding involved in Fatal Crash



There was also a decrease in the number of speed-related injuries from 376 in 2011 to 348 in 2012. The number of disabling and non-disabling injuries remained relatively constant.

Figure C- 39: Speeding by Injuries Crash



When are they happening?

The most dangerous hours where serious injuries or fatalities occur where speeding was involved are generally between noon and 11 p.m. Thursday thru Saturday being the most dangerous days of the week, and March, April, July, September and November being the most dangerous months as illustrated in Figures C-40, C-41, and C-42.

Figure C- 40: Speed-related Serious Injuries by Time of Day

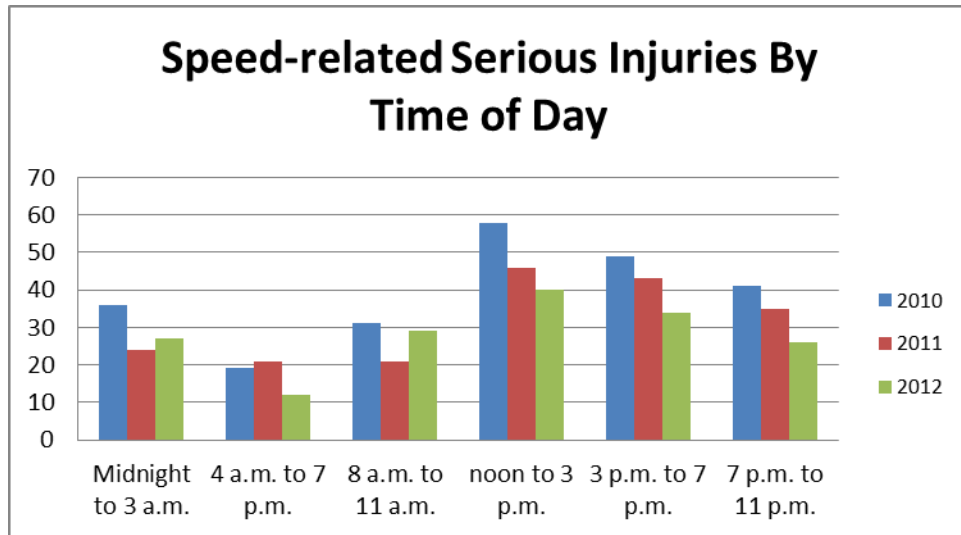


Figure C- 41: Serious Injuries involving Speeding by Day

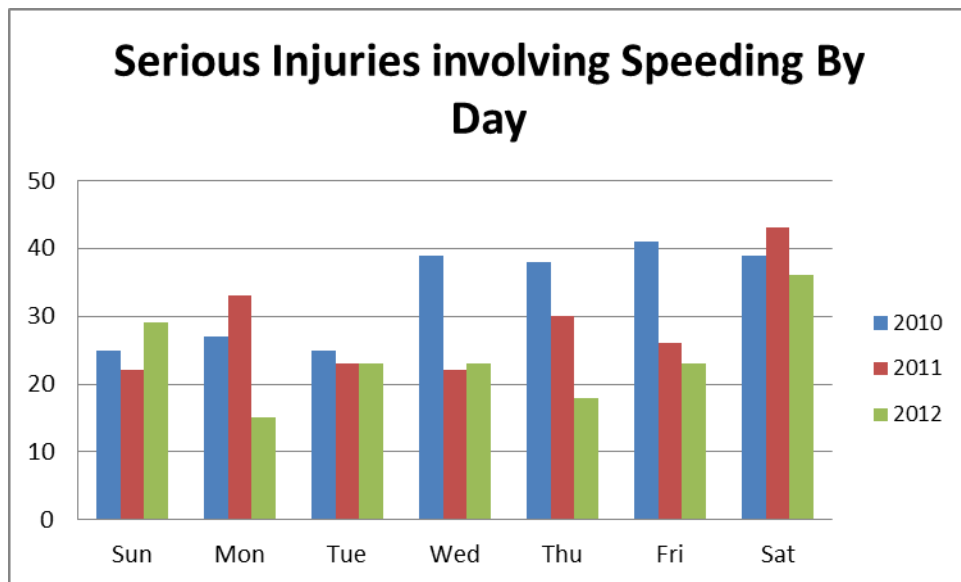
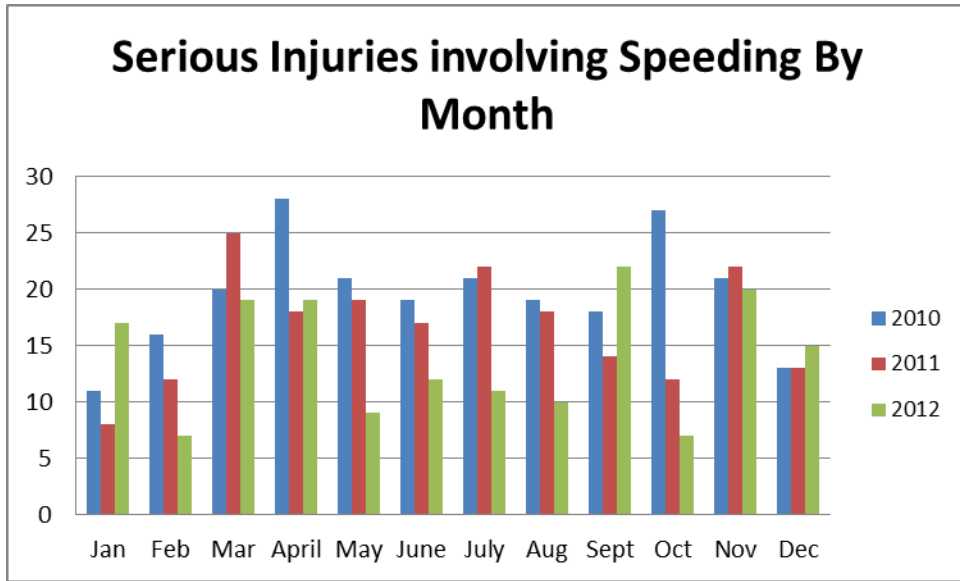


Figure C- 42: Serious Injuries involving Speeding by Month



Driver Characteristics

As shown in Figures C-43 and C-44, shows that male drivers between the ages 21 to 35 and 41 to 50 years were more likely to be involved in a speeding-related crash resulting with a serious injury or fatality.

Figure C- 43: Serious Injuries related to Speeding by Driver Gender

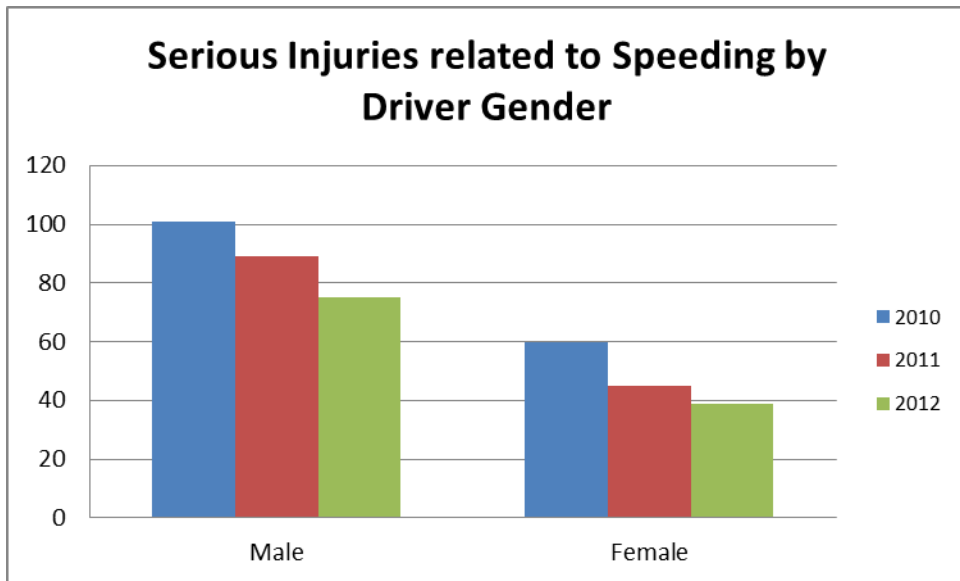


Figure C- 44: Serious Injuries involving Speeding by Age of Driver

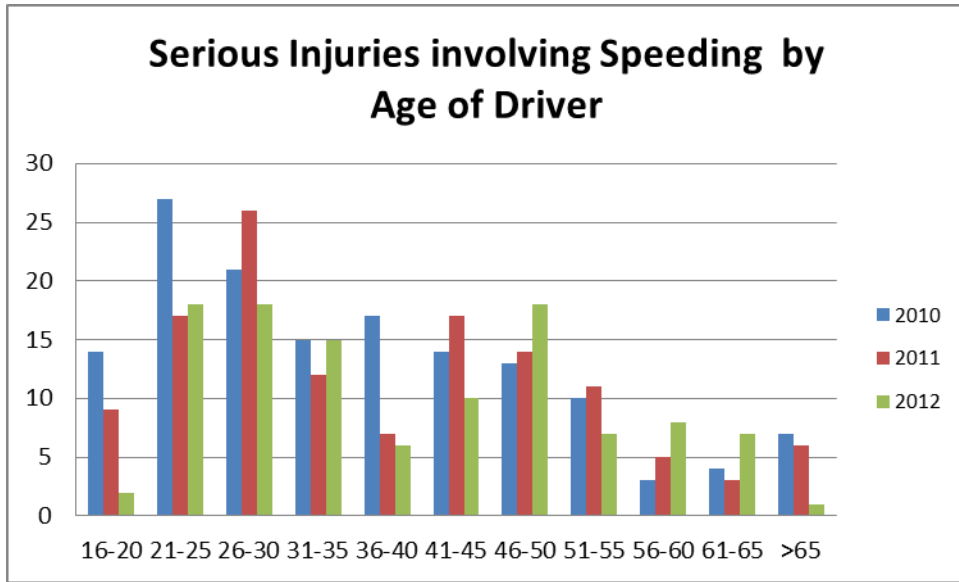
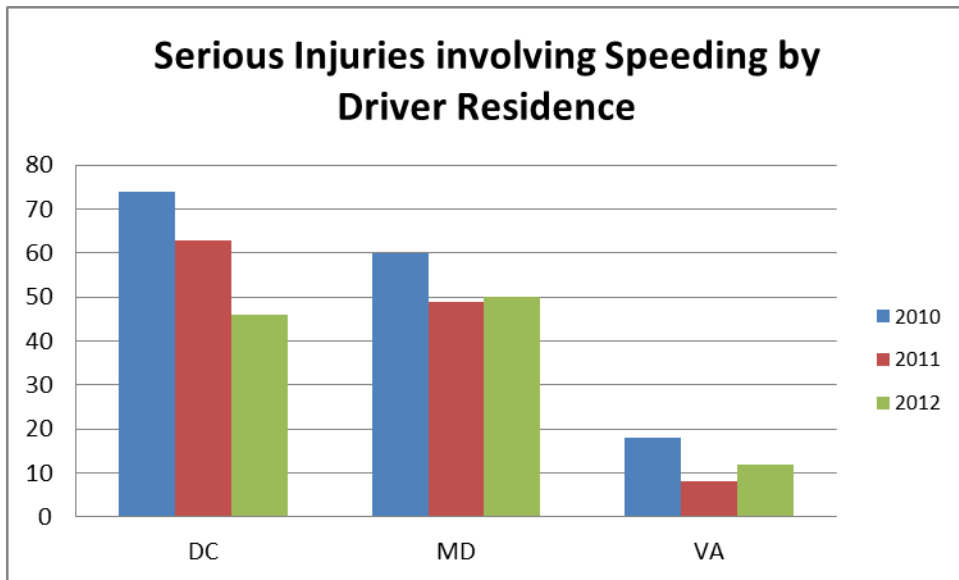


Figure C-45, also illustrates that 40 percent of the drivers (2012 data) who were speeding which resulted in a serious injury or fatality were from the District, 43 percent were from Maryland and 10 percent were from Virginia.

Figure C- 45: Serious Injuries involving Speeding by Driver Residence



Where are they occurring?

In the District, Wards 2, 5, 7 and 8 appear to have the most number of speeding-related crash involving a serious injury or fatality, as shown in Figure C-46.

Figure C- 46: Serious Injuries involving Speeding by Ward

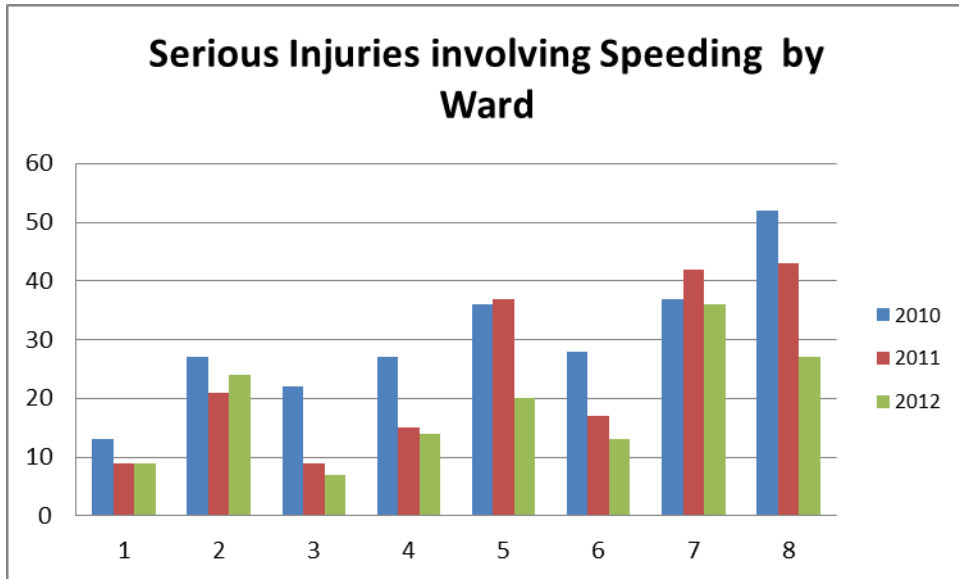
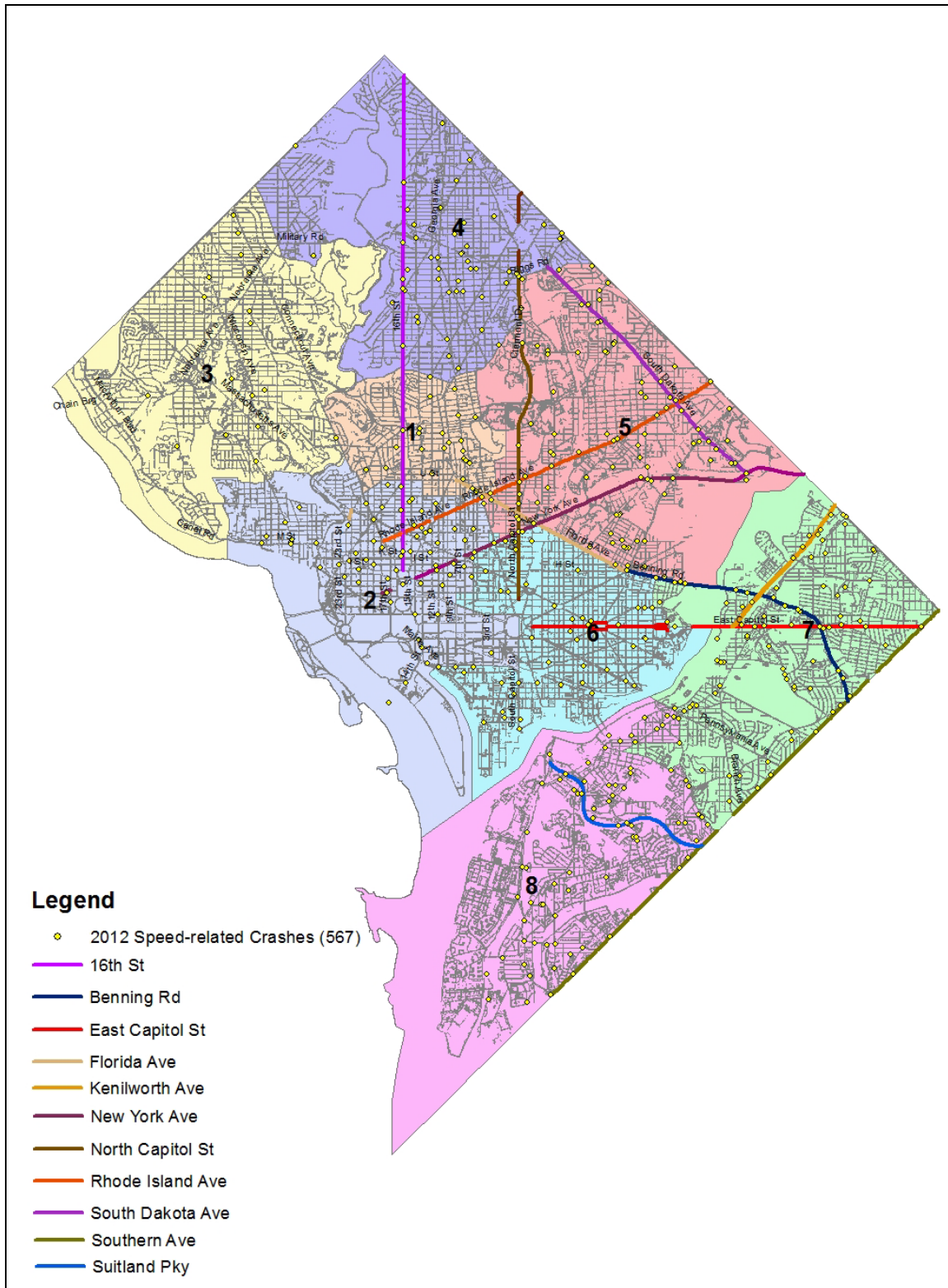


Figure C-47, illustrates the locations of all the speed-related crashes in 2012 and the high speed-crash corridors – 16th Street, Benning Road, East Capitol Street, Florida Avenue, Kenilworth Avenue, New York Avenue, North Capitol Street, Rhode Island Avenue, South Dakota Avenue, Southern Avenue, and 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 C-45). The HSO will consider the new information as they develop safety programs and target audiences.

Figure C- 47: Locations of Speed-related Crashes



PROGRAM AREA

In 2012, 3 out of 18 fatalities were due to aggressive driving (approximately 17 percent of all traffic fatalities) and 100 out of 1,569 (approximately 6 percent of all serious injuries).

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. Smooth Operator describes "aggressive driving" as a combination of unsafe and unlawful actions that demonstrate a conscious and willful disregard for safety. The following offenses are included: running red lights and stop signs; following too closely, or tailgating; changing lanes unsafely; failing to yield the right of way; improper passing; and speeding.

Automated Enforcement

The District's Automated Traffic Enforcement program is straightforward: to reduce traffic violations and, as a result, decrease crashes, prevent injuries and save lives. Over the past few years, traffic safety cameras have contributed to dramatic reductions in red-light running at the intersections where cameras are operational and in aggressive speeding in photo radar enforcement zones. Fewer violations should translate into lower crash and injury rates among both drivers and pedestrians. The cameras have the added benefit of enhancing traffic safety while promoting community policing.

The Metropolitan Police Department's Automated Traffic Enforcement Unit (ATEU) currently operates 47 red-light enforcement cameras, 25 fixed and portable speed enforcement units and 21 mobile speed enforcement units covering the District's 1,500 traffic signals and 1,100 miles of public streets. Since the automated enforcement program started in 2001, traffic fatalities decreased by 73% from 72 deaths in 2001 and 19 deaths in 2012). In 2012, while the number of traffic fatalities increased 7.1% nationally², traffic fatalities in the District decreased by 41% over 2011.

In 2013, the District will begin to use automated enforcement to address gridlock, stop signs, speeding at intersections, overweight and over-height, and crosswalk (fail to stop for pedestrian) violations. These new types of enforcement are designed to address the District's higher than average rate of pedestrian fatalities and number of crashes at intersections.

A recent study by the Insurance Institute for Highway Safety (IIHS) found that 9 out of 10 DC residents believe running red lights and stops signs, speeding and not yielding to pedestrians is a serious threat to their personal safety³. A large majority of District residents support automated enforcement including 87% support red light cameras and 76% support speed cameras.

(Note that automated photo radar tickets do not carry points.)

² US Department of Transportation, NHTSA, "Traffic Safety Facts", December, 2012

³ Insurance Institute for Highway Safety, Survey about Pedestrian Safety and Attitudes toward Automated Traffic Enforcement in Washington, DC, April, 2013

Penalties for Speeding

Following are the fines for speeding in DC, based on the number of miles per hour over the posted speed limit.

Violation	Fine
Speeding 1-10 mph over limit	\$50
Speeding 11-15 mph over limit	\$100
Speeding 16-20 mph over limit	\$150
Speeding 21-25 mph over limit	\$200
Speeding 26 + mph over limit	\$300

PERFORMANCE MEASURES

To decrease speeding-related fatalities by 28 percent from a three-year weight average (2010-2012) of 7 to 5 by December 31, 2014.

To decrease speeding-related serious injuries by 10 percent from a three-year weight average (2010-2012) of 100 to 90 by December 31, 2014.

PEDESTRIAN AND BICYCLISTS

Pedestrians and bicyclists are among our most vulnerable roadway users and when involved in a crash with a motor vehicle, they suffer more serious injuries than vehicle occupants. Based on the District’s fatality data, pedestrian fatalities have decreased from 8 in 2011 to 7 in 2012 (a 12 percent decrease), bicycle-fatalities decreased from 2 in 2011 to 1 in 2012, as shown in Figures C-48 and C-49.

Figure C- 48: Pedestrian Fatalities

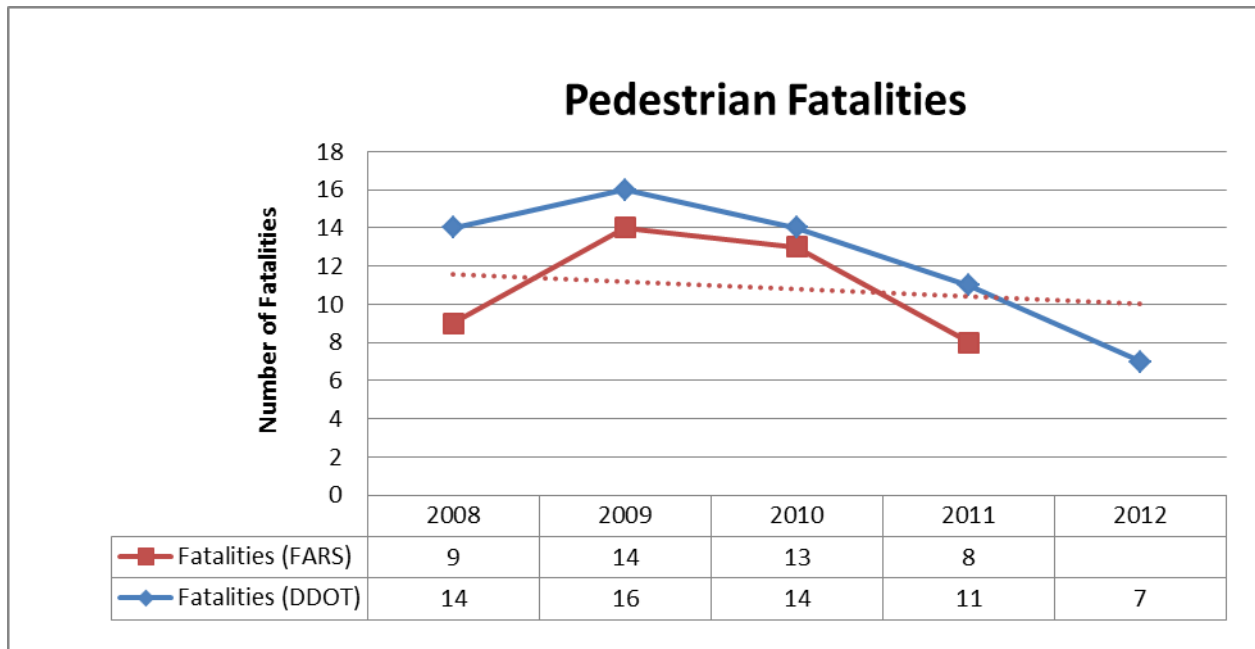
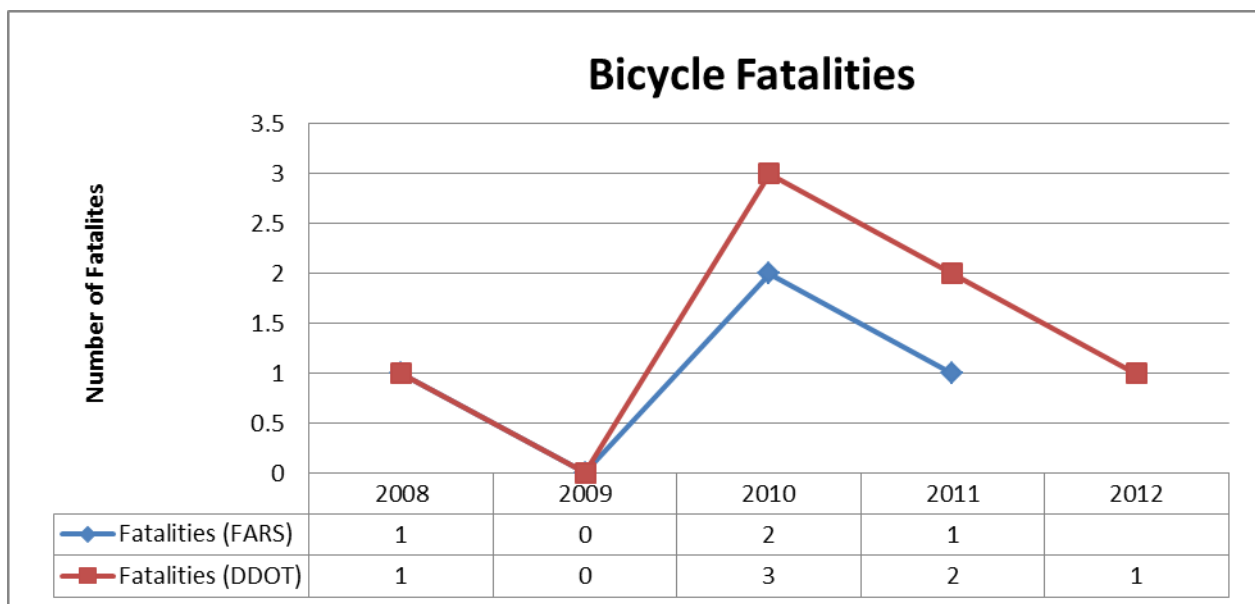
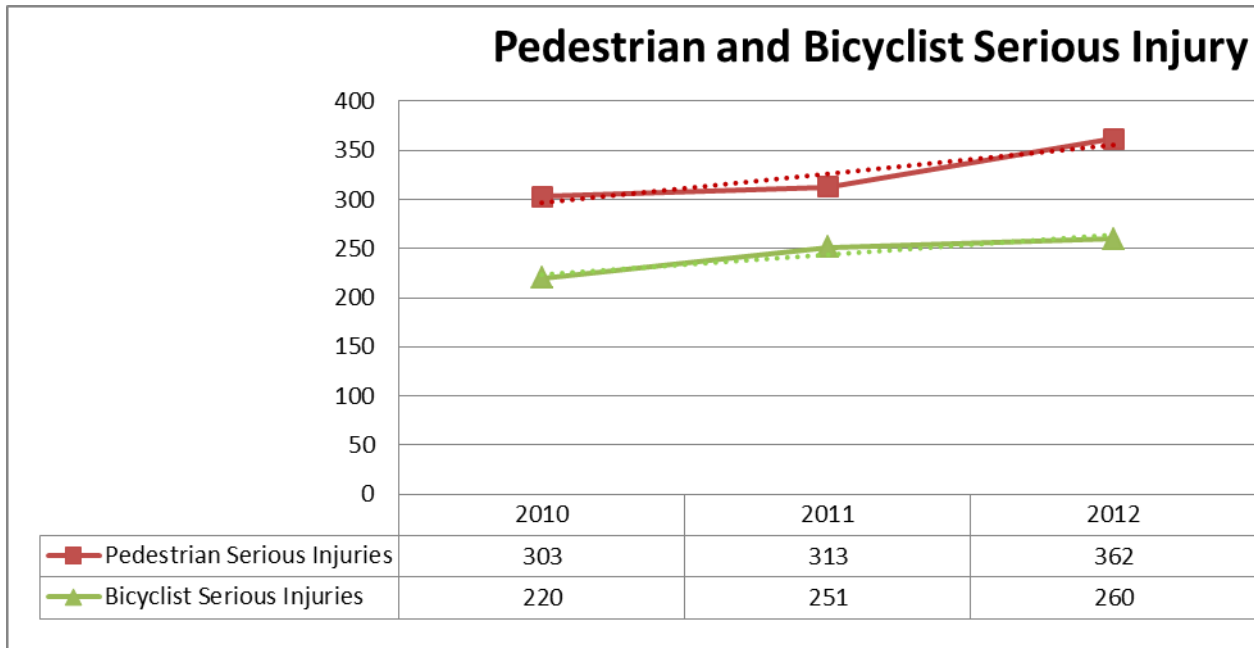


Figure C- 49: Bicyclist Fatalities



As shown in Figure C-50, there was an 15.6 percent increase in pedestrian serious injuries from 313 in 2011 to 362 in 2012 and a 3.6 percent increase in bicyclist serious injuries from 251 in 2011 to 260 in 2012.

Figure C- 50: Pedestrian and Bicyclist Injuries



When are they happening?

The most dangerous hours where serious injuries or fatalities occur where a **pedestrian** was involved are generally between 8:00 a.m. and 7:00 p.m. Monday through Thursday being the most dangerous days of the week, and March, May, August, September and October being the most dangerous months as illustrated in Figures C-51, C-52, and C-53.

Figure C- 51: Pedestrian-related Serious Injuries by Time of Day

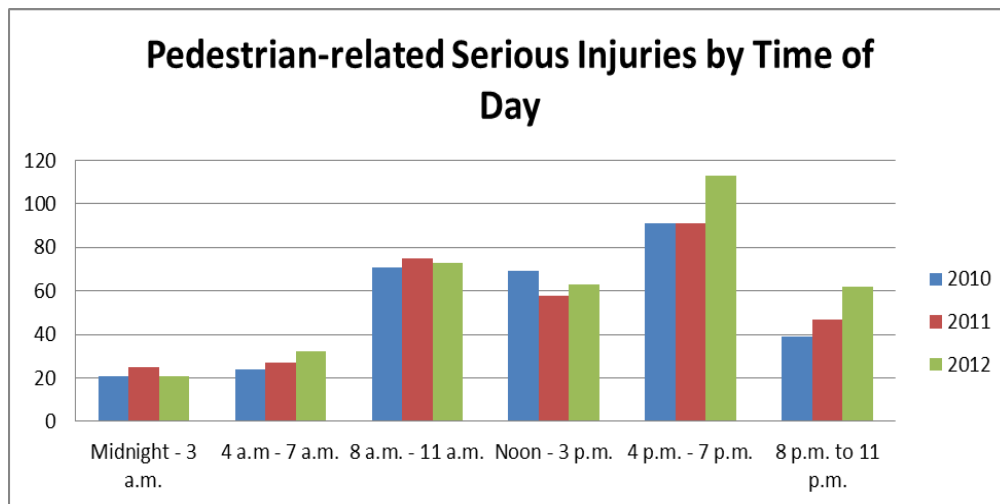


Figure C- 52: Pedestrian-related Serious Injuries by Day

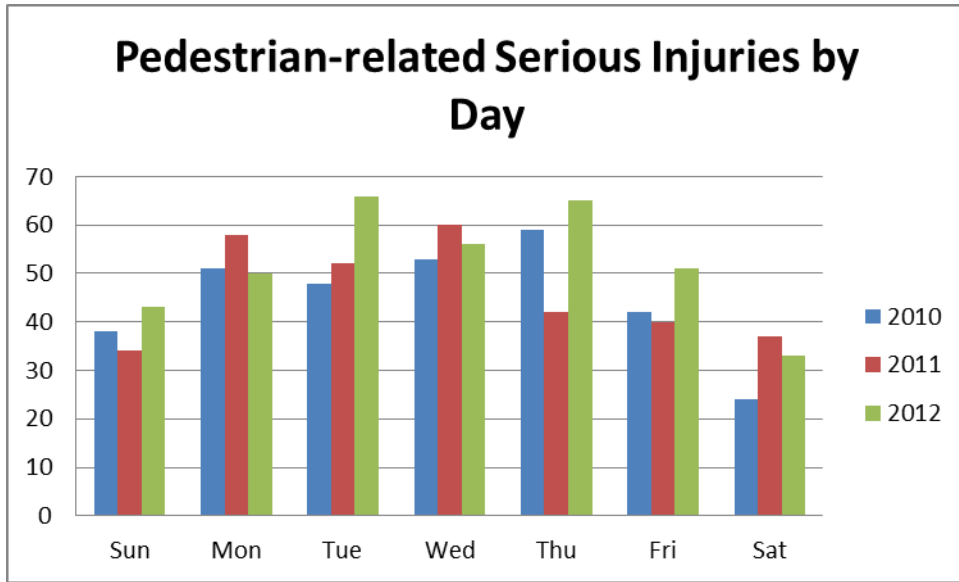
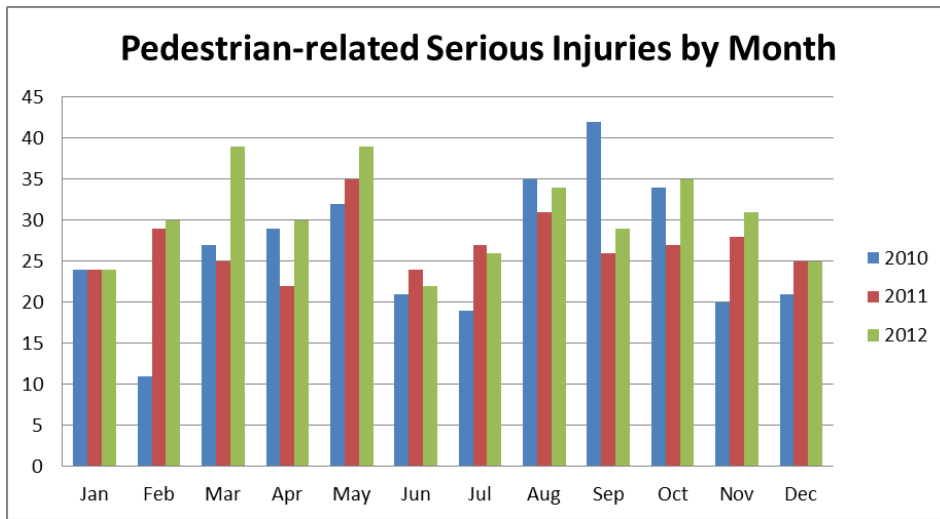


Figure C- 53: Pedestrian-related Serious Injuries by Month



The most dangerous hours where serious injuries or fatalities occur where a **bicyclist** was involved are generally between 8:00 a.m. and 7:00 p.m. Monday through Thursday being the most dangerous days of the week, and May, June, July, August, September and October being the most dangerous months as illustrated in Figures C-54, C-55, and C-56.

Figure C- 54: Bicycle-related Serious Injuries by Hour

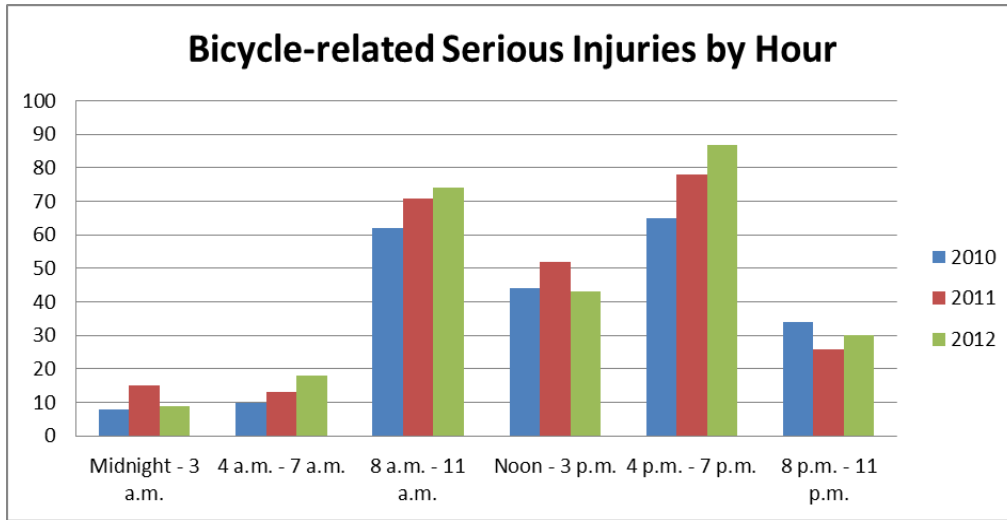


Figure C- 55: Bicycle-related Serious Injuries by Day

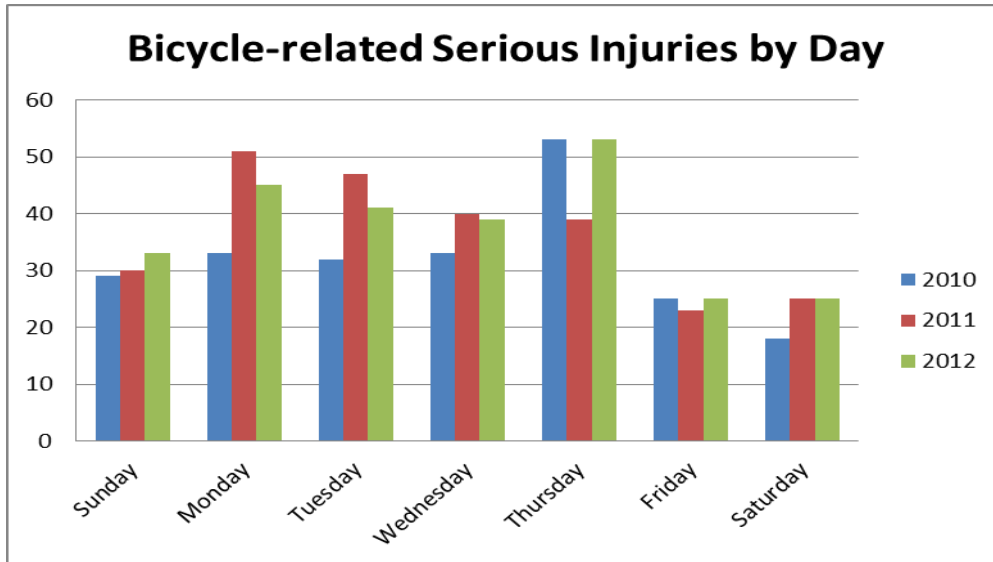
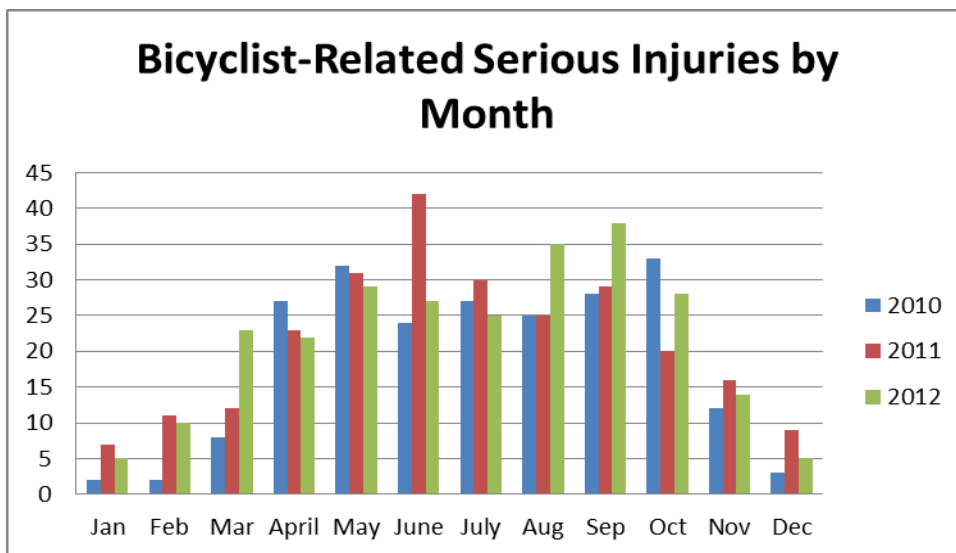


Figure C- 56: Bicycle-related Serious Injuries by Month



Pedestrian Characteristics

As shown in Figures C-57 and C-58, male pedestrians between the ages 16 and 35 were more likely to be involved in a pedestrian-related crash resulting with a serious injury or fatality.

Figure C- 57: Age of Pedestrians involved in a Serious Injury Crash

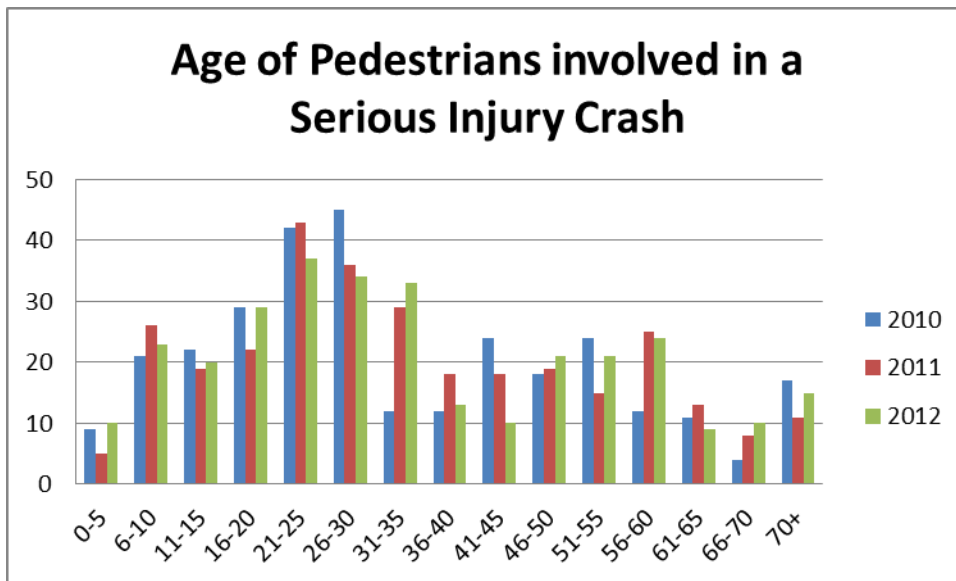
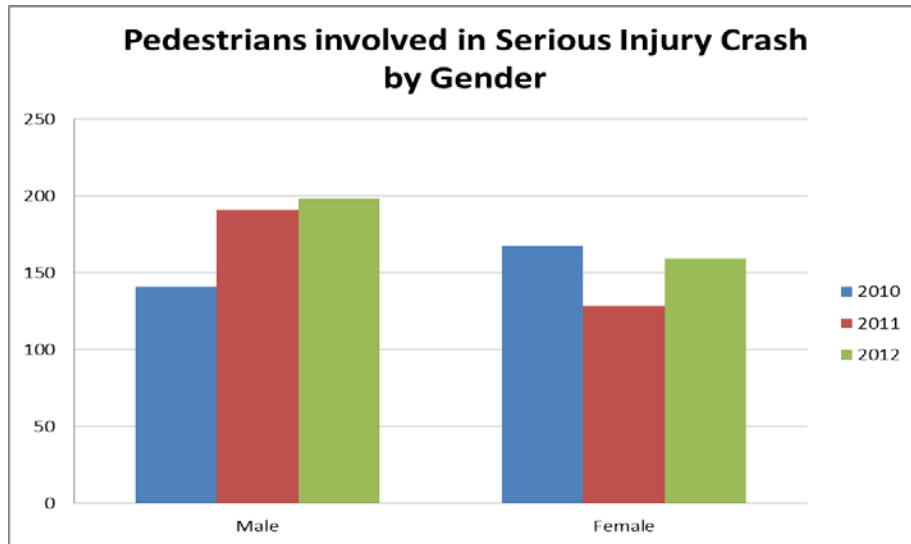
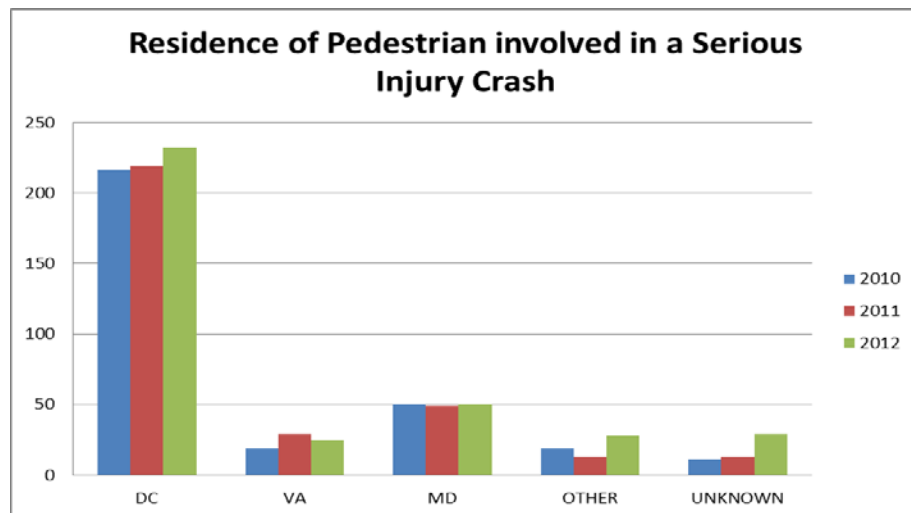


Figure C- 58: Pedestrians involved in a Serious Injury Crash by Gender



Further analysis revealed that majority of the pedestrian were the District’s residence.

Figure C- 59: Residence of Pedestrian involved in a Serious Injury Crash



Bicyclist Characteristics

As shown in Figures C-60 and C-61, male bicyclist between the ages of 21 and 30 years old were more likely to be involved in a bicyclist-related crashes resulting with a serious injury or fatality.

Figure C- 60: Age of Bicyclist involved in a Serious Injury Crash

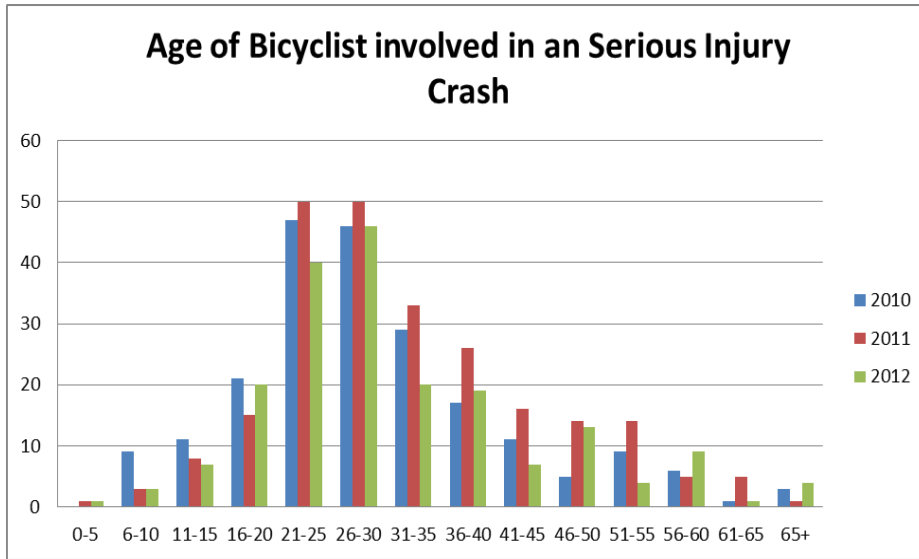
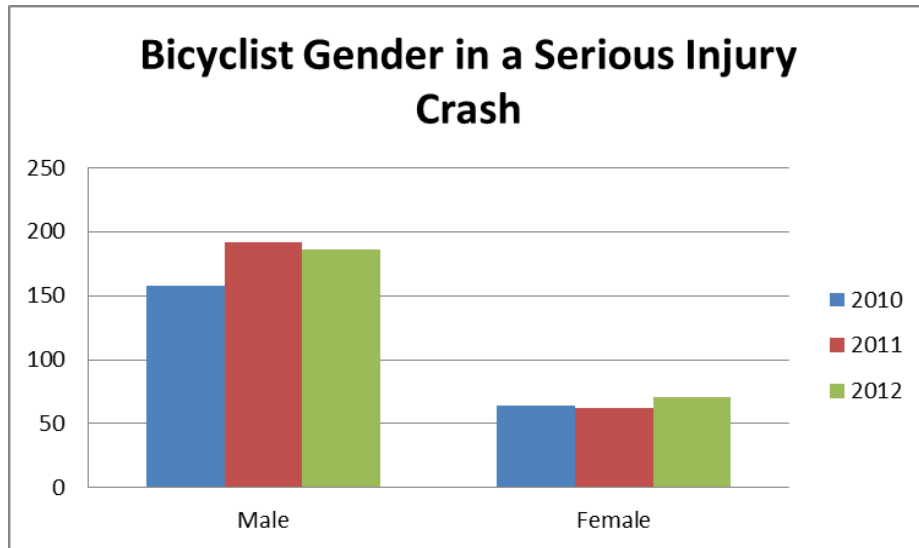
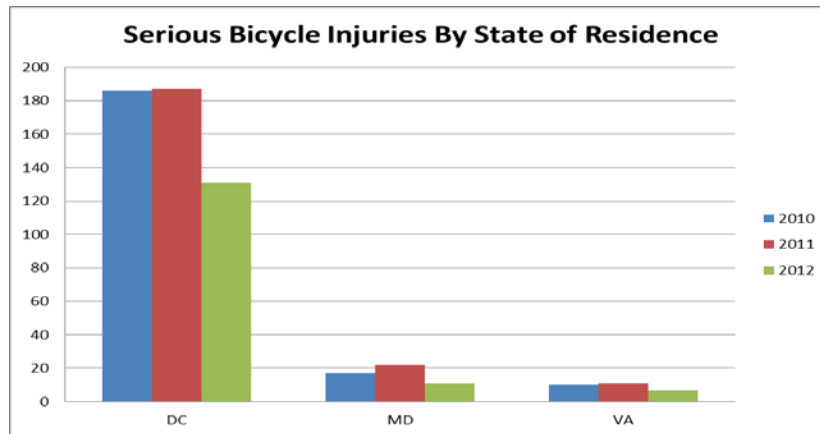


Figure C- 61: Bicyclist Gender in a Serious Injury Crash



Further analysis revealed that majority of the bicyclist was the District's residence.

Figure C- 62: Serious Bicyclist Injuries by Residence



Where are they occurring?

In the District, Wards 2, and 6 appear to have the most number of pedestrian-related crashes and Wards 1, 2 and 6 has the highest number of bicyclist-related serious injury or fatality, as shown in Figure C-62 and C-63. This is expected as Ward 2 is the District’s 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 C-65.

Figure C- 63: Pedestrian-related Serious Injuries by Ward

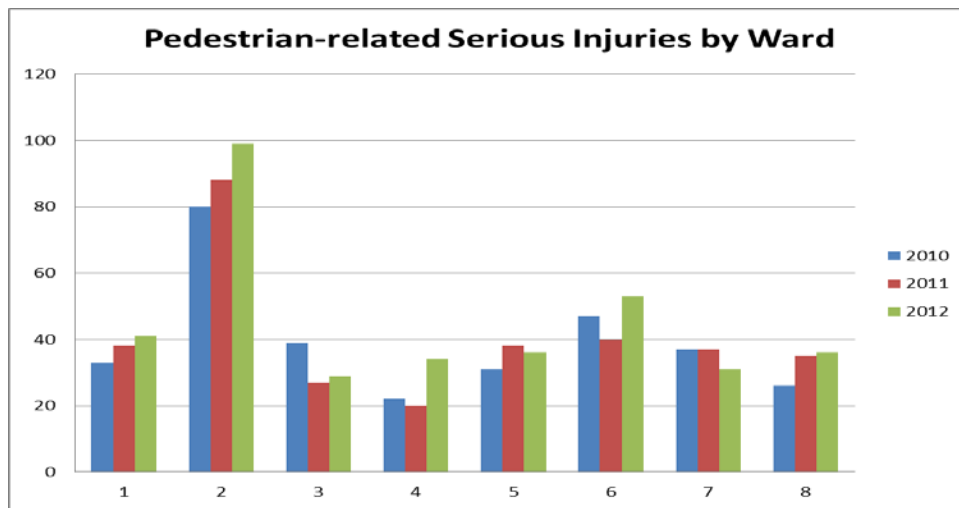


Figure C- 64: Bicycle-related Serious Injuries by Ward

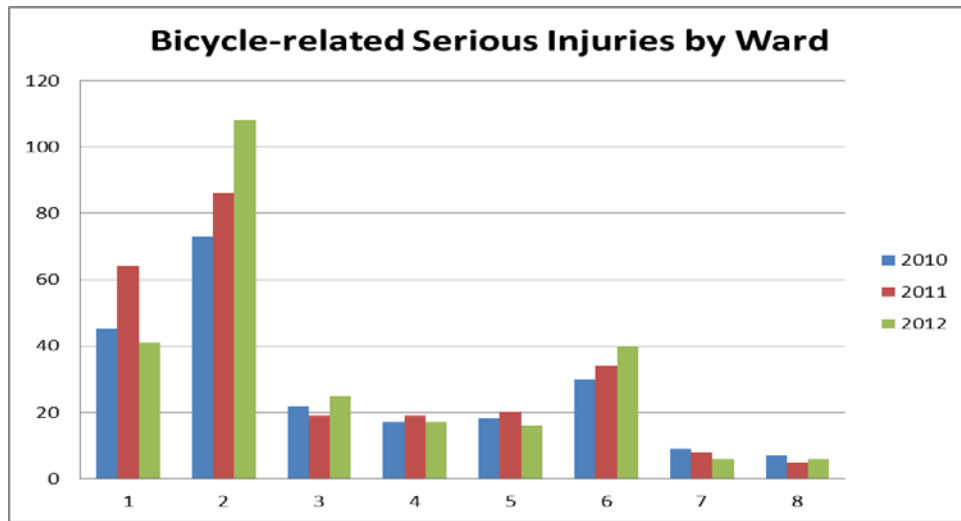
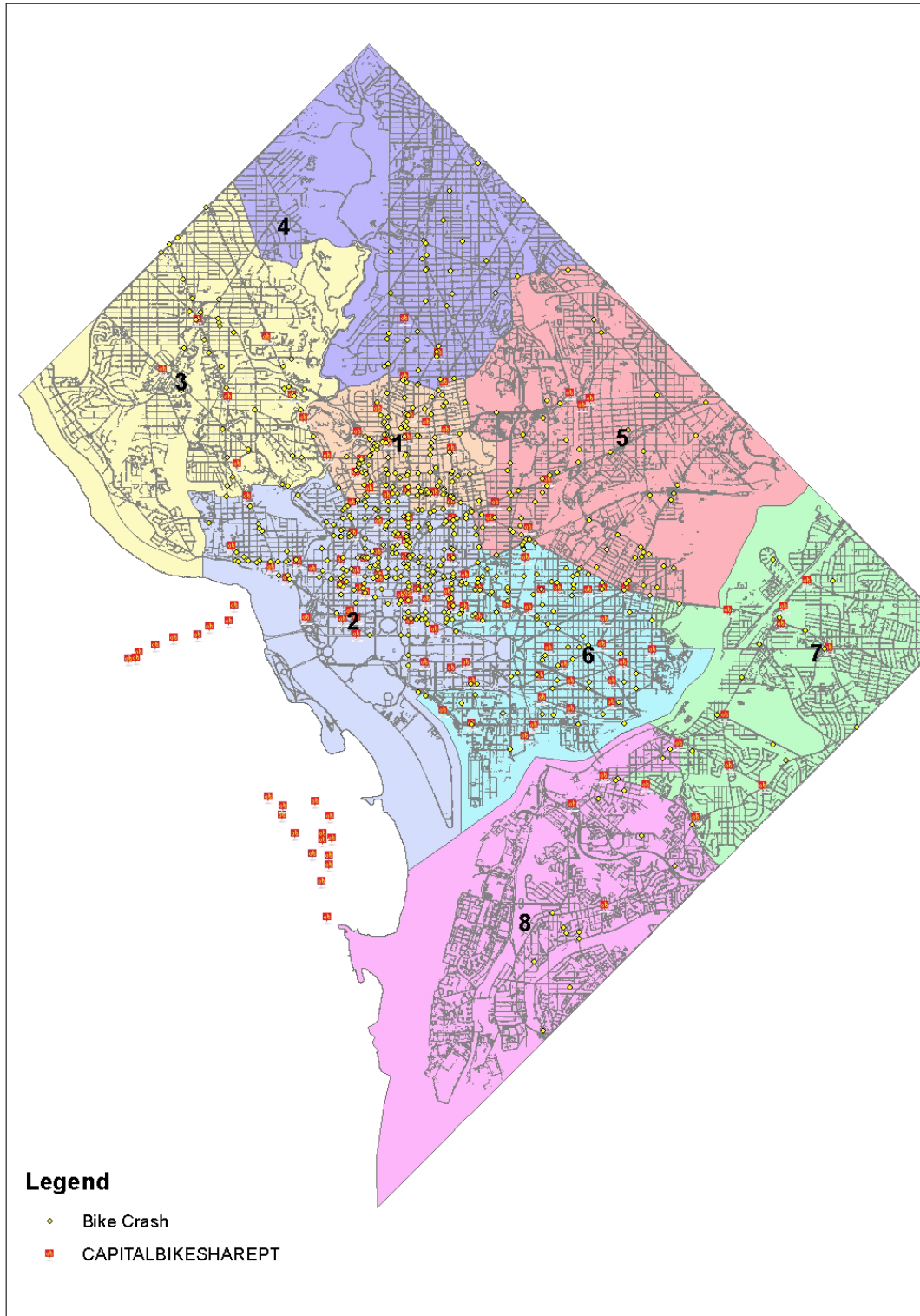


Figure C- 65: Bicycle-related Crashes vs. Bikeshare Stations

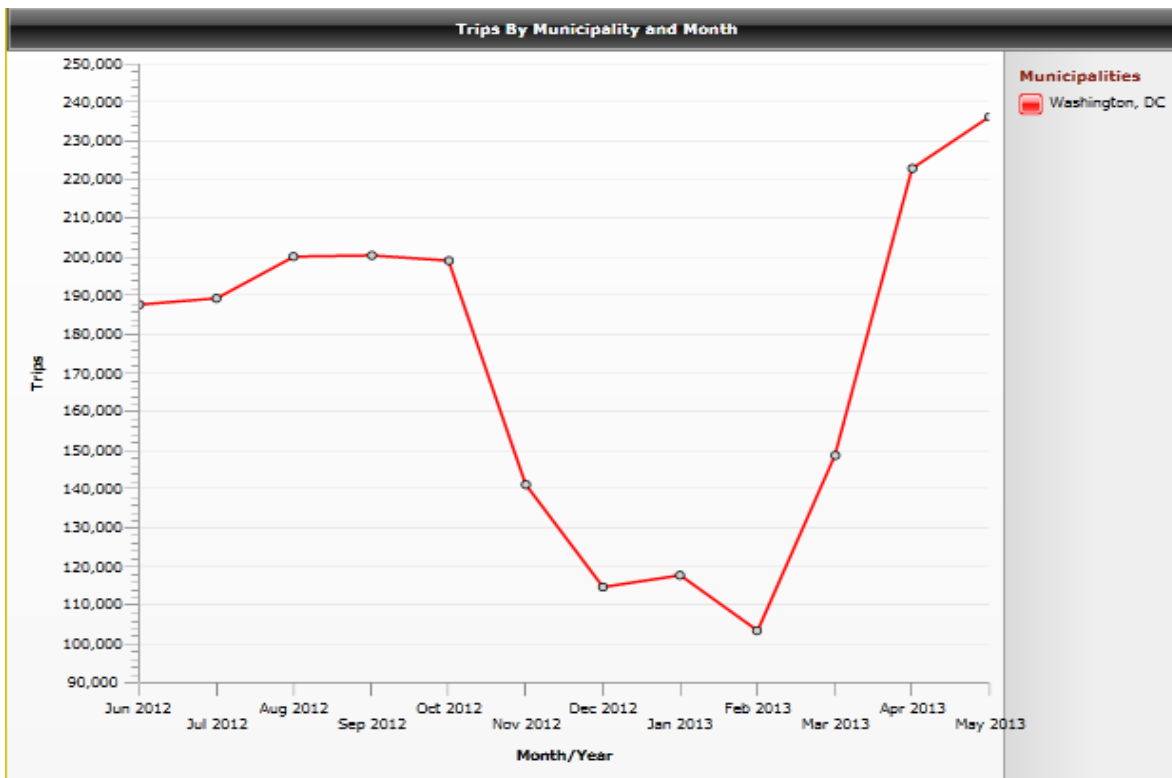


PROGRAM AREA

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 and over 3,000 users per day, bicycle injuries and fatalities could rise. In addition, based on the Capital Bikeshare program there were 236,286 trips in the Districts in May 2013, as shown in Figure C-66.

Figure C- 66: Bikeshare Ridership (12 months)



In 2012, both pedestrians and bicycle fatalities decreased compared to the total traffic fatalities in the District; pedestrian fatalities reduced from 12.5 percent in 2012. This trend indicates that the District's efforts, such as outreach campaigns like "Street Smart," radio PSAs, and education, are succeeding.

However, in 2012 both pedestrian and bicycle serious injuries increased; 15.6 percent for pedestrian and 3.6 percent for bicyclist. 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.

PERFORMANCE MEASURES – PEDESTRIAN

To decrease pedestrian-related fatalities by 22 percent from a three-year weight average (2010-2012) of 9 to 7 by December 31, 2014.

To decrease pedestrian-related injuries by 8 percent from a three-year weight average (2010-2012) of 326 to 300 by December 31, 2014.

PERFORMANCE MEASURES – BICYCLIST

To maintain bicycle-related fatalities from a three-year weighted average (2010-2012) of 1 to 1 by December 31, 2014.

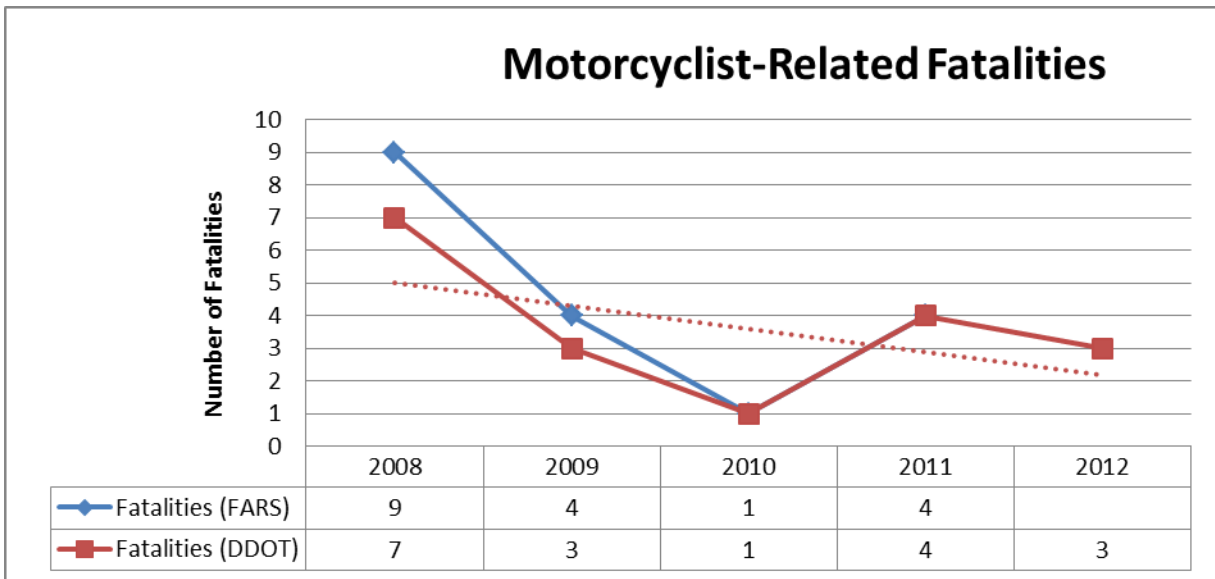
To decrease bicycle-related injuries by 6 percent from a three-year weighted average (2010-2012) of 244 to 230 by December 31, 2014.

MOTORCYCLIST SAFETY

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

Based on the District fatality data, motorcycle-related fatalities have decreased from 4 fatalities in 2011 to 3 in 2012, as shown in Figure C-67.

Figure C- 67: Motorcyclist-related Fatalities



The data revealed that the 75 percent of the motorcyclist involved in a fatal crash was wearing a helmet, as shown in Figure C-68.

Figure C- 68: Motorcyclist Fatalities by Helmet Use

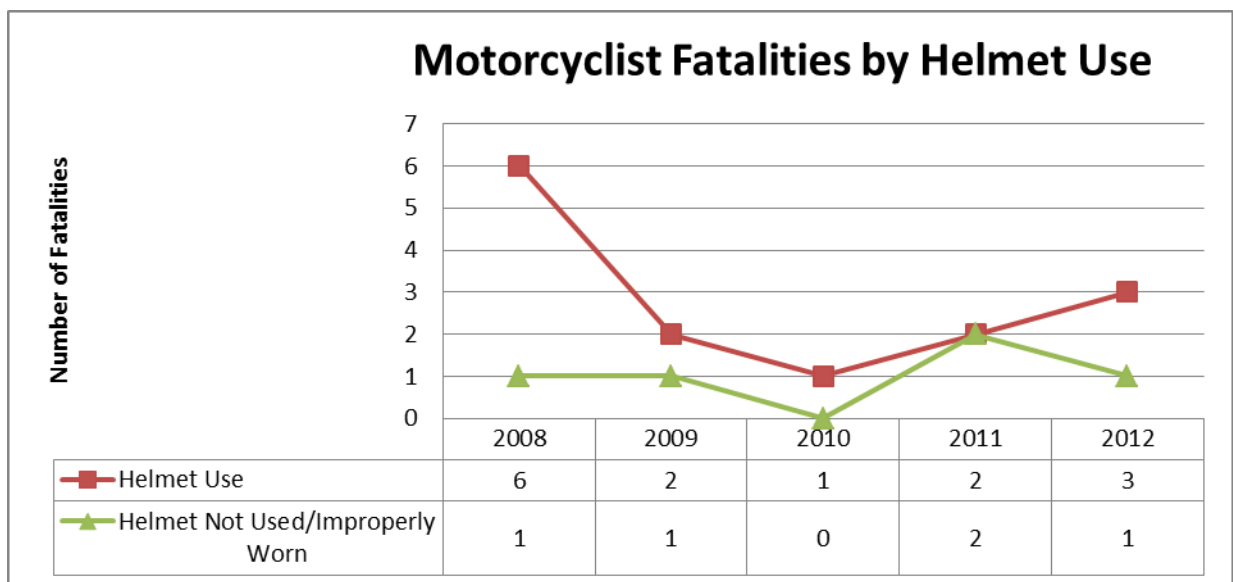
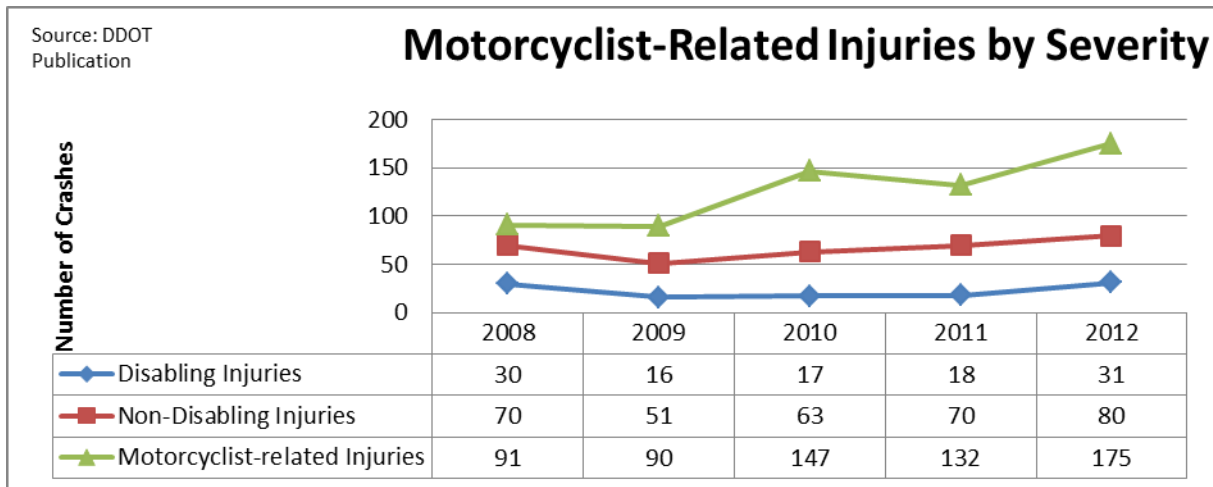


Figure C-69 reveals that the number of motorcycle-related injuries significantly increased from 132 in 2011 to 175 in 2012; 35.6 percent increase. The number of disabling injuries increased by 72 percent, from 18 in 2011 to 31 in 2012.

Figure C- 69: Motorcyclist-related Injuries by Severity



When are they happening?

The most dangerous hours where serious injuries or fatalities occur where a motorcyclist was involved are generally between noon and 7:00 p.m. Wednesday thru Saturday being the most dangerous days of the week, and May through October (summer months) being the most dangerous months as illustrated in Figures C-70, C-71, and C-72.

Figure C- 70: Motorcyclist-related Serious Injuries by Time of Day

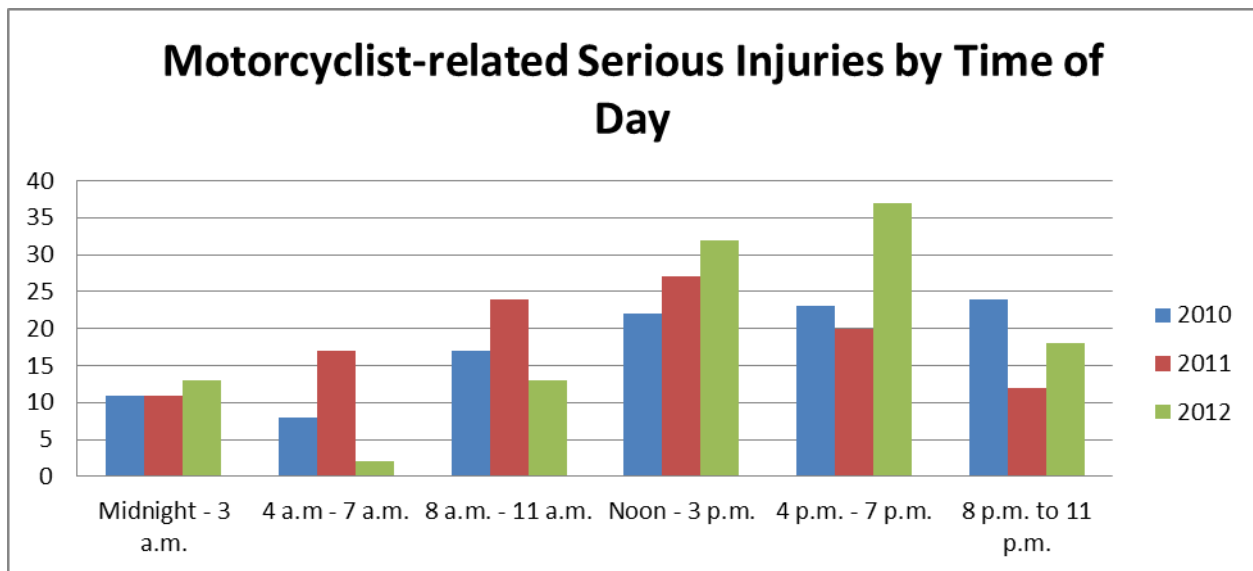


Figure C- 71: Motorcycle-related Serious Injuries by Day

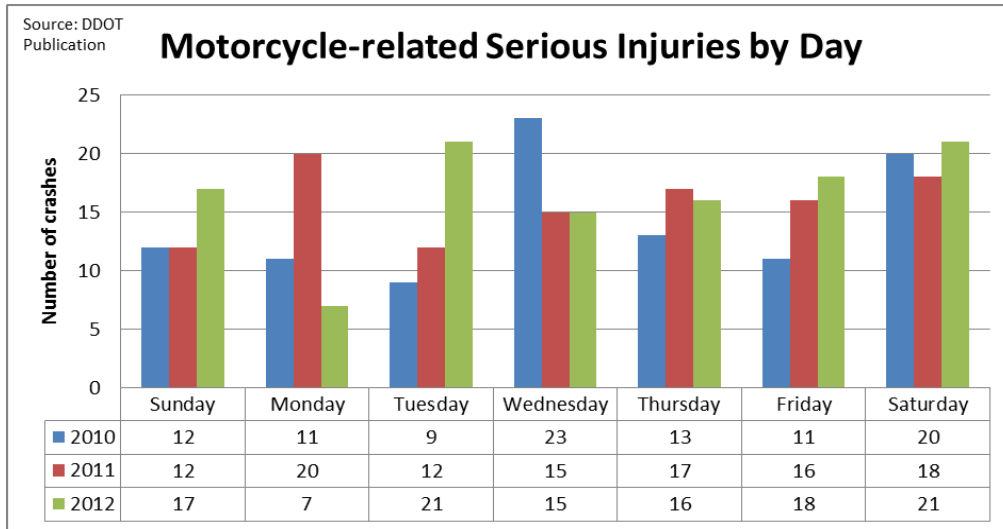
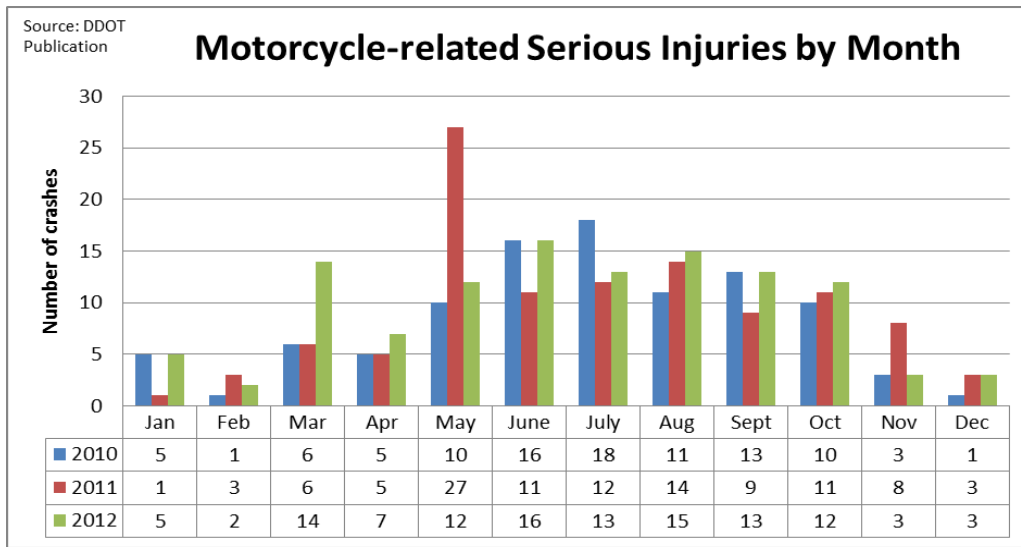


Figure C- 72: Motorcycle-related Serious Injuries by Month



Motorcyclist Characteristics

As shown in Figures C-73 and C-74, male pedestrian between the ages 26 to 40 were more likely to be involved in a motorcyclist-related crash resulting with a serious injury or fatality.

Figure C- 73: Serious Injuries involving a Motorcycle by Motorcyclist Gender

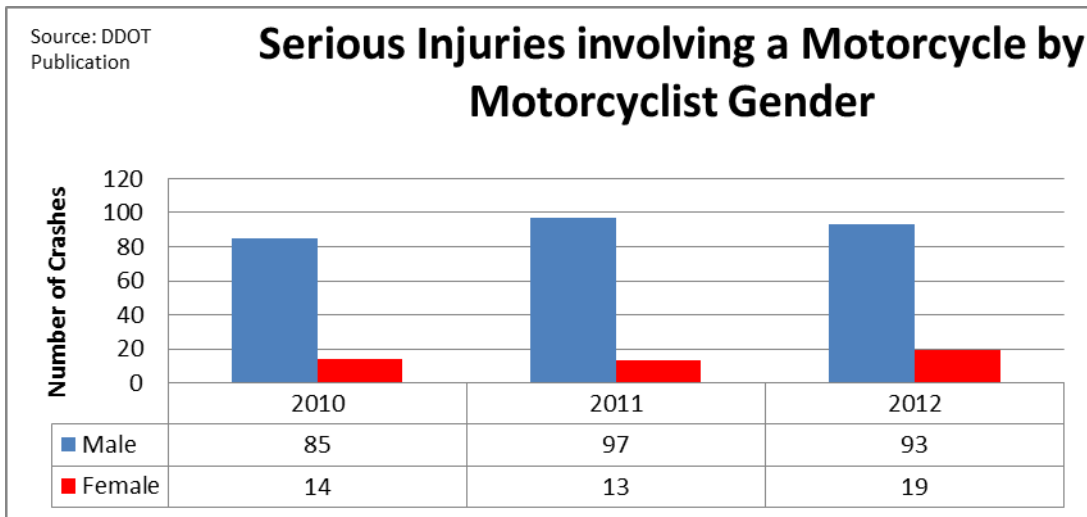
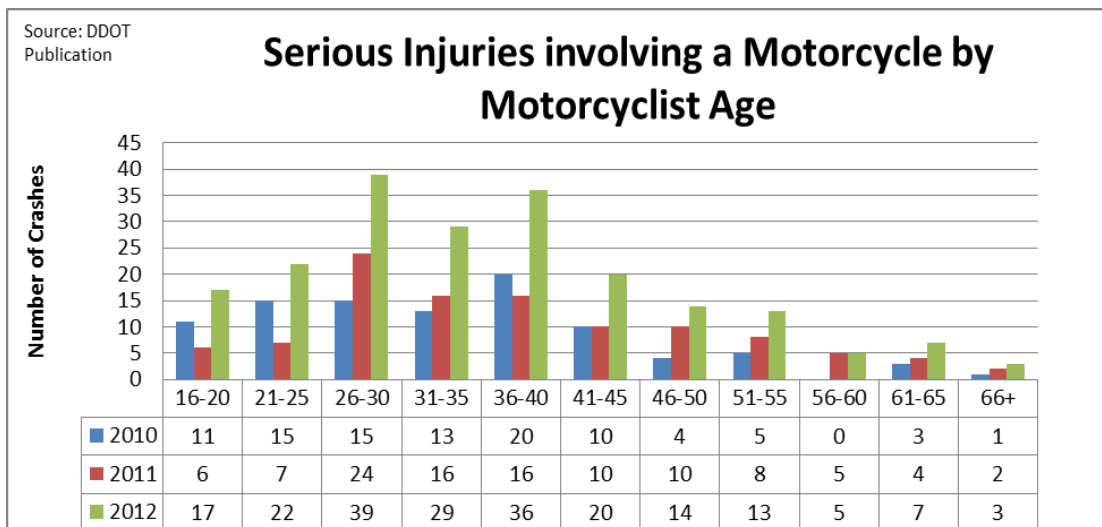
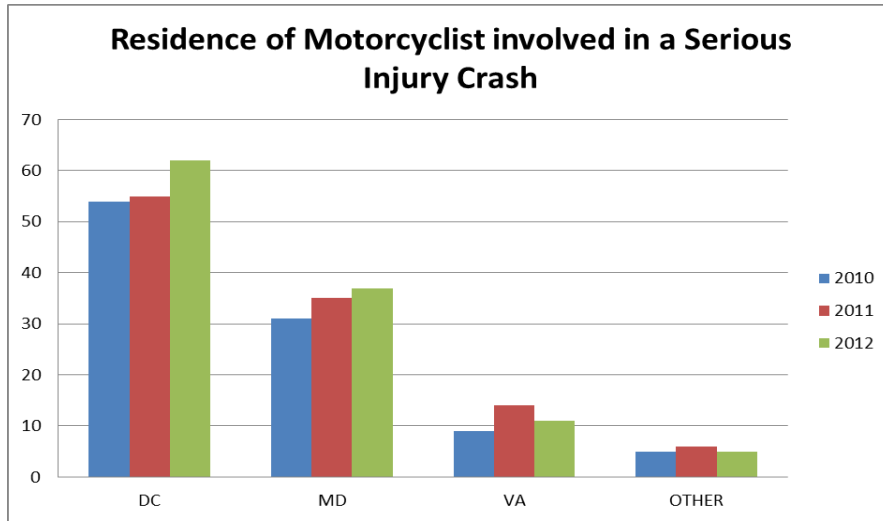


Figure C- 74: Serious Injuries involving a Motorcycle by Motorcyclist Age



Further analysis revealed that 53 percent of the motorcyclists are from the District and 32 percent are from Maryland and 10 percent are from Virginia, as shown in Figure C-75.

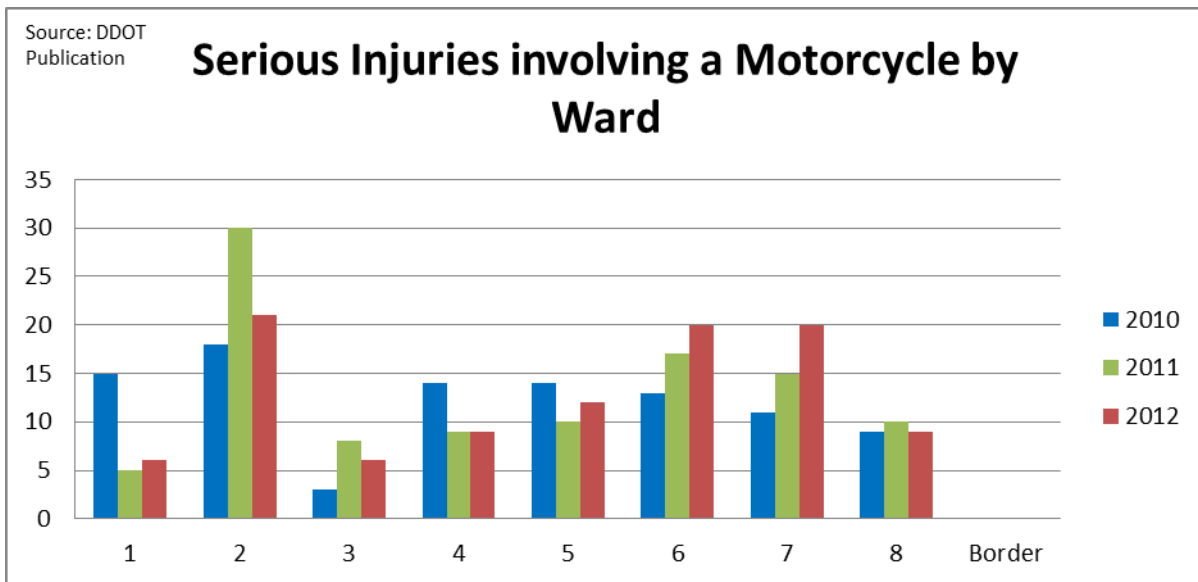
Figure C- 75: Residence of Motorcyclist involved in a Serious Injury Crash



Where are they occurring?

In the District, Wards 2, 6 and 7 appear to have the most number of motorcyclist-related serious injuries, as shown in Figure C-76.

Figure C- 76: Serious Injuries involving a Motorcycle by Ward



PROGRAM AREA

In 2012, 3 out of 18 fatalities involved motorcyclist (approximately 17 percent of all traffic fatalities) and the number of serious injuries involving a motorcyclist increased by 26 percent from 88 in 2011 to 111 in 2012. The data indicates that motorcycle riding is a growing trend in the District and strategies need to be taken to improve their safety.

Motorcyclist's Laws

Safety Helmet	Required by Law
State Funded Rider Ed	Not Available
Eye Protection	Required by law unless equipped with windscreen
Daytime Use of Headlight	Modulating headlight permitted
Passenger Seat	Required if carrying a passenger
Passenger Footrest	Required if carrying a passenger
Passenger Age Restriction	None
Helmet Speakers	No restrictions
Periodic Safety Inspection	Required by Law
Mirror Left (L) Right (R)	One on left side required
Radar Detector	Prohibited to use or possess
Turn Signal	Not required
Muffler	No person shall modify or alter the exhaust system of a motor vehicle or motorcycle in a manner which will amplify or increase the noise emitted by the vehicle above the limits set forth in section b (see Maximum Sound Level)
Maximum Sound Level	Maximum allowable A-weighted sound level based on measurements taken at a distance of 50 feet from center line of travel: 1). Less than 35 mph—82 dB 2). over 35 mph—86 dB.
State Insurance Requirement	Compulsory Liability (Minimum Limits)(25/50/10)
Handlebar Height	Maximum of 15" above seat – Required by inspection regulations
Rider-Education Waiver	No
Accept Motorcycle Endorsement From Other States	Yes
Accept RiderEd Completion Card From other States	Yes
Lemon Law Coverage	No

All operators living in the District of Columbia must have a valid District driver's license to operate a motorized two-wheel vehicle in the District and a motorcycle endorsement on one's regular license is required for all scooters/mopeds with an engine larger than 50 cubic centimeters (50-cc).

Based on NHSTA guidelines to promote motorcycle safety and to minimize motorcycle-related injuries the District has implemented the following:

Program Management - *Each state or political subdivision should identify the nature and extent of its motorcycle safety problem, establish and implement a program to address its concerns, and evaluate the results of its efforts.*

In the District of Columbia, the Highway Safety Office is the lead agency for the motorcycle safety program. It has collected data on motorcycle-related crashes annually, but this report marks the first attempt to analyze these crashes in some detail and make recommendations for reducing them. To date, most efforts have been directed at limited public information campaigns focusing on motorcycle operators themselves.

Motorcyclist Protective Equipment – *Each State or political subdivision should require the use of protective equipment for motorcycle operators and passengers, to include helmets, protective clothing, and eye protection.*

The District has implemented a Universal Helmet Law requiring the operators and passengers of all motorcycles to wear Federally-endorsed helmets. Additionally, operators of motorcycles without windscreens are required to wear eye protection if such protection is not provided by a helmet with a face shield.

Motorcycle Operator Licensing – *Each State should require a separate motorcycle license or a motorcycle operator endorsement on a driver's license to operate a motorcycle within its jurisdiction.* The District requires a motorcycle endorsement on all D.C. residents' drivers licenses to legally operate a motorcycle (or a scooter with an engine displacement larger than 50 cubic centimeters). Although no separate endorsement is needed to operate a scooter or moped with an engine displacement less than 50 cubic centimeters, a D.C. driver's license is required and operators must be at least 18-years old.

Motorcycle Rider Education and Training – *Each State should establish a motorcycle rider education/training program that uses an appropriate curriculum and certified instructors.*

At present, the District does not have a rider training program, but accepts such training offered in both Maryland and Virginia for endorsement on D.C. licenses. If an applicant for an endorsement has not completed an appropriate rider training course, a demonstration road test is required by the District.

Impaired Motorcycle Operation – *Each State should ensure that programs addressing impaired driving include an emphasis on motorcycle operators.*

The District has initiated an aggressive impaired driving program which focuses primarily on the detection, arrest, and prosecution of drivers having a blood alcohol concentration above the legal limit of 0.08. No special emphasis, however, is placed on motorcycle operators.

Motorcycle Conspicuity and Motorist Awareness Programs – *Motorcycle awareness programs should emphasize rider (and motorcycle) conspicuity and motorist awareness of motorcycles.*

The District has in the past produced and distributed some brochures specifically for motorcycle operators, but these have focused primarily on applicable District motorcycle laws and rules of the road. Limited spot enforcement efforts did not address conspicuity issues.

PERFORMANCE MEASURES

To decrease motorcyclist fatalities by 33 percent from a three-year weight average (2010-2012) of 3 to 2 by December 31, 2014.

To decrease motorcyclist serious injuries by 9 percent from a three-year weight average (2010-2012) of 93 to 85 by December 31, 2014.

DISTRACTED DRIVING

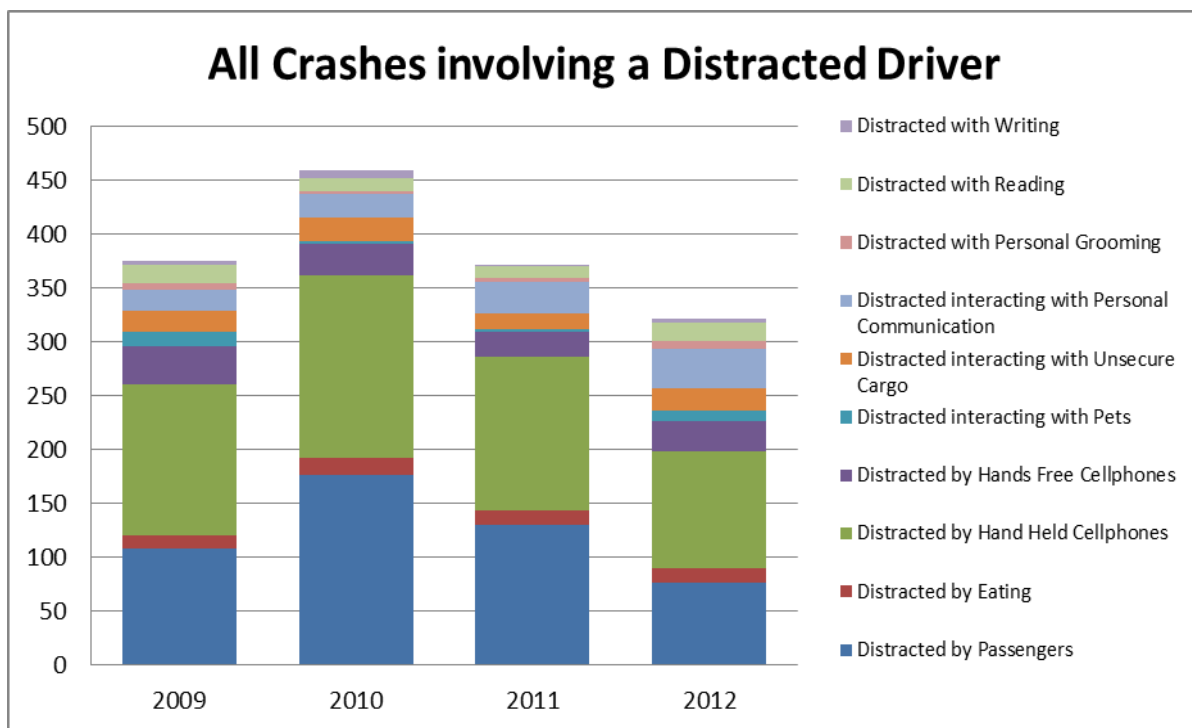
Distracted driving is driving while engaged in other activities -- such as using a cell phone, texting, eating, or reading -- which take the driver's attention away from the road. Distractions while driving can be separated into three distinct groups:

1. Visual distraction involves taking one's eyes off the road.
2. Manual distraction involves taking one's hands off the wheel.
3. Cognitive distraction occurs when an individual takes their mind off of driving.

All distractions compromise the safety of the driver, passengers, bystanders, and other individuals on the road. Distractions influenced by technology, especially text messaging or talking on the phone, require visual, manual, and cognitive attention of the driver, thus making these types of distractions particularly alarming. According to the United States Department of Transportation, "text messaging while driving creates a crash risk 23 times higher than driving while not distracted." Despite these statistics, over 1/3 of drivers (37%) have sent or received text messages while driving, and 18% admit doing so regularly.

In 2012, there was a 13.7 percent reduction, from 372 in 2011 to 321 crashes involving a distracted driver. As shown in Figure C-77, hand-held cellphones are a major source of distraction followed by distraction from other passengers.

Figure C- 77: All Crashes involving a Distracted Driver



The data also reveals that between 45 to 60 percent of these crashes result in an injury. Approximately 15 percent of all crashes involving the use of a handheld cellphone resulted in a serious injury (as shown in Figures C-78 and C-79).

Figure C- 78: All Injuries involving a Distracted Driver

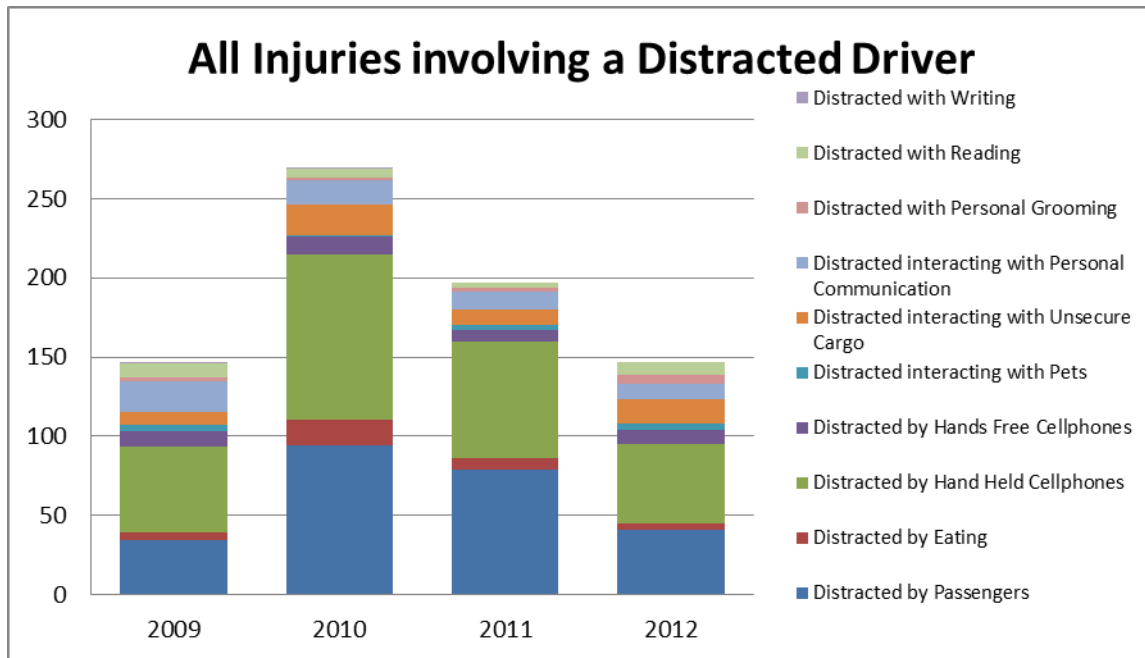
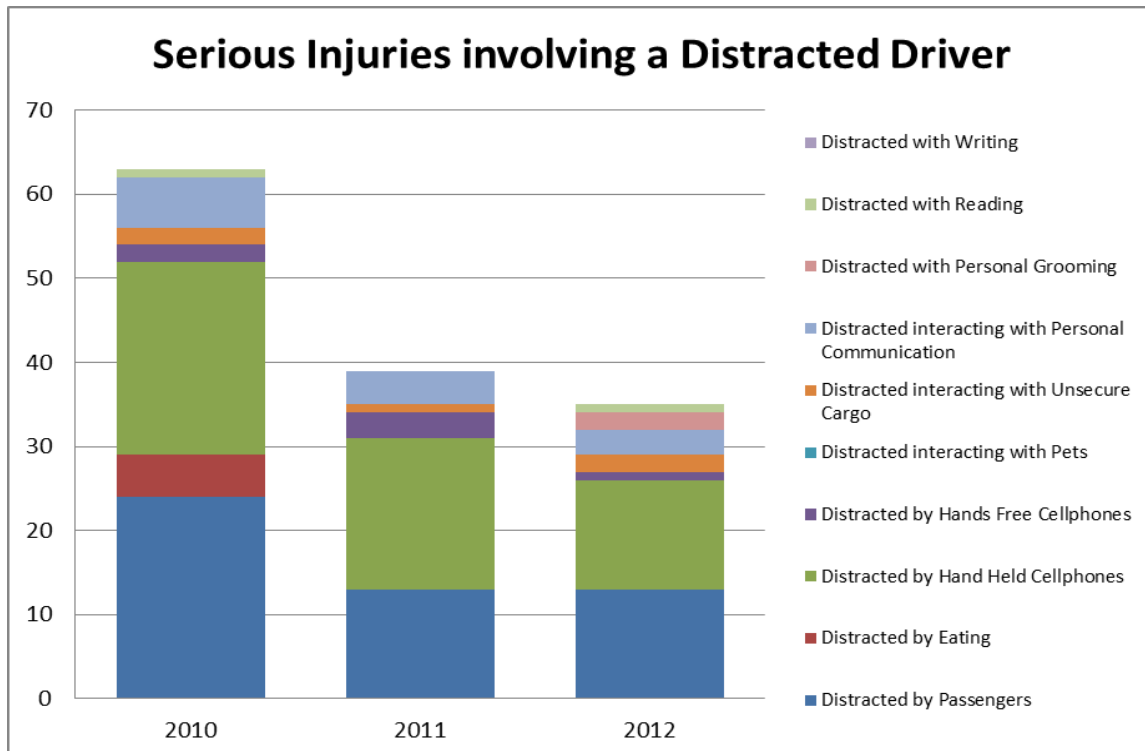


Figure C- 79: Serious Injuries involving a Distracted Driver



When are they happening?

The most dangerous hours where cellphones use result in serious injuries or fatalities between 8:00 a.m. and 7:00 p.m. Wednesday, Thursday and Saturday being the most dangerous days of the week, and January, February, March, August and December being the most dangerous months as illustrated in Figures C-80, C-81, and C-82.

Figure C- 80: Serious Injuries involving a Driver using a Hand-held Cellphone by Hour

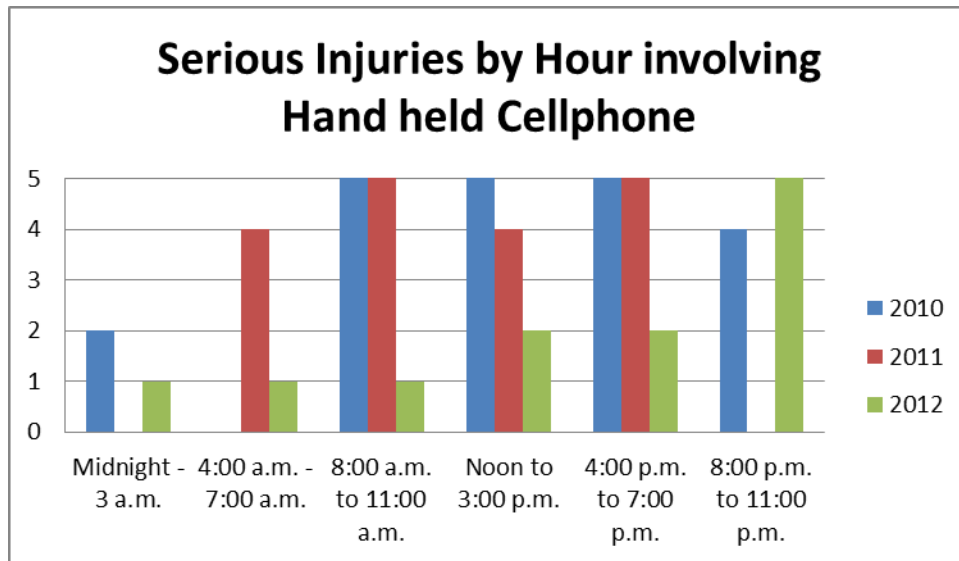


Figure C- 81: Serious Injuries involving a Driver using a Handheld Cellphone by Day

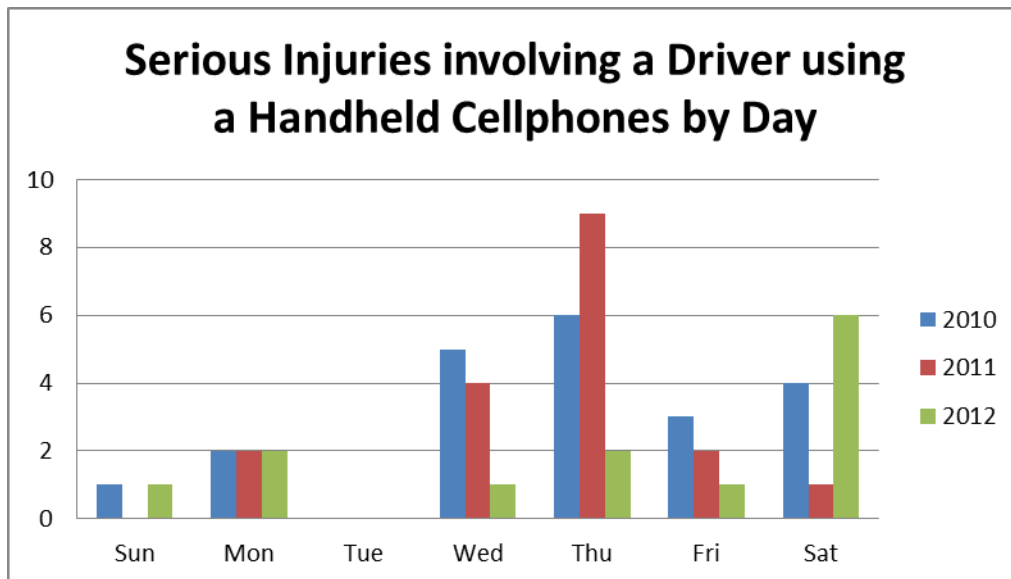
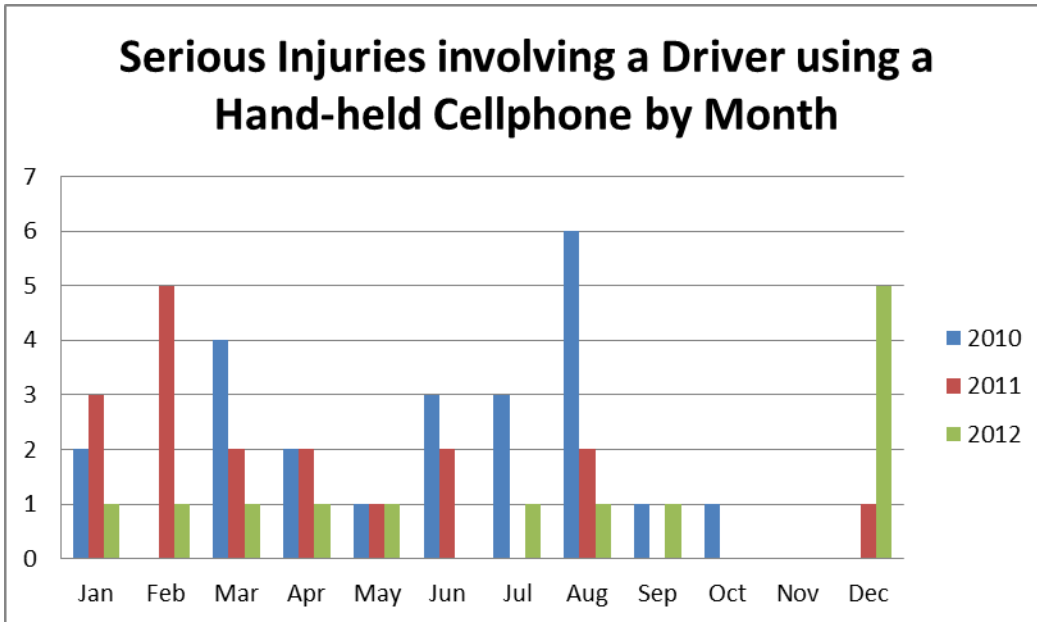


Figure C- 82: Serious Injuries involving a Driver using a Handheld Cellphone by Month



Distracted Driver Characteristics

As shown in Figures C-83 and C-84, drivers between the ages 21 to 30 and 41 to 45 were more likely to be involved in a serious injury crash while being on a hand held cellphone.

Figure C- 83: Serious Injuries involving a Distracted Driver with a Handheld Cellphone by Age

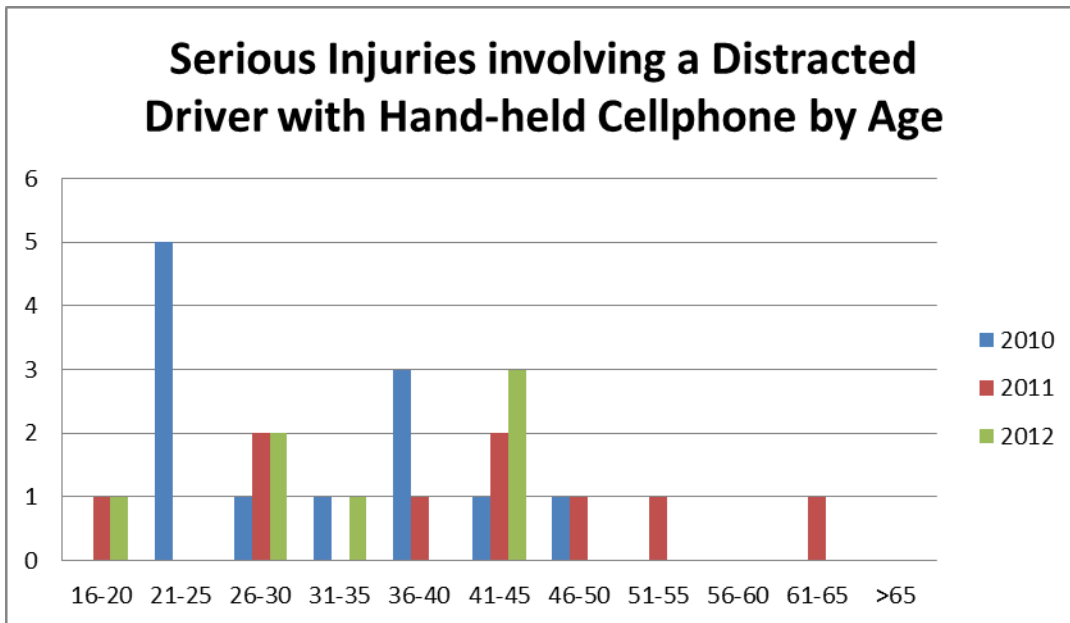
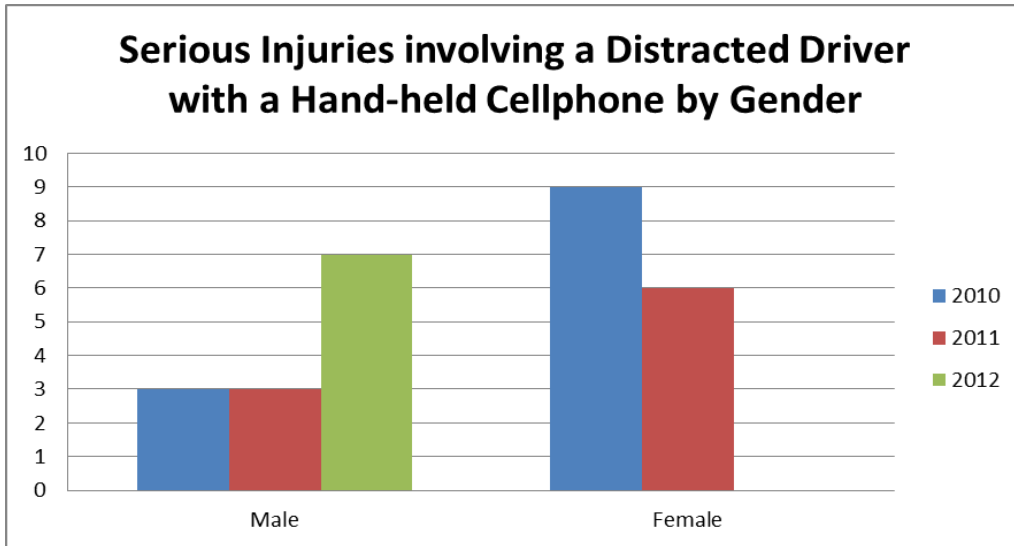
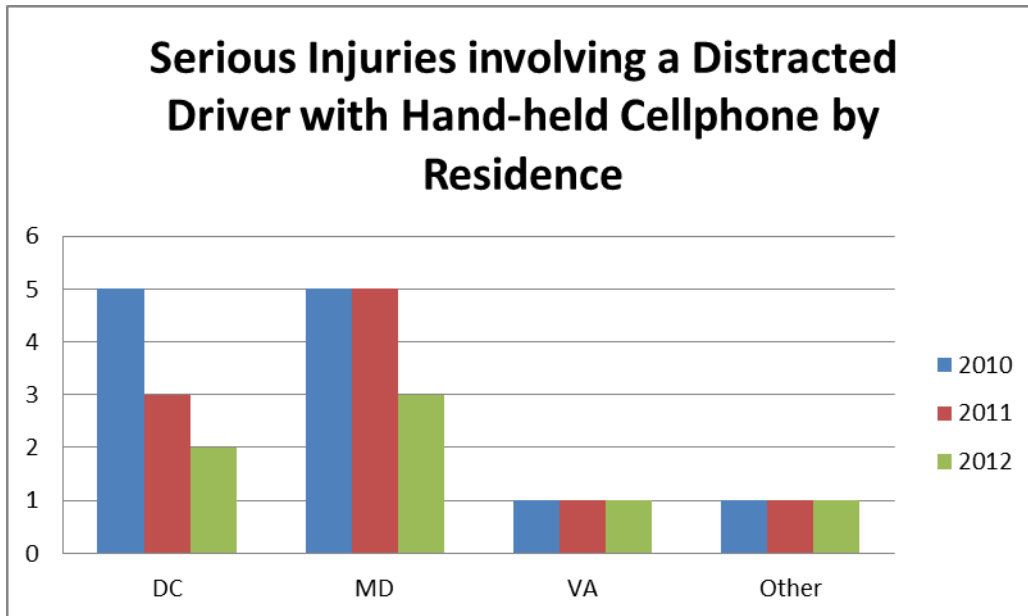


Figure C- 84: Serious Injuries involving a Distracted Driver with a Handheld Cellphone by Gender



Further analysis revealed that 45 percent of the handheld cellphone drivers resulting in a serious injury in the District reside in Maryland, 34 percent were District residence, and 10 percent were from Virginia and Other states, as shown in Figure C-85.

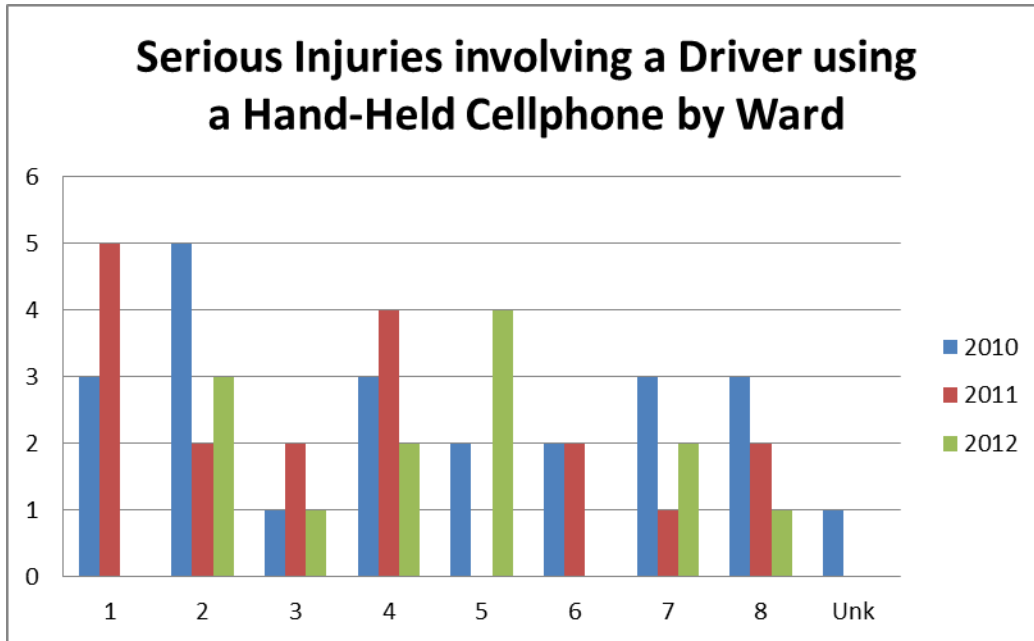
Figure C- 85: Serious Injuries involving a Distracted Driver with a Handheld Cellphone by Residence



Where are they occurring?

In the District, Wards 1, 2, and 4 appear to have the most number of distracted drivers using a handheld cellphone that result in a serious injury, as shown in Figure C-86.

Figure C- 86: Serious Injuries involving a Driver using a Handheld Cellphone by Ward



PROGRAM AREA

In accordance with the MAP-21 the District of Columbia qualifies for 405 funding because of the Distracted Driving Safety Act of 2004. It is designed to improve traffic safety in DC by reducing the number of crashes caused by inattentive drivers who become distracted by the use of phones, other electronic devices, or other means.

The law came in effect on July 1, 2004, where it states that it is illegal for motorists to use a mobile phone or other electronic device while driving in the District of Columbia, unless the telephone or device is equipped with a hands-free accessory. Officers will be authorized to issue Notices of Infraction to violators. Officers are permitted to stop and ticket motorists solely for violating the Distracted Driving Safety Act (primary enforcement).



What does the law prohibit?

The law prohibits “distracted driving” by tightly restricting the use of mobile telephones and other electronic devices while driving in DC. Specifically, the law states that no person shall use a mobile telephone or other electronic device while operating a moving motor vehicle, unless the telephone or device is equipped with a hands-free accessory. Additional restrictions are placed on school bus drivers or individuals with a learner’s permit: they are prohibited from using any mobile phone or other electronic device, even if it has a hands-free accessory, unless they are placing an emergency call.

What types of devices does the law cover?

The law applies to any cellular, analog, wireless or digital telephone capable of sending or receiving telephone messages without an access line for service. The law also covers other electronic devices, including hand-held computers, pagers, personal data assistants (PDAs) and video games.

What is the penalty for violating the law?

The penalty for violating the law is \$100. However, first-time violators can have the fine suspended by providing proof of having acquired a hands-free accessory prior to the imposition of the fine. There are no points imposed on violators of the Distracted Driving Safety Act.

PERFORMANCE MEASURES

To decrease distracted drivers with handheld cellphones resulting in an serious injury by 17 percent from a three-year weight average (2010-2012) of 18 to 15 by December 31, 2014.

TRAFFIC RECORDS

In the District of Columbia, on average, each year traffic crashes account for almost 30 fatalities and about 7,000 serious injuries. In 2012, preliminary crash data indicated that traffic crashes resulted in 19 fatalities (32 in 2011; 24 in 2010) and 6,498 serious injuries (7,045 in 2011; 7,068 in 2010).

It is the responsibility of the District of Columbia to reduce crashes, injuries, and fatalities and associated cost by identifying transportation safety issues and developing and implementing effective integrated programs and activities. Since, traffic safety data is the primary source of knowledge about the traffic safety environment, human behavior, and vehicle performance, there is an urgent need for the District to collect, process, integrate and use timely, accurate, consistent, uniform, integrated, and accessible traffic safety data.

2007 Traffic Records Assessment (TRA)

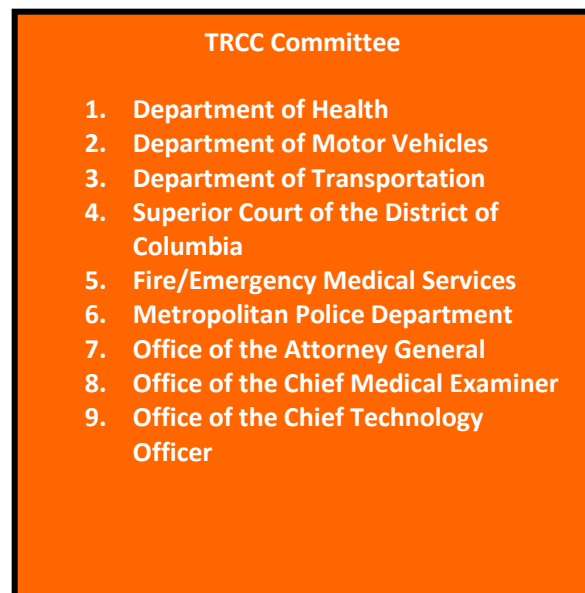
To achieve the objective of improving traffic data quality, the District of Columbia underwent a traffic safety data systems assessment (herein referred to as 'Traffic Records Assessment' {TRA}) in 2005 and an update of that assessment in 2007 and 2012 by a National Highway Traffic Safety Administration (NHTSA) Team.

Traffic Records Coordinating Committee

Subsequently, in connection with the 2007 assessment, the District of Columbia established its Traffic Records Coordinating Committee (TRCC) comprising of policy-level representatives from each major system owner (crash, roadway, enforcement/adjudication, driver, vehicle, injury surveillance system/emergency medical system) covering nine District agencies (DDOT, MPD, FEMS, DMV, OCTO, OAG, SCDC, OCME and DOH).

The vision of the District's TRCC is to enhance transportation safety to reduce crashes and crash-related injuries through a coordinated approach that will provide timely, accurate, complete, integrated, uniform, and accessible traffic records data. To achieve the Vision, the TRCC developed the following goals:

- To provide an ongoing District-wide forum for traffic records and support the coordination of multi-agency initiatives and projects.
- To leverage technology and appropriate government and industry standards to improve the timely collection, dissemination, and analysis of traffic records data.
- To improve the interoperability and exchange of local and regional traffic records data among systems and stakeholders for increased efficiency and enhanced integration.
- To create a user-friendly data system incorporating public and private data sources that better informs traffic-related policy and program decision makers.



2007 Traffic Safety Information System Strategic Plan

In 2007, the TRCC developed the Traffic Safety Information System Strategic Plan (herein referred to as 'Strategic Plan'), which became the guiding document for the TRCC to lay out the goals, objectives, and actions needed to improve the traffic safety data.

The 'Strategic Plan' is a 'living document', which needs to be updated on a periodic basis (every five years) to take into account the amount of progress that has (or has not) been made and any other changes in circumstances.

2012 Traffic Records Assessments

To determine if progress is being made in achieving the performance measures stated in the 2007 Strategic Plan, it is necessary for the TRCC to assess the current traffic records system environment and review the progress of the past initiatives. Further, legislation requires that States perform a Traffic Records Assessment (TRA) within the past five years for all grant applications after the first year.

To achieve the twin purposes, in February 2012, the DDOT retained the services of a NHTSA assembled team of traffic records professionals to facilitate the District's 2012 TRA. The scope of the 2012 TRA covered only four of the six information categories that comprise the traffic records system—driver, vehicle, citation/adjudication, and injury surveillance.

Roadway and crash data categories were covered separately under the Federal Highway Administration (FHWA) Roadway Safety Data Capability Assessment and FHWA Crash Data Improvement Program (CDIP), conducted on February 7, 2012 and September 25-27, 2012, respectively. These two programs were considered more intensive and provided a comprehensive assessment of these areas.

D. The Performance Plan

This section describes the projects and activities the District plans to implement to reach the targets identified in the Highway Safety Plan.

Program Management

The Planning and Administration program area includes those activities and cost necessary for the overall management and operations of the HSO. These activities include:

- Identifying the District's most significant traffic safety problems.
- Prioritizing problems and developing methods for the distribution of funds,
- Developing the annual Highway Safety Performance Plan (HSPP) and Annual Report.
- Recommending individual grants to be funded.
- Developing planned grants.
- Monitor grants.
- Evaluating accomplishments.
- Preparing a variety of program and grant reports.
- Participating on various traffic safety committees and task forces.
- Generally promoting and coordinating traffic safety in the District.
- Conducts annual District-wide observational seatbelt use surveys.
- Serve as the TRCC Coordinator:
 - Provide the primary point of leadership and accountability for the Traffic Safety Information Systems activity within the District.
 - Prepare a plan for the implementation of traffic safety data improvements.
 - Recommend forming interagency project teams to develop implementation plans for carrying out the objectives of the plan.
 - Responsible for coordinating and scheduling the TRCC, in addition to tracking the progress of implementing the State's traffic records strategic plan.
 - Review programs, regulations, projects, and methodologies for conformance with the mission and goal of the TRCC and for conformance with national policy on traffic safety information systems.
 - Provide executive guidance and coordination for programs, projects, and regulations as they become operational.
 - Receive periodic updates from the project teams.
 - Approve and implement other tasks in furtherance of the TRCC goals to achieve quality traffic safety data from state traffic safety information systems.
- Participates on the SHSP Updates.

TARGET

- To decrease traffic fatalities by 9 percent from a three-year (2010-2012) weighted average of 23 to 21 by December 31, 2014.
- To decrease traffic-related serious injuries by 5 percent from a three-year (2010-2012) weighted average of 1,616 to 1,540 by December 31, 2014.

Project Number	PA-2014-01
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.
Budget	\$75,000, Section 402

Table D- 1: PROGRAM MANAGEMENT: Budget Summary

Project Number	Project Title	Budget	Budget Source
PA-2014-01	Planning & Administration	\$75,000.00	402

Impaired Driving Program Area

Based on the data analyses outlined in the HSP (Section D), the trend suggests the need to emphasize strategies such as:

- Increase nighttime enforcement checkpoints for DUI violations on Thursdays, Fridays, Saturdays and Sundays between 8:00 pm to 3:00 am., focusing on travel thru Wards 2, 4, 6, 7 and 8;
- Strengthen BAC detection methods;
- Increase the prosecution of 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.

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 1,633 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 2014, providing 560 man-hours of high visibility enforcement.
- Participate in the 2014 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, blood and urine testing procedures, proof of impairment, chain of custody, sentencing procedures, common defenses, and examples of forms used in the District.
- Serve on and provide support to the Criminal Jury Instruction committee, particularly in the area of DUI jury instructions.
- Advocate on behalf of the District and provide technical assistance of changes, if necessary, to the impaired driving laws.

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 provides 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 FY2014.
- 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.

- Facilitate and/or conduct at least six training sessions to prosecutors on the use of breath testing instruments used by the Metropolitan Police Department (“MPD”), United States Capitol Police, United States Park Police, and other police agencies.
- 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.
- 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 FY2014.
- Attend at least one meeting with the MPD to develop a more consistent targeted Check Point Program.
- Facilitate one ARIDE course with a minimum of 20 law enforcement officers in attendance.
- Provide assistance/reference via OAG website to prosecutors, law enforcement agencies, defense attorneys, and the public to discovery materials pertaining to DUI cases. Provide monthly updates to the website. Communicate monthly with the Information Technology department to determine user statistics.
- Host/conduct monthly DUI enforcement meetings and quarterly DRE 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) or assist with the screening of 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. Provide legal research and writing support as needed. Assist with legal challenges to the new DUI laws.
- Maintain discovery database to preserve prosecutor requests for information. Convert approximately 150 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.
- Serve on and provide support to the Criminal Jury Instruction committee, particularly in the area of DUI jury instructions.
- Advocate on behalf of the District and provide technical assistance of changes, if necessary, to the impaired driving laws.
- Author monthly submissions to the TSRP blog pertaining to trends in impaired driving.
- Conduct at least two training sessions for prosecutors, police agencies and District-area hospitals as to the changes brought about by new legislation and caselaw as it pertains to impaired driving related blood draws.
- Regularly attend the Traffic Records Recording Committee quarterly meetings, and the Strategic Highway Safety Program meeting(s).

Washington Regional Alcohol Program (WRAP)

- Develop and distribute electronic copies of the “2013 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 and distribute 2000 copies of the two newsletters and one annual report highlighting and communicate WRAP’s programs and efforts for the continued need for traffic safety initiatives.
- Four SoberRide® campaigns will run on Halloween 2013, the Holiday season from December 13-31, 2013, St. Patrick’s Day 2014 and July 4, 2014, to would-be drunk drivers. The campaign provides free cab rides home to would-be drunk drivers in Greater Washington. Printing and distributing 285,000 printed materials for the seasonal media campaigns from October 1, 2013 to July 5, 2014.
- WRAP’s 2013 Law Enforcement Awards for Excellence for Impaired Driving Prevention to be held on December 13, 2013 with expected attendance of 200. A total of 11 awards will be given from awardees selected from local law enforcement agencies including Metropolitan Police Department and US Park Police.
- Host WRAP’s Annual Meeting to be held in Washington, DC in October 2013 with expected attendance of 100. WRAP’s annual fall awards program recognizes individuals and corporations who have greatly aided in WRAP’s programs and activities.
- 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.
- Attend annual 2014 Lifesavers Conference in Nashville, TN and/or 2014 GHSA Annual Meeting in Grand Rapids, Michigan
- 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 prom and graduation activities around mid-April through May increasing awareness, through various medium (media, schools, PTA/PTOs, etc.) of consequences of underage drinking and drunk driving to include: distributing to high schools WRAP’s 2014 “Parent Guide to Selecting a Limousine Service” (in an effort to prevent underage drinking during that year’s prom and graduation season); calling attention to the perils of drunk driving by advocating that high schools call for a “Moment of Silence” on May 14, 2014 in commemoration of this country’s worst drunk driving crash occurring near Lexington, Kentucky on that date in 1988; and continuing to serve as a resource for area high school students, faculty and student parents on underage drinking prevention data, programs and efforts.
- Continue WRAP’s leadership role in local, regional and national coalitions concerning traffic safety and alcohol related issues.
- Produce and distribute 2,500 copies of WRAP’s 2014 Youth Guide on underage drinking laws, consequences, tips, information and more to area high schools and post electronic version on www.wrap.org.

- Produce and distribute 2,000 copies of WRAP's 2014 Corporate Guide on impaired driving laws, related facts and statistics through SoberRide® materials distribution list and post electronic version on www.wrap.org .
- 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 Institute on Drug Abuse's (NIDA) National Drug Facts Week (January 27 – February 2, 2014) 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.
- Annual audit by outside accounting firm.

Checkpoint Strikeforce Regional Impaired Driving Campaign – Paid Media

- 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.

TARGET

- To decrease alcohol impaired driving fatalities by 20 percent from a three-year (2010-2012) weight average of 9 to 7 by December 31, 2014.
- To decrease alcohol impaired driving serious injuries by 5 percent from a three-year (2010-2012) weight average of 58 to 55 by December 31, 2014.

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

Project Number	405(d) Impaired Driving
Project Title	Alcohol Enforcement – MPD
Project Goals/Description	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. To decrease the number of alcohol-related fatalities from a three-year average (2010-2012) of 7 to 4 in 2014 in the District of Columbia.
Budget	\$450,000, Section 405

Project Number	405(d) Impaired Driving
Project Title	Washington Regional Alcohol Program (WRAP)
Project Goals/Description	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.
Budget	\$100,000, Section 405

Project Number	405(d) Impaired Driving
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 DWI, DUI, and other serious offenses. • 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>
Budget	\$300,000, Section 405

Project Number	AL-2014-03
Project Title	Alcohol Enforcement – Equipment
Project Goals/Description	To support enforcement agencies with training, equipment and education that will effectively improve the highway safety.
Budget	\$100,000, Section 402

Project Number	PM 405(d) Paid Media Impaired Driving
Project Title	Paid Advertising – Checkpoint Strikeforce Regional Impaired Driving Campaign

Project Goals/Description	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. Media Strategies: Radio and Internet
Budget	\$225,000, Section 405

Table D- 2: IMPAIRED DRIVING PROGRAM AREA - Budget Summary

Project Number	Project Title	Budget	Budget Source
405(d) Impaired Driving AL-2014-03	Alcohol Enforcement – MPD	\$200,000.00	Section 405
		\$250,000.00	Section 405
	Washington Regional Alcohol Program	\$100,000.00	Section 405
	Office of the Attorney General	\$300,000.00	Section 405
	Alcohol Enforcement – Equipment/Training/Travel	\$100,000.00	Section 402
		\$100,000.00	
PM 405(d)	Paid Advertising – Checkpoint Strikeforce Regional Impaired Driving Campaign	\$225,000.00	Section 405
402 Total		\$200,000.00	
405 Total		\$1,075,000.00	
Total All Funds		\$1,275,000.00	

Occupant Protection Program Area

Based on the data analyses outlined in the HSP (Section D), the trend suggests the need to emphasize 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 reporting, 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.

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 FY2014.
- Conduct 1,920 man-hours of nighttime seat belt enforcement during 2014 CIOT mobilizations.
- Perform a total of 50 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 at the nine purchasing locations within the District.
- Participate in at least 22 events, such as Family First Expo, Kids in Motion, 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 65 to 82 in FY2014.
- Host one recertification class to at least six expired certified personnel with the current NHTSA updates and guidelines to maintain and enhance provider skill.

Click It or Ticket - 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.

Teen Highway Safety Program – Associates for Renewal in Education

- Provide driver safety education and training to 600 youth in the District of Columbia Middle and High Schools, Collaborative/Youth Development programs, group homes, and the Summer Youth Employment Program.
- Promote driver safety through radio announcements (popular radio program).
- Increase by 50% the number of During National Emergency Medical Services and National Click It or Ticket It weeks, 1,000 teens will be targeted to take the Teen Safe Driving Pledge “sign-offs”.
- Teens and young adults taking the on-line Teen Safe Driver pledge through increased community outreach such as flyer distribution at schools, recreation centers, and churches; postings on local youth and parent listservs and blogs.
- During ARE’s annual Community Safety & Fun Day (September 2013), 300 participants will receive driver safety materials.
- ARE will educate 500 youth on the dangers of distracted driving by providing literature and video to be used in youth programs as well as distributed to local high schools, community organizations, churches, and driving instruction schools.
- Four Safety Program Facilitators will conduct Driver Safety “peer” discussions to address the issue at Columbia Heights Educational Center, Woodson Senior High School, Sasha Bruce group homes, Summer Youth Employment Program (SYEP), and ARE.
- ARE will host (4) car safety seat give-a-ways during Child Passenger Safety week (sites TBA in conjunction with our partners: District Department of Transportation and the Metropolitan Police Department).
- Conduct (4) on-site safety seat inspections (sites TBA in conjunction with our partners: District Department of Transportation and the Metropolitan Police Department).
- ARE Safety Coordinator and program staff will conduct four educational workshops for 100 parents and their children (ages 2-12) on the current child restraint laws.
- ARE will distribute safety awareness literature to parents, teachers, community groups from the District’s Dunbar and Woodson Senior High School; Columbia Heights Educational Center; ARE’s Youth Development program; ARE and Sasha Bruce group homes; and SYEP.

- Implement a safe pedestrian campaign that will distribute 3,000 buttons promoting pedestrian safety to District youth and families through ARE’s parent workshops, Child Development Associates (CDA) training classes, ANC and community associations, and other community events.
- Conduct pre-prom discussion at local public and private high schools in partnership with MPD, DDOT, and DC’s EMS that covers drinking and driving, distracted driving, and safe behavior at the prom. Participants also will be asked to sign the Safe Driving Pledge.

TARGET

- To decrease unrestrained passenger vehicle occupant fatalities in all seating positions by 20 percent from a three-year (2010-2012) weight average of 5 to 4 by December 31, 2014.
- To decrease unrestrained passenger vehicle occupant serious injuries in all seating positions by 7 percent from a three-year (2010-2012) weight average of 43 to 40 by December 31, 2014.
- To maintain seatbelt usage above 90 percent by 2014.

Project Number	OP-2014-05; 405(b) Occupant Protection
Project Title	Occupant Enforcement – MPD
Project Goals/Description	To decrease the number of unrestrained passenger vehicle occupant fatalities in all seating positions from a three-year average of 5 (2010-2012) to 3 by 2014. To maintain the District’s seat belt compliance rate above 90 percent in 2014.
Budget	\$50,000.00, Section 402 and \$50,000 Section 405

Project Number	OP-2014-05
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.
Budget	\$50,000, Section 402

Project Number	405(b) Occupant Protection
Project Title	Occupant Protection Survey 2014 2014 Occupant Protection Program - Outreach Various Occupant Protection Projects for DDOT 2014
Project Goals/Description	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. Training, purchase of car seats, education, outreach to community, materials/supplies, and Child Passenger Safety Program Manager.
Budget	\$85,000, Section 405, \$130,000, Section 405

Project Number	PM-2013-14
Project Title	Paid Advertising – CIOT, CPSC, CPSF
Project Goals/Description	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. Media for high visibility enforcement. 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.
Budget	\$299,956.85, Section 402 and \$100,000, Section 405

Table D- 3: OCCUPANT PROTECTION PROGRAM AREA - Budget Summary

Project Number	Project Title	Budget	Budget Source
OP-2014-05 405(B)	Occupant Enforcement – MPD	\$50,000.00	Section 402
		\$ 50,000.00	Section 405
	Associates for Renewal in Education	\$50,000.00	Section 402
405(B)	OP Survey 2014	\$85,000.00	Section 405
	Various OP Projects for DDOT	\$130,000.000	Section 405
PM-2013-14 405(B)	Paid Advertising: <ul style="list-style-type: none"> • CIOT • Child Passenger Safety 	\$299,956.85 \$100,000.00	Section 402 Section 405
402 Total		\$ 399,956.85	
405 Total		\$ 365,000.00	
Total All Funds		\$ 764,956.85	

Aggressive Driving Program

Based on the data analyses outlined in the HSP (Section D), the trend suggests the need to emphasize strategies such as:

- Increase enforcement Thursdays, Fridays, and Saturdays between noon to 11:00 pm., emphasizing in Wards 2, 5, 7 and 8;
- Educate drivers on the dangers of aggressive drivers and the District's Laws.

PROJECT ACTIVITIES

Metropolitan Police Department – Aggressive driving enforcement

- 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.
- 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.

Smooth Operator Campaign – 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).

TARGET

- To decrease speeding-related fatalities by 28 percent from a three-year weight average (2010-2012) of 7 to 5 by December 31, 2014.
- To decrease speeding-related serious injuries by 10 percent from a three-year weight average (2010-2012) of 100 to 90 by December 31, 2014.

Project Number	PT-2014-04
Project Title	Police Traffic Services/Aggressive Driving- MPD
Project Goals/Description	To decrease the number of speed-related fatalities from a three-year average (2010-2012) of 7 to 5 in 2014, in the District of Columbia.
Budget	\$50,000, Section 402 and \$50,000, Section 405

Project Number	PM-2014-14
Project Title	Paid Advertising – Smooth Operator
Project Goal/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.
Budget	\$150,000 Section 402

Table D- 4: AGGRESSIVE DRIVING PROGRAM AREA - Budget Summary

Project Number	Project Title	Budget	Budget Source
PT-2014-04	Police Traffic Services – Aggressive Driving	\$50,000.00	Section 402
		\$50,000.00	Section 405
PM-2014-14	Paid Advertising – Smooth Operator	\$150,000.00	Section 402
402 Total		\$200,000.00	
405 Total		\$ 50,000.00	
Total All Funds		\$250,000.00	

Pedestrian/Bicyclist Safety Program Area

Based on the data analyses outlined in the HSP (Section D), the trend suggests the need to emphasize strategies such as:

- 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.

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 of 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 the use of helmet violations.
- 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").

Street Smart Campaign – 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 geo-targeted 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.

TARGET

- To decrease pedestrian-related fatalities by 22 percent from a three-year weight average (2010-2012) of 9 to 7 by December 31, 2014.
- To decrease pedestrian-related injuries by 8 percent from a three-year weight average (2010-2012) of 326 to 300 by December 31, 2014.
- To maintain bicycle-related fatalities from a three-year weighted average (2010-2012) of 1 to 1 by December 31, 2014.
- To decrease bicycle-related injuries by 6 percent from a three-year weighted average (2010-2012) of 244 to 230 by December 31, 2014.

Project Number	PS-2014-08
Project Title	Pedestrian/Bicyclist Enforcement – MPD
Project Goal/Description	To reduce the number of pedestrian-related fatalities by 39% from 7 in 2012 to 6 in 2014 in the District of Columbia. To maintain the number of bicycle-related fatalities at 1 fatal in 2012 in the District of Columbia.
Budget	\$120,000 Section 402

Project Number	PS-2014-08
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
Budget	\$100,000 Section 402

Project Number	PS-2013-14
Project Title	Metropolitan Council of Governments – Street Smart
Project Goal/ 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.
Budget	\$75,000 Section 405

Table D- 5: Pedestrian and Bicyclist Safety Program Area – Budget Summary

Project Number	Project Title	Budget	Budget Source
PS-2014-08	Pedestrian/Bicyclist Enforcement – MPD	\$120,000.00	Section 402
PS-2014-14	Paid Advertising – Street Smart – DC Contribution to Campaign with MWCOG	\$75,000.00	Section 405
PS-2014-08	Adult Bicycle Program	\$100,000.00	Section 402
402 Total		\$220,000.00	
405 Total		\$75,000.00	Section 405
Total All Funds		\$295,000.00	

Motorcycle Safety Program Area

Based on the data analyses outlined in the HSP (Section D), the trend suggests the need to emphasize strategies 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.

PROJECT ACTIVITIES

Metropolitan Police Department – Motorcycle Safety Enforcement

- Conduct 2 additional Motorcycle Safety Enforcement Checkpoints.

Motorcycle Safety Outreach – 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.

TARGET

To decrease motorcyclist fatalities by 33 percent from a three-year weight average (2010-2012) of 3 to 2 by December 31, 2014.

To decrease motorcyclist serious injuries by 9 percent from a three-year weight average (2010-2012) of 93 to 85 by December 31, 2014.

Project Number	MC-2014-02
Project Title	Motorcycle Safety
Project Goal/ 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.
Budget	\$25,000 Section 402

Table D- 6: MOTORCYCLE SAFETY PROGRAM AREA - Budget Summary

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

Distracted Driving Program Area

Based on the data analyses outlined in the HSP (Section D), the trend suggests the need to emphasize strategies such as:

- Increase enforcement Wednesday, Thursdays, and Saturdays between 8:00 am. And 7:00 pm., emphasizing in Wards 1, 2, and 4;
- Educate drivers on the dangers of driving with a handheld cellphone and the District's Laws.

PROJECT ACTIVITIES

The Distracted driving enforcement activities are incorporated under MPD under the Aggressive Driving, Impaired Driving and Pedestrian and Bicyclist Safety Program Areas. Education and outreach on Distracted Driving is also incorporated under Impaired Driving and Aggressive Driving.

TARGET

To decrease distracted drivers with handheld cellphones resulting in an serious injury by 17 percent from a three-year weight average (2010-2012) of 18 to 15 by December 31, 2014.

Traffic Records Program Area

Currently, the TRCC is in the process of implementing one of the major recommendations of the 2012 TRA —to update the ‘2007 Strategic Plan’. The intent is to provide the District’s TRCC with a basis for moving forward in updating the ‘2007 strategic plan’ with recommendations provided in the 2012 assessment reports (TRA, Roadway Safety Data, and CDIP) as issues to be addressed. This plan shall focus on specific projects that will be undertaken to achieve the vision of the District’s TRCC and shall include:

- Identifying priority projects based on recommendations from the 2012 traffic records assessment.
- Develop performance measures for each quality metric identified in the projects.
- For each project, include information on schedule, benchmarks, budget, etc.

The period intended to be covered by the 2013 Strategic Plan is a five-year period from July 2013 to July 2018. It is anticipated that the 2013 Strategic Plan will be reviewed annually for relevance to current safety data problems in the District.

PROJECT ACTIVITIES

The District has maintained a high-level of interest and commitment from all of its original partners in the traffic records community. The District’s TRCC Working Committee meets on a quarterly basis with executive level meetings taking place on an as needed basis. The typical TRCC activities include:

- Prepare, update, and maintain District’s Traffic Safety Information System ‘Strategic Plan’. This ‘Strategic Plan’ acts as a guide for the implementation of traffic safety systems and data improvements.
- Provide a forum for coordination, cooperation, and collaboration of interagency activities that improves the District’s traffic safety data systems.
- Develop interagency project teams to develop implementation plans for carrying out the objectives of the ‘Strategic Plan’ as necessary.
- Review and endorse programs, regulations, projects and methodologies to implement the improvements identified in the ‘Strategic Plan’.
- Receive periodic updates from the project teams.
- Encourage and provide for the sharing of data amongst all members, owners, users and collectors and collaborate on interagency projects.
- Support electronic data collection for all types of data including crash, roadway (including volume and asset management), vehicle, driver, medical, and citation or adjudication data.
- Approve and implement other tasks in furtherance of the TRCC goals to achieve quality traffic safety data.
- Prepare yearly demonstrated project progress reports and other funding documents for NHTSA.

TARGET

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 Number	TR-2013-07
Project Title/s	Traffic Records Strategic Plan Codes Project (Pilot)
Project Goals/Description	To improve the state of the practice (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.
Budget	(Carryover Section 402 funds will be used)

Project Number	
Project Title	Traffic Records Program Coordination MPD Grant Trauma Data Repository
Project Goals/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.
Budget	\$500,000, Section 405

Table D- 7: TRAFFIC RECORDS PROGRAM – Budget Summary

Project Number	Project Title	Budget	Budget Source
TR 2014-07	Traffic Records Strategic Plan	\$290,578.00	Section 402
	Codes Project	CO Funds	Section 402
	Traffic Records Program Coordination	\$42,766.00	Section 402
	MPD Grant	\$150,000.00	Section 402
	Trauma Data Registry	\$350,000.00	Section 402
402 Total		\$912,944.00	
405 Total			
Total All Funds		\$912,944.00	

Other Areas

Project Number	RS-2014-13
Project Title	Roadway Safety
Project Goals/ 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.
Budget	This will be funded with carry-over funds

Project Number	SA-2014-05
Project Title	Updated to Procedures Manual; Maintenance of HSO Website
Project Goals/ Description	To update 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 HSO website to reflect state of the practice.
Budget	\$125,000, Section 402

Project Number	SA-2014-05
Project Title	SHSP Update
Project Goals/ Description	To work with all District Agencies to implement the SHSP strategies, monitor progress and prepare reports. Provide guidance through project demonstrations and other state of the practice tools/technologies.
Budget	\$75,000, Section 402

Project Number	SA-2014-05
Project Title	Highway Safety Reports
Project Goals/ Description	To develop the Highway Safety Performance Plan and Annual Report to be in compliance with the US DOT, NHTSA requirements.
Budget	\$250,000, Section 402

Table D- 8: OTHER AREAS - Budget Summary

Project Number	Project Title	Budget	Budget Source
RS-2013-13	Road Safety	Carry over funds	Section 402
SA-2013-05	Office of Highway Safety Procedures Manual; Updating Website	\$125,000.00	Section 402
	SHSP Coordination, Monitoring and Evaluation	\$75,000.00	Section 402
	Highway Safety Report	\$250,000.00	Section 402
402 Total		\$450,000.00	
Total All Funds		\$450,000.00	

E. Highway Safety Program Cost Summary

Program Cost Summary

U.S. Department of Transportation National Highway Traffic Safety Administration Highway Safety Plan Cost Summary 2014-HSP-1 For Approval								
State: District Of Columbia						Page: 1		
						Report Date: 06/26/2013		
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-2014-01-01-00	Planning and Administration	\$.00	\$14,625,000.00	\$.00	\$40,871.74	\$40,871.74	\$.00
		Planning and Administration Total	\$.00	\$14,625,000.00	\$.00	\$40,871.74	\$40,871.74	\$.00
Alcohol								
	AL-2014-03-00-00	Alcohol Countermeasures	\$.00	\$.00	\$.00	\$349,282.21	\$349,282.21	\$.00
		Alcohol Total	\$.00	\$.00	\$.00	\$349,282.21	\$349,282.21	\$.00
Motorcycle Safety								
	MC-2014-02-00-00	Motorcycle Safety	\$.00	\$.00	\$.00	\$40,000.00	\$40,000.00	\$.00
		Motorcycle Safety Total	\$.00	\$.00	\$.00	\$40,000.00	\$40,000.00	\$.00
Occupant Protection								
	OP-2014-05-00-00	Occupant Protection	\$.00	\$.00	\$.00	\$245,698.17	\$245,698.17	\$.00
		Occupant Protection Total	\$.00	\$.00	\$.00	\$245,698.17	\$245,698.17	\$.00
Pedestrian/Bicycle Safety								
	PS-2014-08-00-00	Pedestrian/Bicycle Safety	\$.00	\$.00	\$.00	\$476,805.74	\$476,805.74	\$.00
		Pedestrian/Bicycle Safety Total	\$.00	\$.00	\$.00	\$476,805.74	\$476,805.74	\$.00
Police Traffic Services								
	PT-2014-04-00-00	Police Traffic Services - MPD	\$.00	\$64,562,000.00	\$.00	\$261,301.32	\$261,301.32	\$.00
		Police Traffic Services Total	\$.00	\$64,562,000.00	\$.00	\$261,301.32	\$261,301.32	\$.00
Traffic Records								

Highway Safety Plan Cost Summary

TR-2014-07-01-00 Traffic Records - CODES Project	\$.00	\$.00	\$.00	\$79,692.50	\$79,692.50	\$.00
Traffic Records Total	\$.00	\$.00	\$.00	\$79,692.50	\$79,692.50	\$.00
<i>Roadway Safety</i>						
RS-2014-13-00-00 Roadway Safety	\$.00	\$.00	\$.00	\$94,815.19	\$94,815.19	\$.00

U.S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary
2014-HSP-1
 For Approval

State: District Of Columbia

Page: 2
 Report Date: 06/26/2013

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
Roadway Safety Total			\$0.00	\$0.00	\$0.00	\$94,815.19	\$94,815.19	\$0.00
Safe Communities								
	SA-2014-05-00-00	Safe Communities	\$0.00	\$0.00	\$0.00	\$1,132,444.24	\$1,132,444.24	\$0.00
Safe Communities Total			\$0.00	\$0.00	\$0.00	\$1,132,444.24	\$1,132,444.24	\$0.00
Paid Advertising								
	PM-2014-14-00-00	Paid Media	\$0.00	\$0.00	\$0.00	\$891,921.13	\$891,921.13	\$0.00
Paid Advertising Total			\$0.00	\$0.00	\$0.00	\$891,921.13	\$891,921.13	\$0.00
NHTSA 402 Total			\$0.00	\$79,187,000.00	\$0.00	\$3,612,832.24	\$3,612,832.24	\$0.00
405 OP SAFETEA-LU								
	K2-2014-15-00-00	405 Occupant Protection	\$0.00	\$0.00	\$0.00	\$22,825.89	\$22,825.89	\$0.00
405 Occupant Protection Total			\$0.00	\$0.00	\$0.00	\$22,825.89	\$22,825.89	\$0.00
405 Paid Media								
	K2PM-2014-14-02-00	405 Paid Media	\$0.00	\$0.00	\$0.00	\$23,309.82	\$23,309.82	\$0.00
405 Paid Media Total			\$0.00	\$0.00	\$0.00	\$23,309.82	\$23,309.82	\$0.00
405 OP SAFETEA-LU Total			\$0.00	\$0.00	\$0.00	\$46,135.71	\$46,135.71	\$0.00
NHTSA 406								
	K4SA-2014-05-00-00	406 Safe Communities	\$0.00	\$0.00	\$0.00	\$85,678.21	\$85,678.21	\$0.00
406 Safe Communities Total			\$0.00	\$0.00	\$0.00	\$85,678.21	\$85,678.21	\$0.00
NHTSA 406 Total			\$0.00	\$0.00	\$0.00	\$85,678.21	\$85,678.21	\$0.00
408 Data Program SAFETEA-LU								
	K9-2014-07-00-00	408 Data Program	\$0.00	\$40,489,092.00	\$0.00	\$2,058,297.96	\$2,058,297.96	\$0.00
408 Data Program Incentive Total			\$0.00	\$40,489,092.00	\$0.00	\$2,058,297.96	\$2,058,297.96	\$0.00

Highway Safety Plan Cost Summary

408 Data Program		\$.00	\$40,489,092.00	\$.00	\$2,058,297.96	\$2,058,297.96	\$.00
SAFETEA-LU Total							
410 Alcohol SAFETEA-LU							
K8-2014-01-00-00	410 Alcohol	\$.00	\$8,840,895.00	\$.00	\$861,053.11	\$861,053.11	\$.00

U.S. Department of Transportation National Highway Traffic Safety Administration
Highway Safety Plan Cost Summary
 2014-HSP-1
 For Approval

State: District Of Columbia Page: 3
 Report Date: 06/26/2013

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
	410 Alcohol SAFETEA-LU		\$.00	\$8,840,895.00	\$.00	\$861,053.11	\$861,053.11	\$.00
		Total						
	410 Alcohol SAFETEA-LU Paid Media							
		K8PM-2014-14-01-00 410 Alcohol Paid Media	\$.00	\$.00	\$.00	\$226,995.55	\$226,995.55	\$.00
	410 Alcohol SAFETEA-LU		\$.00	\$.00	\$.00	\$226,995.55	\$226,995.55	\$.00
		Paid Media Total						
	410 Alcohol SAFETEA-LU		\$.00	\$8,840,895.00	\$.00	\$1,088,048.66	\$1,088,048.66	\$.00
		Total						
	2011 Child Seats							
		K3-2014-05-00-00 2011 Child Safety Seats	\$.00	\$3,630,000.00	\$.00	\$268,087.33	\$268,087.33	\$.00
	2011 Child Seat Incentive		\$.00	\$3,630,000.00	\$.00	\$268,087.33	\$268,087.33	\$.00
		Total						
	2011 Child Seats Total		\$.00	\$3,630,000.00	\$.00	\$268,087.33	\$268,087.33	\$.00
		NHTSA Total	\$.00	\$132,146,987.00	\$.00	\$7,159,080.11	\$7,159,080.11	\$.00
		Total	\$.00	\$132,146,987.00	\$.00	\$7,159,080.11	\$7,159,080.11	\$.00

Maintenance of Effort

The District of Columbia will maintain expenditure levels at or above those in FY 2010 and FY 2011. The spending plan for Section 402 includes projects for Occupant Protection, Impaired Driving, Traffic Records, and Pedestrian/Bicycle Safety. These projects all meet or exceed the budgets for FY 2010 and FY 2011, thus allowing the District to avoid supplanting, while applying for and planning to utilize incentive grant funds.

OTHER FUNDING SOURCES

<i>Agency</i>	<i>Funding Source</i>	<i>Activities Funded</i>	<i>2010</i>	<i>2011</i>	<i>Average</i>
<i>District Department of Transportation</i>	DC Department of Transportation, Policy, Planning & Sustainability Administration uses local appropriated funds and represent the hard cash match requirement against Section 402, Planning and Administration.	Highway Safety Coordinator, 100% Occupant Protection/Child Passenger Coordinator - 100% Including office space, telephone services, supplies, equipment	\$300,000	\$300,000	\$300,000
<i>DDOT Office of General Counsel DDOT Budget Office</i>	Local Funds	Assistant General Counsel's, approximately 15%, in the preparation of Grant Agreements, and Memorandum of Understanding between DDOT and Grantees; Budget Office, approximately 10%, for budget preparation, processing, and monitoring.	\$400,000	\$400,000	\$400,000
<i>Metropolitan Police Department</i>	General Fund (Local Funds) is additional soft match requirement against Sections 402 and 405) Special Operations Division (SOD), MPD	Enforcement of all traffic laws in the District of Columbia salary/benefits, office space, supplies and equipment, vehicles and vehicle use.	\$58,057,000*	\$56,737,000*	\$30,140,500*
Department of Motor Vehicles	General Fund (Local Funds) is additional soft match requirement against Sections 402 and 405)	Staff salary, benefits, office space, supplies, and equipment of the various Divisions that comprise the D.C. Department of Motor Vehicles Adjudication Services Program \$17,399,000	\$26,578,000*	\$33,703,000*	\$30,140,500*

		Vehicle Services Program; Driver Services Program; Technology Services Program			
Fire and Emergency Medical Services Department	General Fund (Local Funds) is additional soft match requirement against Sections 402 and 405)	Field Operations Emergency medical Services Operations	\$2,050,000*	\$1,835,000*	\$1,942,500*
District Department of Transportation	Local Funds	Traffic Operations Administration, Transportation Safety Division To ensure safe and efficient movement of traffic on the District's transportation infrastructure Traffic Operations & Traffic Management	\$14,524,000*	\$7,494,000*	\$11,009,000

OCCUPANT PROTECTION

AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED	2010	2011	AVERAGE
DC Office of Highway Safety	Automobile Dealers	Donation of child safety seats for donation to hospitals and clinics MPD Officers conducting Workshops and checkpoints This includes salaries, benefits, vehicles, etc.	\$10,000.00	\$10,000.00	\$10,000.00
National Safe Kids	Corporate Funding	Child Passenger Safety activities	\$75,000.00	\$75,000.00	\$75,000.00

<p>Adams Morgan Clinic, George Washington Hospital, Providence Hospital, Children's Hospital, Howard University Hospital Washington, Hospital Center, Georgetown Hospital, Mary's Center, Nationwide Insurance Company</p>	<p>Adams Morgan Clinic, George Washington Hospital, Providence Hospital, Children's Hospital, Howard University Hospital, Washington Hospital Center, Georgetown Hospital Mary's Center, Nationwide Insurance Company</p>	<p>Educate the public about the correct use of seat belts and educate parents about the correct use of child safety seats, promote child passenger safety fitting stations. Donation of car seats for distribution to DC residents; Staff salary/benefits, supplies, equipment of all agencies participating (% of their time)</p>	<p>\$100,000.00</p>	<p>\$100,000.00</p>	<p>\$100,000.00</p>
<p>Mary's Center, CentroNia, Birthing Center, Department of Health, MPD Traffic Division, United Planning Organization, Friendship Edison Public Charter, Bright Beginnings Columbia, Heights Youth Center, Brookland Manor Shelter, US Department of Labor, Sasha Bruce House for Women, DC Transitional Housing Shelters, Providence Hospital, Kaiser Permanente, Child and Family Services</p>	<p>Mary's Center, CentroNia, Birthing Center, Department of Health MPD Traffic Division, United Planning Organization, Friendship Edison Public Charter, Bright Beginnings Columbia, Heights Youth Center, Brookland Manor Shelter, US Department of Labor, Sasha Bruce House for Women, DC Transitional Housing Shelters, Providence Hospital, Kaiser Permanente, Child and Family Services</p>	<p>Child Passenger Safety Workshops; Outreach to parents; Distribution of Child Safety Seats to DC Residents Staff salary/benefits, supplies, equipment of all agencies participating (% of their time)</p>	<p>(Estimated) \$100,000.00</p>	<p>(Estimated) \$100,000.00</p>	<p>(Estimated) \$100,000.00</p>

IMPAIRED DRIVING

AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED	2010	2011	AVERAGE
Office of the Attorney General	General Funds (Local Funds)	Public Safety Division, OAG; Prosecution of DUI/DWI cases Legislative issues; legal issues OAG, Public Safety Division Police Enforcement; Medical Examiner; Fire & Emergency Medical	*	*	\$1,507,500
			\$1,229,000	\$1,786,000	
Office of the Chief Medical Examiner	General Funds (Local Funds)	Toxicology Laboratory Services Laboratory staff provide expert testimony on toxicology findings related to medical examiner cases. Death Investigations/Certifications Forensic Pathology; Forensic Investigations; Forensic Support Services	*	*	\$4,249,500
			\$4,242,000	\$4,257,000	
Washington Regional Alcohol Program (Non-profit)	DCOHS; Maryland, and Virginia Contributions and Other Support	Works to prevent drunk driving and underage drinking through public education, innovative health education programs and advocacy Sober Ride Program and the Checkpoint Strikeforce Program Salary, benefits, supplies, equipment, travel	\$1,853,493 (Contributions)	\$1,534,297 (Contributions)	\$1,693,895

TRAFFIC RECORDS

AGENCY	FUNDING SOURCE	ACTIVITIES FUNDED	2010	2011	AVERAGE
Office of Chief Technology Officer - Applications Solutions	General Fund (Local Funds)	Application Solutions - DC Geographic Information System Staff salary/benefits, supplies, equipment of all agencies participating (% of their time)	*	*	\$2,365,500
			\$2,514,000	\$2,217,000	

PEDESTRIAN/BICYCLIST SAFETY

<i>AGENCY</i>	<i>FUNDING SOURCE</i>	<i>ACTIVITIES FUNDED</i>	<i>2010</i>	<i>2011</i>	<i>AVERAGE</i>
Department of Transportation DC (DDOT)	General Funds (Local) from the Operating Budget of Policy, Planning, and Sustainability Administration, DDOT	Pedestrian Safety/Bicycle Safety to include paid media efforts coordinated with OHS, design and develop pedestrian friendly infrastructure Salaries, benefits of four (4) staff	\$500,000.00	\$500,000.00	\$500,000.00

* These figures are taken directly from the District of Columbia Budgets for Fiscal Year 2010 and Fiscal Year 2011

**APPENDIX A TO PART 1200 –
CERTIFICATION AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)**

State: **District of Columbia**

Fiscal Year: **2014**

Each fiscal year the District must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to sub-recipients are noted under the applicable caption.)

In my capacity as the Mayor's Representative for Highway Safety, I hereby provide the following certifications and assurances:

GENERAL REQUIREMENTS

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the District's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

The Mayor is the responsible official for the administration of the District highway safety program through a District highway safety agency that 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 U.S.C. 402(b)(1)(A))

The District will comply with applicable statutes and regulations, including but not limited to:

- 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 Part 1200 – Uniform Procedures for State Highway Safety Grant Programs

The District 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).

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The District will comply with FFATA guidance, OMB Guidance on FFATA Sub-ward 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:
 - i. the entity in the preceding fiscal year received—
 - I. 80 percent or more of its annual gross revenues in Federal awards;
 - 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.

NONDISCRIMINATION

(applies to sub-recipients as well as States)

The District 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 (Pub. 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 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all sub-recipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.³

THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC 8103)

The District will provide a drug-free workplace by:

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

BUY AMERICA ACT

(applies to sub-recipients as well as States)

The District 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)

(applies to sub-recipients as well as States)

The District will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508) which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING

(applies to sub-recipients as well as States)

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.
4. 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

(applies to sub-recipients as well as States)

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

(applies to sub-recipients as well as States)

Instructions for Primary Certification

By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.

1. 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.
2. 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.
3. 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.
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 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.
5. 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.
6. 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.
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 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

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

1. 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.
2. The prospective lower tier participant shall provide immediate written notice to the person to whom 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.
3. 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.
4. 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.

5. 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)
6. 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.
7. 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.
8. 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 ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.

POLICY ON BANNING 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 adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles,

or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

The Mayor'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 is modified in a manner that could result in a significant environmental impact and trigger the need for an environmental review, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321, et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

SECTION 402 REQUIREMENTS

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

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this District under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the District in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

The District'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 U.S.C. 402(b)(1)(D))

The District will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

The District 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 District highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual district-wide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of district-wide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the District strategic highway safety plan, as defined in 23 U.S.C. 148(a).

(23 U.S.C. 402(b)(1)(F))

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

The District will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

I understand that failure to comply with applicable Federal statutes and regulations may subject District officials to civil or criminal penalties and/or place the District in a high risk grantee status in accordance with 49 CFR 18.12.

I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.



Signature Mayor's Representative for Highway Safety

Terry Bellamy, Director, DDOT

Printed name of Mayor's Representative for Highway Safety

District of Columbia

For Fiscal Year 2014

June 26, 2013

Date

G. Section 405 Applications

**APPENDIX D TO PART 1200 –
CERTIFICATIONS AND ASSURANCES
FOR NATIONAL PRIORITY SAFETY PROGRAM GRANTS (23 U.S.C. 405)**

State: **District of Columbia**

Fiscal Year: **2014**

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements, including applicable Federal statutes and regulations that are in effect during the grant period.

In my capacity as the Governor’s Representative for Highway Safety, I:

- certify that, to the best of my personal knowledge, the information submitted to the National Highway Traffic Safety Administration in support of the State’s application for Section 405 grants below is accurate and complete.
- understand that incorrect, incomplete, or untimely information submitted in support of the State’s application may result in the denial of an award under Section 405.
- agree that, as condition of the grant, the State will use these grant funds in accordance with the specific requirements of Section 405(b), (c), (d), (e), (f) and (g), as applicable.
- agree that, as a condition of the grant, the State will comply with all applicable laws and regulations and financial and programmatic requirements for Federal grants.



June 26, 2013

Signature Mayor’s Representative for Highway Safety

Date

Terry Bellamy, Director DDOT

Printed name of Mayor’s Representative for Highway Safety

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the HSP. Attachments may be submitted electronically.

Part 1: Occupant Protection (23 CFR 1200.21)

All States: [Fill in all blanks below.]

- The State will maintain its aggregate expenditures from all State and local sources for occupant protection programs at or above the average level of such expenditures in fiscal years 2010 and 2011. (23 U.S.C. 405(a)(1)(H))
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided as HSP attachment or page # 42.
- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # 36 to 43 and 90-94.
- Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page #42.
- The State's plan for child passenger safety technicians is provided as HSP attachment or page 43.

Lower Seat belt Use States: [Check at least 3 boxes below and fill in all blanks under those checked boxes.]

- The State's **primary seat belt use law**, requiring primary enforcement of the State's occupant protection laws, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.
- The State's **occupant protection law**, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on _____, and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Requirement for all occupants to be secured in seat belt or age appropriate child restraint:
- Coverage of all passenger motor vehicles:
- Minimum fine of at least \$25:
- Exemptions from restraint requirements:

- The State's **seat belt enforcement plan** is provided as HSP attachment or page # _____.

- The State's **high risk population countermeasure program** is provided as HSP attachment or page # _____.
- The State's **comprehensive occupant protection program** is provided as HSP attachment # _____.
- The State's **occupant protection program assessment**: [*Check one box below and fill in any blanks under that checked box.*]
- The State's NHTSA-facilitated occupant protection program assessment was conducted on _____ ;
- OR**
- The State agrees to conduct a NHTSA-facilitated occupant protection program assessment by September 1 of the fiscal year of the grant. (This option is available only for fiscal year 2013 grants.)

■ Part 2: State Traffic Safety Information System Improvements (23 CFR 1200.22)

- The State will maintain its aggregate expenditures from all State and local sources for traffic safety information system programs at or above the average level of such expenditures in fiscal years 2010 and 2011.

[Fill in at least one blank for each bullet below.]

- A copy of [*check one box only*] the TRCC charter or the statute legally mandating a State TRCC is provided as HSP attachment # or submitted electronically through the TRIPRS database on 06/21/2013.
- A copy of TRCC meeting schedule for 12 months following application due date and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date is provided as HSP attachment # or submitted electronically through the TRIPRS database on 06/30/2013.
- A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # or submitted electronically through the TRIPRS database on 06/21/2013.
- The name and title of the State's Traffic Records Coordinator is Carole Lewis.
- A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # or submitted electronically through the TRIPRS database on 06/21/2013.

- [Check one box below and fill in any blanks under that checked box.]

The following pages in the State's Strategic Plan provides a written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes: page 19.

OR

If not detailed in the State's Strategic Plan, the written description is provided as HSP attachment # _____.

- The State's most recent assessment or update of its highway safety data and traffic records system was completed on May 2012 (see TRIPRS) _____.

Part 3: Impaired Driving Countermeasures (23 CFR 1200.23)

All States:

- The State will maintain its aggregate expenditures from all State and local sources for impaired driving programs at or above the average level of such expenditures in fiscal years 2010 and 2011.
- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1200.23(i) in the fiscal year of the grant.

Mid-Range State:

- [Check one box below and fill in any blanks under that checked box.]

The statewide impaired driving plan approved by a statewide impaired driving task force was issued on _____ and is provided as HSP attachment # _____;

OR

For the first year of the grant as a mid-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan and submit a copy of the plan to NHTSA by September 1 of the fiscal year of the grant.

- A copy of information describing the statewide impaired driving task force is provided as HSP attachment # _____.

High-Range State:

- [Check one box below and fill in any blanks under that checked box.]

A NHTSA-facilitated assessment of the State's impaired driving program was conducted on _____ ;

OR

For the first year of the grant as a high-range State, the State agrees to conduct a NHTSA-facilitated assessment by September 1 of the fiscal year of the grant;

- **[Check *one box* below and fill in *any blanks* under that checked box.]**

For the first year of the grant as a high-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan addressing recommendations from the assessment and submit the plan to NHTSA for review and approval by September 1 of the fiscal year of the grant;

OR

For subsequent years of the grant as a high-range State, the statewide impaired driving plan developed or updated on _____ is provided as HSP attachment # _____.

- A copy of the information describing the statewide impaired driving task force is provided as HSP attachment # _____.

Ignition Interlock Law: *[Fill in all blanks below.]*

- The State's ignition interlock law was enacted on _____ and last amended on _____.
Legal citation(s):



Part 4: Distracted Driving (23 CFR 1200.24)

[Fill in all blanks below.]

Prohibition on Texting While Driving

The State's texting ban statute, prohibiting texting while driving, a minimum fine of at least \$25, and increased fines for repeat offenses, was enacted on 2004 and last amended on 2004 is in effect and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on texting while driving:
- Definition of covered wireless communication devices:
- Minimum fine of at least \$25 for first offense:
- Increased fines for repeat offenses:
- Exemptions from texting ban:

Prohibition on Youth Cell Phone Use While Driving

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues, a minimum fine of at least \$25, increased fines for repeat offenses, was enacted on 2004 and last amended on 2004 is in effect and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on youth cell phone use while driving:
- Driver license testing of distracted driving issues:
- Minimum fine of at least \$25 for first offense:
- Increased fines for repeat offenses:
- Exemptions from youth cell phone use ban:

Part 5: Motorcyclist Safety (23 CFR 1200.25)

*[Check **at least 2 boxes** below and fill in **any blanks** under those checked boxes.]*

Motorcycle riding training course:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # _____.
- Document(s) showing the designated State authority approved the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle is provided as HSP attachment # _____.
- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # _____.
- Document(s) showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # _____.
- Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses is provided as HSP attachment # _____.

Motorcyclist awareness program:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # _____.
- Letter from the Governor’s Representative for Highway Safety stating that the motorcyclist awareness program is developed by or in coordination with the designated State authority is provided as HSP attachment # _____.
- Data used to identify and prioritize the State’s motorcyclist safety program areas is provided as HSP attachment or page # _____.
- Description of how the State achieved collaboration among agencies and organizations regarding motorcycle safety issues is provided as HSP attachment or page # _____.
- Copy of the State strategic communications plan is provided as HSP attachment # _____.

Reduction of fatalities and crashes involving motorcycles:

- Data showing the total number of motor vehicle crashes involving motorcycles is provided as HSP attachment or page # _____.
- Description of the State’s methods for collecting and analyzing data is provided as HSP attachment or page # _____.

Impaired driving program:

- Data used to identify and prioritize the State’s impaired driving and impaired motorcycle operation problem areas is provided as HSP attachment or page # _____.
- Detailed description of the State’s impaired driving program is provided as HSP attachment or page # _____.
- The State law or regulation that defines impairment.
Legal citation(s):

Reduction of fatalities and accidents involving impaired motorcyclists:

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided as HSP attachment or page # _____.
- Description of the State’s methods for collecting and analyzing data is provided as HSP attachment or page # _____.
- The State law or regulation that defines impairment.
Legal citation(s):

Use of fees collected from motorcyclists for motorcycle programs: [*Check one box below and fill in any blanks under the checked box.*]

Applying as a Law State –

- The State law or regulation that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs to be used for motorcycle training and safety programs.

Legal citation(s):

AND

- The State’s law appropriating funds for FY___ that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs.

Legal citation(s):

Applying as a Data State –

- Data and/or documentation from **official** State records from the previous fiscal year showing that **all** fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided as HSP attachment # ____.

Part 6: State Graduated Driver Licensing Laws (23 CFR 1200.26)

[*Fill in all applicable blanks below.*]

The State’s graduated driver licensing statute, requiring both a learner’s permit stage and intermediate stage prior to receiving a full driver’s license, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Learner’s Permit Stage – requires testing and education, driving restrictions, minimum duration, and applicability to novice drivers younger than 21 years of age.

Legal citations:

- Testing and education requirements:
- Driving restrictions:
- Minimum duration:
- Applicability to novice drivers younger than 21 years of age:
- Exemptions from graduated driver licensing law:

Intermediate Stage – requires driving restrictions, minimum duration, and applicability to any driver who has completed the learner’s permit stage and who is younger than 18 years of age.

Legal citations:

- Driving restrictions:
- Minimum duration:
- Applicability to any driver who has completed the learner’s permit stage and is younger than 18 years of age:
- Exemptions from graduated driver licensing law:

Additional Requirements During Both Learner’s Permit and Intermediate Stages

Prohibition enforced as a primary offense on use of a cellular telephone or any communications device by the driver while driving, except in case of emergency.

Legal citation(s):

Requirement that the driver who possesses a learner’s permit or intermediate license remain conviction-free for a period of not less than six consecutive months immediately prior to the expiration of that stage.

Legal citation(s):

License Distinguishability (*Check **one box** below and fill in **any blanks** under that checked box.*)

Requirement that the State learner’s permit, intermediate license, and full driver’s license are visually distinguishable.

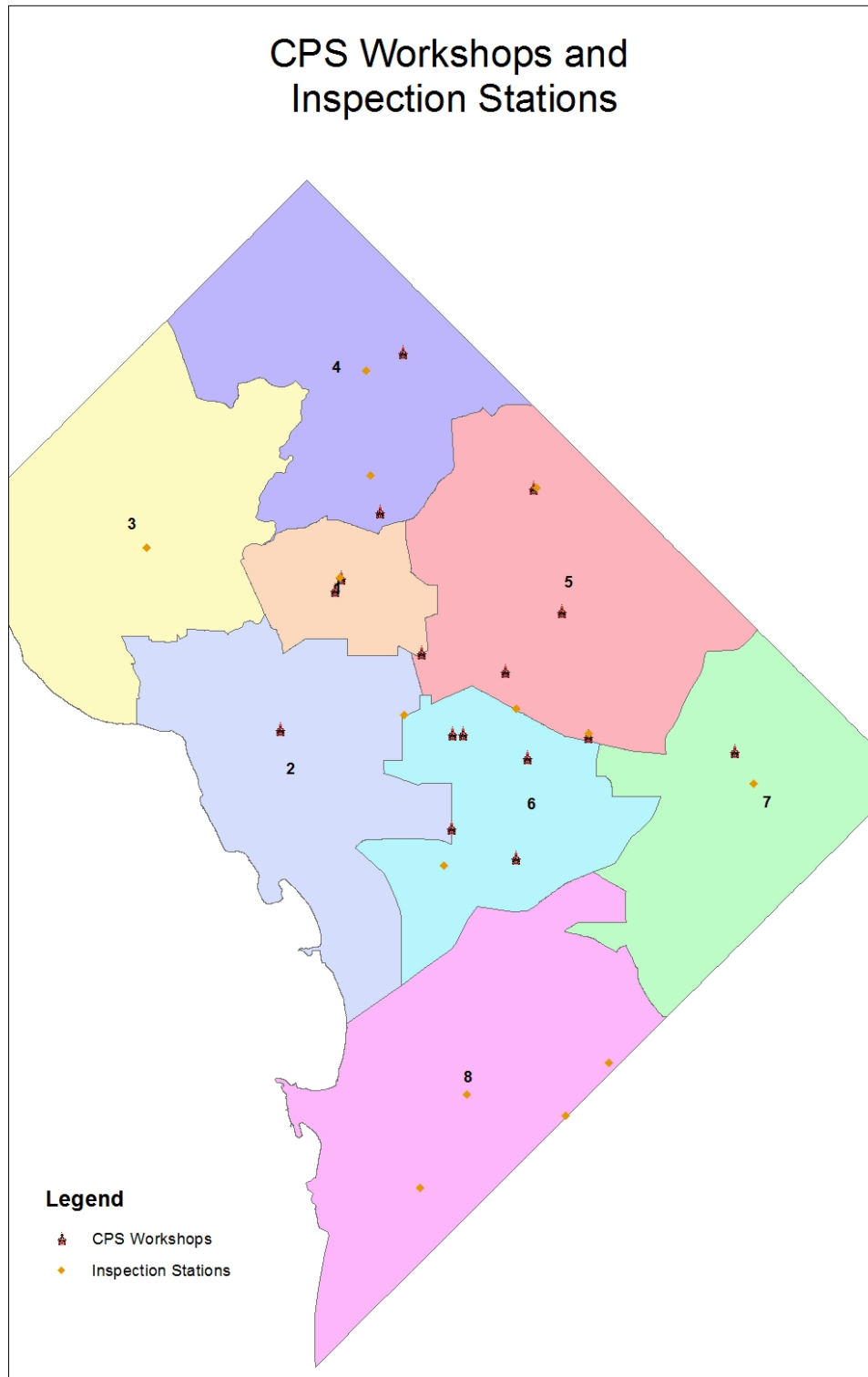
Legal citation(s):

OR

Sample permits and licenses containing visual features that would enable a law enforcement officer to distinguish between the State learner’s permit, intermediate license, and full drivers license, are provided as HSP attachment # _____.

OR

Description of the State’s system that enables law enforcement officers in the State during traffic stops to distinguish between the State learner’s permit, intermediate license, and full driver’s license, are provided as HSP attachment # _____.



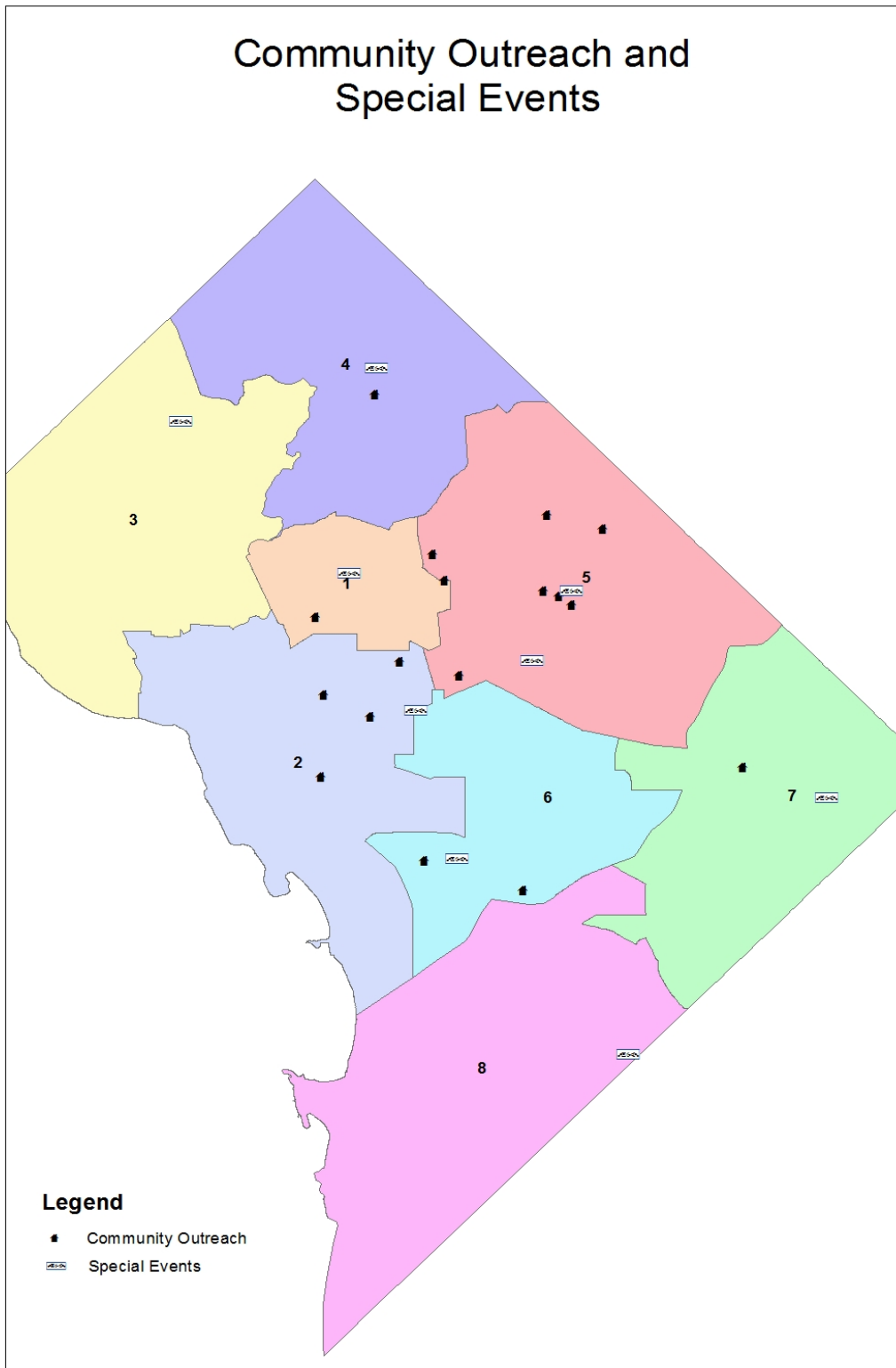
CHILD PASSENGER SAFETY WORKSHOPS

Ward	Name of Site	Address	Zip	Participates
1	Mary's Center	3912 Georgia Ave NW	20011	150
1	CentroNia'	1420 Columbia Rd NW	20010	60
5	Birthing Center	801 17th St NE	20002	40 expecting mothers
6	Department of Health	825 North Capitol St NE	20002	25 Employees
2	MPD Traffic Division	501 New York Avenue NE	20002	20
5	United Planning Organization (Headquarters)	301 Rhode Island Ave NW	20001	30 Parents
6	United Planning Organization (Randle Center)	820 South Capitol St SW	20024	16 Parents
7	Friendship Edison Public Charter School	4095 Minnesota Ave NE		12 Teen Moms
1	Bright Beginnings Columbia Heights Youth Center	1480 Girard Street NW	20010	10 Teen Moms
5	Brookland Manor Shelter	2423 14th St NE	20018	8
2	US Department of Education	830 First St Ne	20202	22 Employees
1	Sasha Bruce House for Women	1022 Maryland Ave NE	20002	18
4	Washington DC Transitional Housing Shelters	6315 5th Street Northwest		25
5	Providence Hospital	1150 Varnum Street, N.E	20017	5 Nurses
3	Kaiser Permanente	2100 Pennsylvania Ave NW	20037	40 parents
8	Child and Family Services (CFSA)	801 I Street	20003	60 Employees

INSPECTION STATIONS

Ward	Location	Address	Zip	Technicians
8	United Medical Center	1310 Southern Ave SE	20032	Sylvia Perkins
8	THEARC	1901 Mississippi Ave SE	20020	Sylvia Perkins
8	DC Fire & EMS Training Academy	4600 Shepherd Pkwy SW 3640 Martin Luther King Jr Ave SE	20032	Terrie Matthews
8	Bishop Walker School	Ave SE	20020	Karen Gay
7	6th District Police Department	100 42nd St SE	20019	Philip Lanciano
6	DC Dept. of Motor Vehicle	1101 Half St SW	20024	Larry Walker
5	Gallaudet University Transportation	800 Florida Ave NE	20002	Lawrence Curtis

5	UPO Developing Families Center	801 17th St NE	20002	Karen Gay
5	Providence Hospital	1150 Varnum St NE	20017	Karen Gay, Terrie Matthews, Cynthiana Lightfoot, Sylvia Perkins, NiKeesha Webb, Donna Allen
4	4th District Police Department	6001 Georgia Avenue NW	20011	Robert Taylor Cynthiana
4	Georgia Avenue Collaborative	1104 Allison St NW	20011	Lightfoot
2	MPD Traffic Division	501 New York Ave NW	20002	Arlinda Page, Vene Lagon, Darryl Priestly
1	Columbia Heights/Shaw Collaborative	1420 Columbia Rd NW	20010	Billie Davis
3	2nd District Police Department	3220 Idaho St NW	20016	



SPECIAL EVENTS

Ward	Location	Address	Zip	Event	# Inspected	Lead Technician
				National Seat		
1	Centronia'	1420 Columbia Rd NW	20010	Check Day	60	Karen Gay
2	MPD Traffic Division	510 New York Ave NW	20001	CPS Week	20	Arlinda Page
3	Engine 31	4930 Connecticut Ave NW	20008	CPS Week	6	Terrie Matthews
4	4th District Police Station	6001 Georgia Avenue NW	20011	CPS Week	4	Robert Taylor
5	Developing Families	801 New York Ave NE	20018	CPS Week	19	Karen Gay
5	Engine 26	1340 Rhode Island Avenue	20018	CPS Week	7	Cynthiana Lightfoot
7	Engine 25	50 49th St NE	20019	CPS Week	10	Terrie Matthews
6	DMV Inspection Station	1101 Half St SW	20024	CPS Week	19	Larry Walker
8	THEARC	1901 Mississippi Ave SE	20020	CPS Week	12	Sylvia Perkins

CPS EVENTS

Site	Address of Event	Zip Code
1. DPW Truck-A-Roo	DC Stadium Armory	20002
2. Senator side of the Hill	East side of the Capitol	20003
3. DC Night at 2nd District Police Department	300 Indiana Ave., NW	20001
4. Zena Day Care Center	4119 4th Street, SW	20032
5. Big Mama's Children's Center	4680 Martin L King Ave., SW	20032
6. 50 49th Street, NE	Connecticut Avenue, NW	20008
7. 1923 Vermont Avenue	1923 Vermont Ave., NW	20001
8. 4600 Shepard Parkway, SW	4600 Shepherd Pkwy, SW	20032
9. Engine 1520 C Street, SE	1520 C Street, SE	20003

10. Engine 4930 Connecticut Avenue, NW	4930 Connecticut Ave., NW	20008
11. Engine 101 Atlantic Street, SE	101 Atlantic St., SE	20032
12. LeDroit Park	2nd and Elm Streets, NW	20001
13. Gallaudet University	800 Florida Ave., NE	20002
14. Gallaudet University	800 Florida Ave., NE	20002
15. United Medical Center	1310 Southern Ave., SE	20032
16. 4th District Community Day	901 4th Street, NW	20001
17. Edward Mazique Parent Child Center	1719 13th St., NW	20009
18. Rosemount Center	2000 Rosemont Ave., NW 4930 Connecticut Ave., NW	20010 20008
19. Engine 31		
20. National Children's Center	6200 2nd St., NW	20011
21. YMCA, Capital View	2118 Ridgecrest Court, SE	20020
22. Howard University Hospital	2041 Georgia Ave., NW	20060
23. Bishop Walker School	3640 Martin Luther King Jr Ave., SE	20032
24. United Planning Organization	301 Rhode Island Ave., NW	20001
25. Georgia Avenue Collaborative	1104 Allison St., NW	20011
26. Columbia Heights/Shaw Collaborative	1420 Columbia Rd NW	20009
27. Traffic Division	501 New York Avenue	20002

Appendix C – Certified Child Passenger Safety Technicians

Certified Technicians with Certification Expiration

Name	Tech #	Expiration date	Work Location
Sgt. Donna Allen	T033291	9/2/14	Third District
Billie Davis	T66476	6/21/13	Third District
Nikeesha Webb	T664810	8/31/14	EOCOP Stationed at First District
Lashonda Hart	T643956	6/16/13	Third District
Courtney Hart	T583477	7/29/13	Fourth District
Edwin Buckner	T64575	2/21/11	School Resource Officer
Lt. Regina Gamble	T643934	4/3/13	EOCOP Stationed at First District
Sgt. Robert Taylor	T644241	3/23/13	Fourth District
Sgt. Kevin Naus	T50901	11/12/14	Second District
Preston Proctor	T650894	11/12/12	Second District
Capt. Byron Hope	T64565	10/17/14	Seventh District
Arlinda Page	I595966	8/20/13	TSSEB
Lee Nobriga	T688731	11/12/14	TSSEB
Wen Ai	T688729	11/12/14	TSSEB
Vene Lagon	T688732	11/12/14	TSSEB
Daniela Santos	T64639	10/17/14	Second District
Carter, Florence	T38041	7/26/14	Cell block
Regina Davis	T674407	6/21/13	Second District
MPO Deidre fisher	T650904	11/12/12	Seventh District
Antoine Carter	T574040	11/12/14	School Resource Officer
Renee Kennedy	T6662610	11/21/14	Evidence Control Unit
Dwonn Anderson	T697127	08/19/2013	Fourth District

David Baker	T697117	8/19/2013	Second District
Anthony Bingham	T697122	8/19/2013	Fifth District
Michelle Bullard	T697130	8/19/2013	First District
Ingrid Dixon	T697119	8/19/2013	Sixth District
Andrew Fredrick	T697118	8/19/2013	Second
Christopher Gaglione	T697121	8/19/2013	Fifth District
Shaquinta Gaines	T697123	8/19/2013	Sixth District
Mohamed Ibrahim	T697126	8/19/2013	First District
Joshua Raymon	T697124	8/19/2013	Fourth District
Jay Taylor	T697112	8/19/2013	Third District
Sgt. Terry Thorne	T697120	8/19/2013	IDSU
Sharon White	T697129	8/19/2013	4D sub- station
Derek Washington	T697125	8/19/2013	Seventh District
Michael Kersey	T697128	8/19/2013	Seventh District
Lt. Philip Lanciano	I1001261	5/1/13	Sixth District
Darryl Priestly	T561091	08/19/2013	IDSU
Sgt. Iris Beistline	T707765	8/28/2014	Third District
William Bogner	T707770	8/28/2014	Seventh District
Theodore Gay	T707766	8/28/2014	Fifth District
Jennifer Gelsomino	T707755	8/28/2014	Fourth District
Rhonda Hardy	T707760	8/28/2014	Second District
Tyrone Hardy	T707773	8/28/2014	First District
Sheri Hinton	T707771	8/28/2014	Fourth District
Sarah Karim	T707757	8/28/2014	Fourth District
Nikki Maxwell	T707761	8/28/2014	Second District
Robert Miles	T707780	8/28/2014	Sixth District

Perry Morgan	T707762	8/28/2014	Third District
Herbert Nicholls	T707769	8/28/2014	Sixth District
Romayo Simon	T707754	8/28/2014	Fourth District
Sharon Taylor	T707756	8/28/2014	Sixth District
Karen Gay	I656167	7/11/11	DDOT
Larry Walker	T644241	3/23/11	DMV
Cynthiana Lightfoot	I589750	8/28/2014	EMSC
Terri Matthews	T64573		Fire & EMS
Sylvia Perkins-Swain	T33112	5/8/13	Children Hospital Injury Prevention
Thurman Powell	T674417	6/21/11	Seventh District never work
Erick Skinner	T2687	4/13/11	
Alvyn Dowe	T644801	8/3/11	
Ida George	T72384	6/21/11	
Virginia Fedor	T625058	5/7/12	