



Highway Safety Plan

FY2016



District of Columbia Highway Safety Plan FFY2016

Prepared on behalf of

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Under the direction of

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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 2016 Highway Safety Plan (HSP).

On July 6, 2012, a transportation reauthorization bill P.L. 112-141, called Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law. 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 HSP.

The HSP represents a one-year plan that looks at the fiscal year 2016 programming including funding controlled by the Highway Safety Office. It contains the goals, strategies, performance measures and objectives that the District of Columbia has set for the next fiscal year 2016 (October 1, 2015 – September 31, 2016). The HSP is required by the U.S. Department of Transportation (U.S. DOT), 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, 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 The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (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 areas under Section 405 (see Appendix D):

- 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

The HSP is a multi-year plan developed and updated annually by the HSO to describe how Federal highway safety funds will be apportioned. The HSP 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 HSP 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.

The 2016 HSP is directly linked to the District's Strategic Highway Safety Plan (SHSP), which was updated in September 2014. The SHSP includes strategies in the 4 E's of traffic safety – engineering, enforcement, education, and emergency medical services – to target distinct emphasis areas that are believed to significantly reduce the number of deaths and serious injuries in the District. The HSP addresses three of the emphasis areas outlined in the 2014 SHSP – High Risk Drivers (Impaired and Aggressive Drivers), Pedestrian and Bicycle Safety, and Occupant Protection. The HSO focuses on public outreach and other strategies for conducting behavioral safety communications campaign.

As required by 23 CFR 1200.11, the HSP is the District's application for Section 402 and 405 Highway Safety funding includes the following components:

- Highway Safety Planning Process – The District's planning process, data sources and the District's demographics in order to identify the District's highway safety problems.
- Performance Plan – This section provides a detail of the performance measures and the method used in selecting targets for each program area. These targets are data driven and support the long range goals of the SHSP. New to FY2016 HSP is the development of an Evidence-based Traffic Safety Enforcement plan, resulting in a targeted approach for locations that are at a higher risk.
- Highway Safety Strategies and Projects – This section is divided by program area which identifies a data driven problem identification and proven countermeasure project activities. It also includes HSO safety partners, project description, project numbers and level of funding for their activity.
- Performance Report – This provides a snapshot of the District's performance by program-area level on the District's success in meeting its performance targets.
- Performance Cost Summary – This is the District's proposed allocation of funds (including carry-forward funds) by program area based on the projects identified in the Highway Safety Strategies and Projects section.
- Certifications and Assurances – Includes the required certification statements and assurances signed by the Governor's Representative for the District's Highway Safety Office. The statement provides assurances that the District will comply with applicable laws and regulations, financial and programmatic requirements and the special funding conditions of the programs.
- Section 405 Grant Application (Appendix D) – This is the District's application for 405 funds for impaired driving, occupant protection and traffic records and is required by MAP -21 to be submitted as part of the HSP submission.



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 and activities are primarily funded through federal grants from NHTSA.

The HSO is responsible for the coordination and management of the District's highway safety program. This includes taking a leadership role in identifying the District's traffic safety emphasis areas 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, aggressive driving, pedestrian and bicycle safety, and Traffic records.

The District's Highway Safety Office

The Federal Highway Act of 1966 makes the District's Mayor responsible for preparing and administering a District-wide highway safety program. The Mayor of the District of Columbia, **Muriel Bowser**, was elected November 2014. Mayor Bowser serves as the eight-elected and second woman Mayor of the District of Columbia. The Mayor has named **Leif A. Dormsjo** 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 located with the District Department of Transportation (DDOT), Planning and Sustainability Administration (PPSA). The Transportation Safety Office (TSO) Chief, **Carole A. Lewis** is the District's Highway Safety Coordinator, who administers the District's highway safety program. This includes planning, organizing, evaluating, monitoring, and directing the operations and programs in accordance with Federal and District rules, regulations, and guidelines. The Highway Safety Office (HSO) has a contract with KLS Engineering who assists the HSO Coordinator with the safety programs.

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 December 2013 the total number of jobs in the District was 759,200, reflecting a 700 job increase in March 2015. The District's unemployment rate was 7.7 percent. Federal employees make up 27.4 percent of the District's workforce (203,500 workers). Some of the other 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.

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 for FY2016 include:

- District Department of Transportation (DDOT)
- Metropolitan Police Department (MPD)
- Office of the Attorney General (OAG)
- Metropolitan Washington Council of Governments (COG)
- Office of the Chief Medical Examiner (OCME)
- Office of Chief Technology and Officer (OCTO)
- Office of Information Technology and Innovation (OITI)
- DC Fire & Emergency Medical Services
- Washington Regional Alcohol Program (WRAP)
- Howard University
- 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)

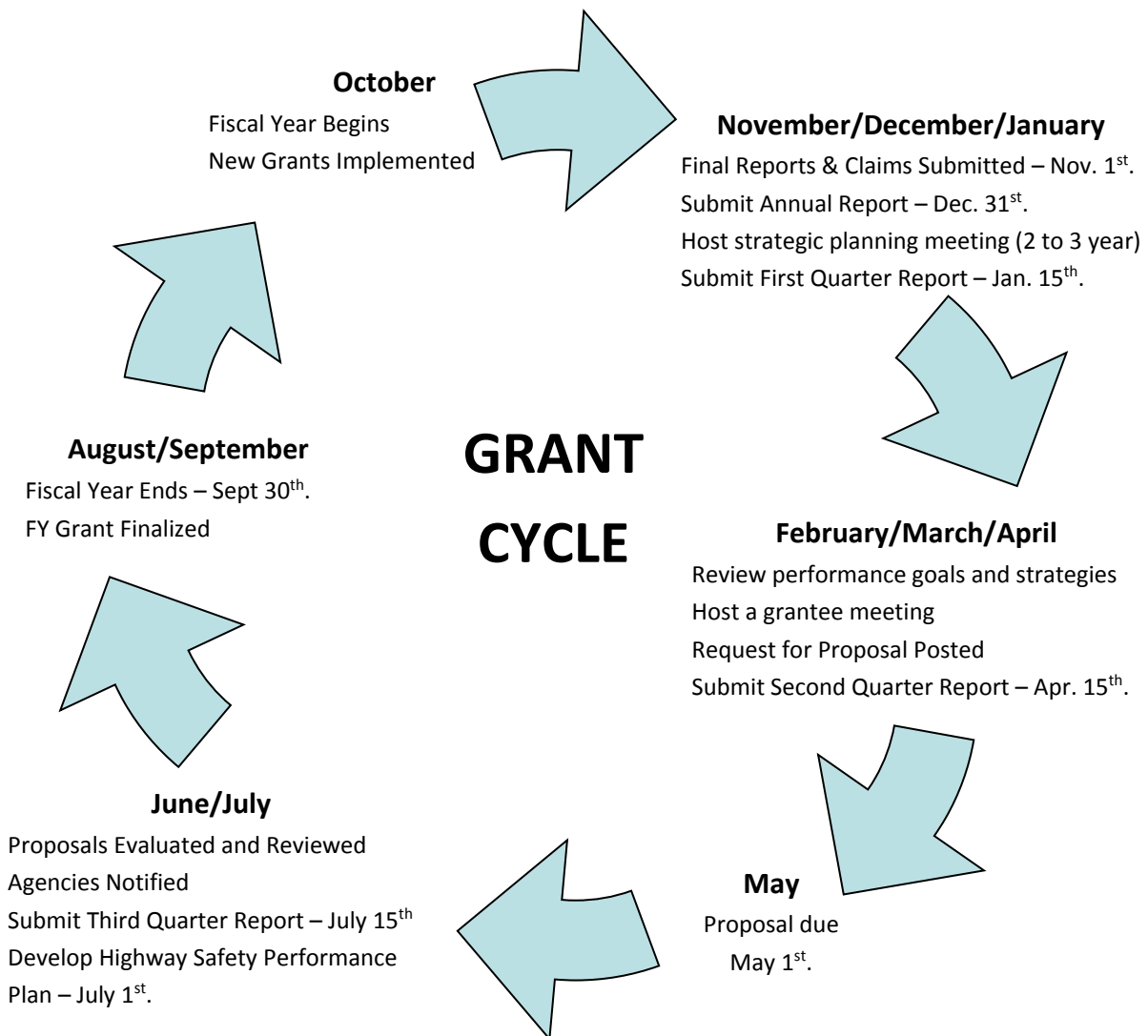
C. The Highway Safety Planning Process

This section of the HSP 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. We believe the strategies and projects selected will have a positive impact on the District’s highway safety program and ultimately support our mission of saving lives.

The Planning Process

Developing and implementing the HSP 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 1: Grant Cycle



PROJECT SELECTION PROCESS

The HSO determines their highway safety programs through the problem identification process, identifies the top priority areas and sends out a memo requesting grant proposals to address these issues. The HSO utilizes the SHSP, NHTSA's *Countermeasures that Work: A Highway Safety Countermeasure Guide for State Highway Safety Office* (Seventh Edition, 2013), and past experience in the selecting strategies, countermeasures and projects that would best benefit the District in achieving its goals.

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 posted in the DC Register and the HSO website, with a due date of May 1, 2015. The FY2016 Grant Application as well as other grant related forms are posted on the HSO website at www.ddot-hso.com.

A one-day Grant Management Training was held on February 24, 2015 inviting past/existing grantee recipient as well as others who have expressed interest in the program. At this training, the coordinator and NHTSA provided information on the National and the District's priority areas, Crash Data, MAP-21 requirements, the Grant Application form, process, evaluating, monitoring and reporting requirements and strategies from the Districts Strategic Highway Safety Plan.

Proposed grant applications are jointly reviewed by the HSO and NHTSA to ensure that the applications:

- Meet all the required criteria
- The activities are likely to support the District goals and that it is identified in their problem identification.
- Strategies are evidence-based and are reasonable.
- Grantees experience in performing the project activities.
- Activities are measureable and can the effectiveness can be measured.

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 subgrantee 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 HSP Application for Federal highway safety funds. Applications can be accepted as is, rejected with comments for re-submission, or rejected based on not in line with the safety goals.

The HSO then develops a comprehensive HSP, which contains proposed projects/programs most relevant to the overall goals and priorities of the HSO and DDOT.

PRE-AWARD RISK ASSESSMENT

As per 2 CFR Parts 200 and 1201, it is a requirement that a pre-award Risk Assessment is done for each grantee, prior to awarding the NHTSA funds. The objective of this assessment is to provide the District with a tool to better monitor each grantee. This assessment will evaluate each grantee and identify them as either a high, medium or low risk designation. This allows the HSO to focus its monitoring efforts on the higher risk entities to ensure they meet the program requirements and objectives.

Grantees may be notified during the assessment to answer or explain any deficiencies the HSO may have identified. Based on the risk level (high, medium or low) will determine the level or type of monitoring during the grant period.

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.

All projects are monitored by the HSO on a regular basis, which includes on-site monitoring. Additional monitoring may be required to grantees where it is determined that their organization is at a medium or high risk grantee to the HSO. 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 in Table 1 below:

Table 1: Reporting Schedule

Reporting Month	Fiscal Quarter	Report Due
October November December	First Quarter	January 15
January February March	Second Quarter	April 15
April May June	Third Quarter	July 15
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.

Problem Identification Process

Each year the HSO performs a problem identification process with assistance from KLS Engineering and the guidance of the Region 3 NHTSA office to determine the most effective plan for the most appropriate use of Federal highway safety grant funds.

The HSP is directly linked to the District’s Highway Strategic Safety Plan (SHSP), 2014. The SHSP’s goal is to reduce all traffic-related fatalities and serious injuries by 20 percent by 2025. Per MAP-21 requirement the HSP and the SHSP goals should be the same for total fatalities, fatality rate and serious injuries.

The HSO is also responsible for the development and implementation of the District’s SHSP and has contracted with KLS Engineering on this effort. For the development of the 2014 SHSP, two teams were involved in this process: a Strategic Management Team (SMT) – comprised of executives/senior managers from various agencies, and Safety Partners – agencies or organizations responsible for safety on the District’s roadways. The HSO coordinator and previous and current grantees attended these meetings and provided input and guidance relative to the behavioral highway safety program areas. The following are the list of participants involved in the SHSP process:

DDOT	DDOT	MPD	OAG
<ul style="list-style-type: none"> Adil Rizvi Alberta Paul Amber Carran-Fletcher Asnake Negussie Brett Rouillier Carole Lewis Clarence Dickerson Colleen Hawkinson Dena Thweatt Eric Ambrose Eric Walden Eulois Cleckley Faisal Khan George Branyan Gregg Stevenson Harvey Alexander Howard Chang James M. Cheeks Jameshia Peterson Jeffrey Powell Jim Sebastian 	<ul style="list-style-type: none"> Jose Colon Jose Thommana Karen Gay Maurice Keys Mike Goodno Ogechi Elekwachi Paul Hoffman Rahul Jain Reginald Arno Reginald Bazile Robert Green Ronaldo Nicholson Sam Zimbabwe Soumya Dey Steven Zike Victory Rich William McGuirk 	<ul style="list-style-type: none"> Anne Grant Comm. James Crane Glenn Amodeo Lee Nobriga Lisa Sutter Lt. Nicholas Breul Lt. Ronald Wilkins Michele Molotsky Officer Arlinda Page Officer Gerald Anderson Officer Robert Wells Officer Wen Ai Raphael Dionicio Sgt. Andrew Margiotta Sgt. James Schaefer Sgt. Terry Thorne 	<ul style="list-style-type: none"> Andrew Fois Kimberly Brown Melissa Shear Whitney Stoebner
			FMCSA <ul style="list-style-type: none"> Bernard McWay Deborah Snider
			DOH <ul style="list-style-type: none"> Brian Amy Cynthia Harris Robert Austin
			OCME Lucas Zarwell
			OCTO Mario Field
	DC Office on Aging <ul style="list-style-type: none"> Courtney Williams Linda Irizarry 	US Capitol Police <ul style="list-style-type: none"> Christopher Dickhoff Jason .R. Bachman Joseph Torreyson Lt. Talaya Mayronne Lt. Timothy Bowen Michael Riccardi Michael Riley Mike Baierlein Richard Larry Ryan Ford Sgt. Brian Verderese 	NHTSA <ul style="list-style-type: none"> Beth Baker Kristen Allen
WMATA <ul style="list-style-type: none"> Gregory C Kupka Janice Mayo Kristin Haldeman 	DCSC <ul style="list-style-type: none"> Dan Cipullo Joyce Jenkins Michael Francis Nancy McKinney 		FHWA <ul style="list-style-type: none"> Jawad Paracha Peter Doan Sandra Jackson
HSEMA <ul style="list-style-type: none"> Patrice White 	DMV <ul style="list-style-type: none"> Cherice Stanley David Glasser Elaine Speller Kenneth King Lucinda Babers Rick Whitley 		US Park Police <ul style="list-style-type: none"> Janice Bindeman Lt. Russel Fennelly Maj. Keith Horton Officer Pentti Gillespie
FEMS <ul style="list-style-type: none"> Erik Johnson Sean Egan 		DCPS <ul style="list-style-type: none"> Anthony Hinnant Patrice Bowman 	
MWCOG <ul style="list-style-type: none"> Andrew Meese Michael J Farrell 			

Others

- D. Lynn and Sally Wilson, Children's National Medical Center
- Dawn Moreland, MedStar Washington Hospital Center
- Dayna Minor, Associates for Renewal in Education
- Edward R. Stollof, ITE, Safety Program Senior Director
- Angela Mickalide, Safe Kids
- Jim McAndrew and Mary McAndrew, McAndrew Company
- KLS Engineering Staff
- Kristin Rosenthal, Safe Kids
- Kurt Erickson, WRAP
- Teresa Edelen, DC Truckers Association
- Tiffany Rose, DC Tourism
- Armen Abrahamian, PG County
- Marlene Berlin, IONA Senior Services
- Patrick N.Foster, PG County
- Philip Sause, Maryland DOT
- Randy Dittberner, Virginia DOT
- Sharon Bauer, IONA Senior Services
- Trish Blomquist, MRC
- Errol Noel, Howard University
- Kenyatta Hazlewood, George Washington University Hospital
- Lakisha Johnson, Associates for Renewal in Education
- Victor Weissberg, PG County
- Wayne Wentz, Arlington County

This HSP and the SHSP uses the same process to identify problems in the District, and identify/select evidence based countermeasures. Our primary sources for evidence based strategies are the GHSA "Countermeasures that Work," NHTSA "Highway Safety Uniform Guidelines", the NCHRP 500 series, and scientifically sound evidence based research regarding strategies not identified by GHSA, NHTSA or NHCRP.

The SHSP used a systematic data and information-driven process and guidance from the District's safety partners. The HSO uses two primary crash data sources to analyze and identify the District's most significant traffic safety problems – Federal Fatality Analysis Reporting System (FARS) program and Metropolitan Police Department (MPD) Crash Data. The latter contains information on crashes and injuries for the District.

The problem identification process uses the FARS fatality data and MPD data for serious injuries, which is defined as disabling and non-disabling injuries. The data queried to determine who is involved in a crash (e.g., age, gender, seatbelt use, impairment, etc.), when crashes are occurring (e.g., time of day, day of the week, month, etc.), what is the cause of the crash (e.g., speed, alcohol, etc.) and where in the District they are occurring.

Understanding the data helped the HSO and its stakeholders to identify the five Critical Emphasis Areas (CEAs) listed in the 2014 SHSP to improve traffic safety and decrease injuries and fatalities in the District. These five CEAs (SHSP) were:

1. High-Risk Drivers
 - a. Aggressive Driving
 - b. Impaired Driving
 - c. Driver Competency and Licensing
 - d. Distracted Driving
2. Pedestrian and Bicyclist Safety
 - a. Pedestrian Safety
 - b. Bicyclist Safety
3. Engineering/Facilities Infrastructure
 - a. Signalized intersections
 - b. Non-signalized Intersections (STOP Controlled only)
 - c. Work Zones
4. Special Vehicles
 - a. Large Trucks
 - b. Motorcycles
5. Special Target Areas
 - a. EMS
 - b. Occupant Protection
 - c. Traffic Incident Management (TIM)

The District's Demographics

The U.S. Census Bureau estimates that the District's population was 658,893 on July 1, 2014, a 9.5% increase since the 2010 United States Census. The increase continues a growth trend since 2000, following a half-century of population decline. The District has experienced an increase in the proportion of white, Asian, and Hispanic residents, and a decline in the city's black population.

The table below shows a breakdown of the District's population by race, age, and sex.

Table 2: District's Population

Race			
	2010	2014	% Change
White (a)	38.5 %	43.4 %	+4.9 %
African-American (a)	50.7 %	49.5 %	-1.2 %
American Indian & Alaska Native (a)	0.3 %	0.6 %	+0.3 %
Asians (a)	3.5 %	3.9 %	+0.4 %
Native Hawaiian & Other Pacific Islander (a)	0.1 %	0.1 %	0 %
Persons reporting 2 or more races	2.9 %	2.6 %	-0.3 %
Hispanic or Latino Origin (b)	9.1 %	10.1 %	+1 %

(a) Includes persons reporting only one race

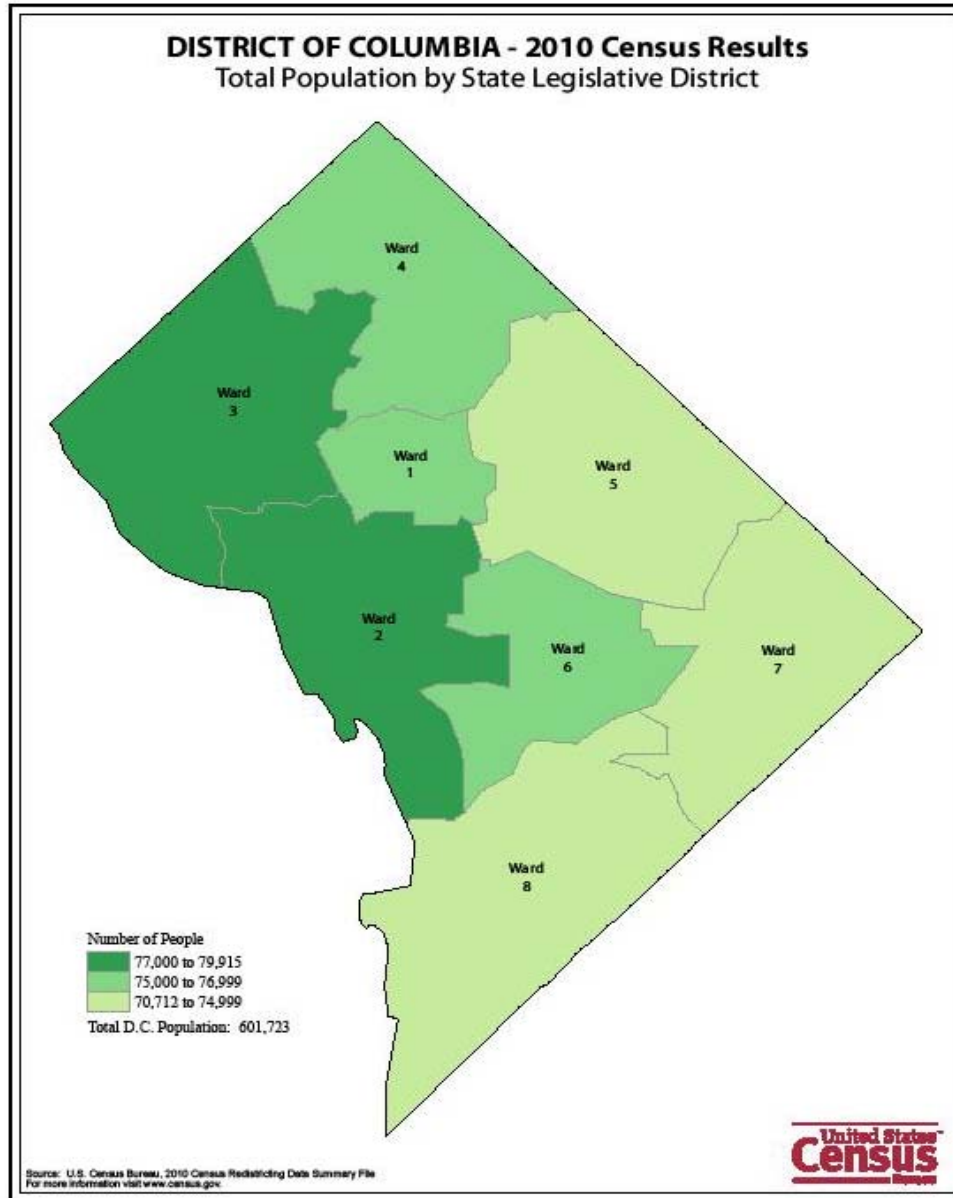
(b) Hispanics may be of any race, so are also included in applicable categories.

The District was considered the 23rd most populous city in the United States in 2014. It is located in the mid-Atlantic region of the US East Coast and bordered by Montgomery County, Maryland to the northwest; Prince George's County, Maryland, to the east; and Arlington and Alexandria, Virginia, to the south and west. It is our nation's capital and it is not part of a state. It is the center of all three branches of the federal government and the home of many of the national monuments and museums. It also is the location of 176 foreign embassies and headquarters of many international organizations, trade unions, non-profit organizations, lobbying groups, and professional associations, resulting in an ethnically diverse, cosmopolitan, mid-size capitol city.

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.

The District of Columbia has a land area of 61.4 square miles with a population density of 10,528 persons per square mile. The District is divided into eight wards, each with approximately 75,000 residents, as shown in Figure 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 2: District of Columbia - 2010 Census Results



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.

As of March 2015, the number of licensed drivers was 428,894 which represent 65 percent of the total population and an 8.99 percent increase in licensed drivers from February 2014 (393,482).

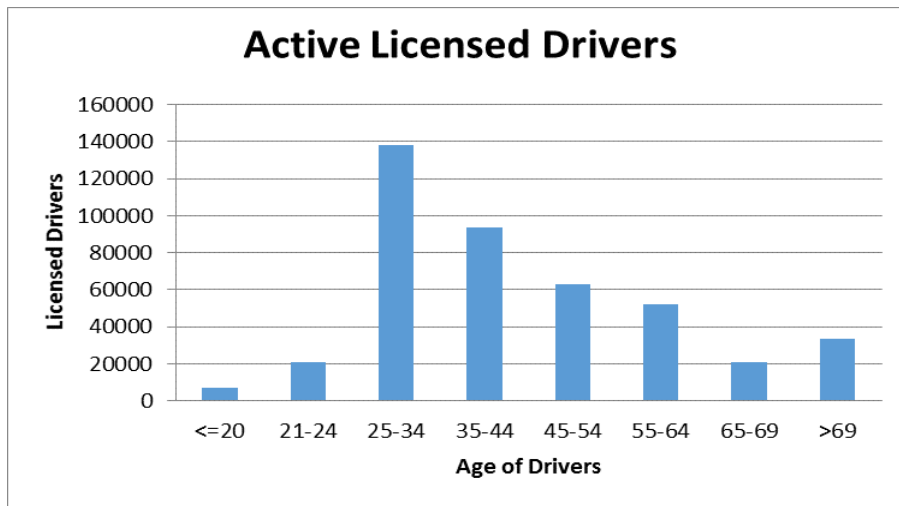
There are also over 296,000 registered vehicles in the District, as of December 31, 2014, as shown in Table 3 below:

Table 3: Active Vehicle Registration and Drivers

Active Vehicle Registration		Active Licensed Drivers	
Passenger Car	87.7 Percent	Male	209,185
Truck/Tractor/Trailer	1.7 Percent	Female	219,666
Motorcycle	1.7 Percent	Total Licensed Drivers	428,894
Federal/Government Vehicle	6.3 Percent		
Total Registered Vehicle	296,303		

Source: Department of Motor Vehicles, December 31, 2014.

Figure 3: 2015 Active Licensed Drivers by Age in the District



Source: Department of Motor Vehicles, March 2015

Based on the number of active licensed drivers the highest age group being 25-34 years, as shown in Figure 3.

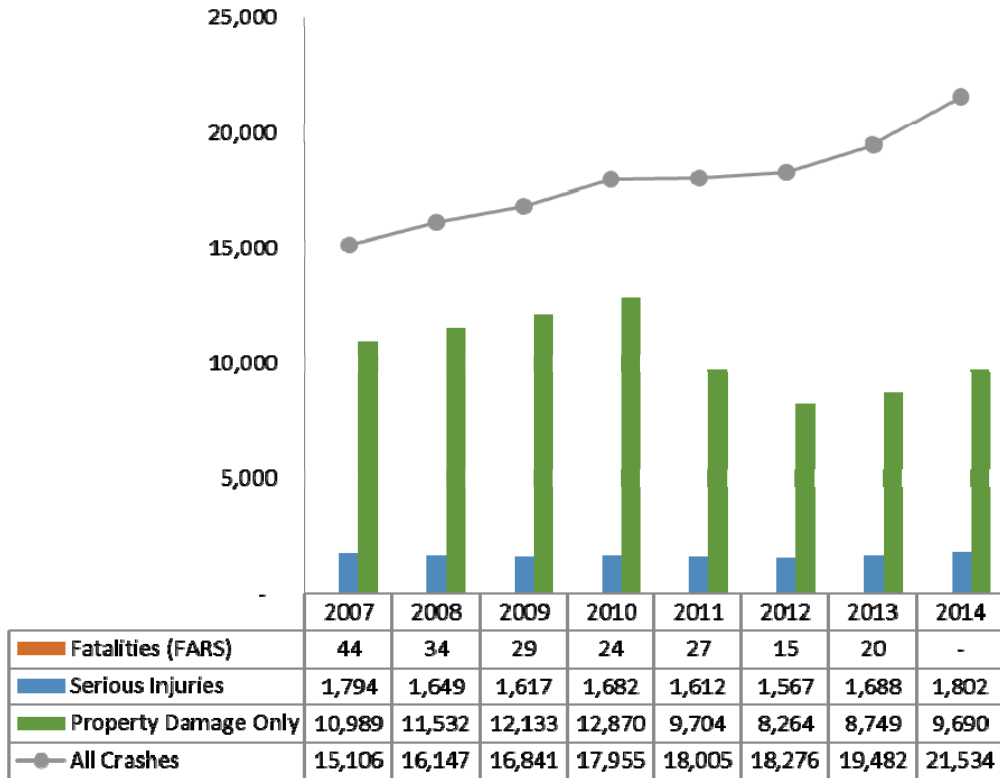
The Washington Metropolitan Area Transit Authority (WMATA) operates the Washington Metro, the city’s rapid transit system, as well as Metrobus. Both serve the District and its suburbs and presently consist of 86 stations and 106.3 miles of track. With an average of one million trips each weekday, Metro is the second-busiest rapid transit system in the country. Metrobus serves over 400,000 riders each weekday, making it the nation’s sixth-largest bus system. The City also operates its own DC Circulator bus system, which connects commercial areas within central Washington. An expected 32 percent increase in transit usage within the District by 2030 has spurred construction of a new DC Streetcar system to interconnect the city’s neighborhoods, as well as the additional Metro lines that will connect Washington to Dulles airport in Virginia.

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.

District Traffic Facts

The HSO queries the most current data available in determining the District's traffic safety problem each year to identify and understand the District's most critical traffic safety problem area and used in the development of the HSP.

Figure 4: Crashes by Severity

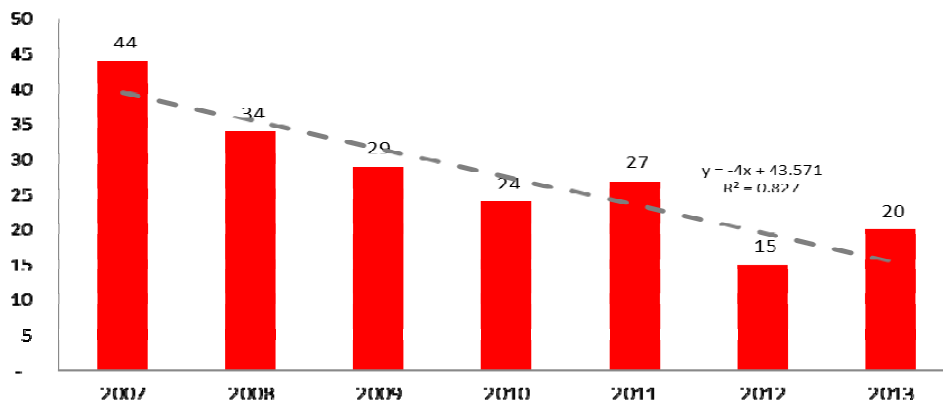


Source: Metropolitan Police Department Crash data and FARS

Note: 2014 are preliminary data.

In 2010, MPD and DDOT significantly improved the record keeping and trained their MPD officers; this resulted to increased number of reported crashes, as shown in Figure 4. The figure, also shows the significant safety improvement the District has accomplished, since even though the number of traffic crashes has been increasing the number of fatalities and serious injuries has been reducing.

Figure 5: All Fatalities

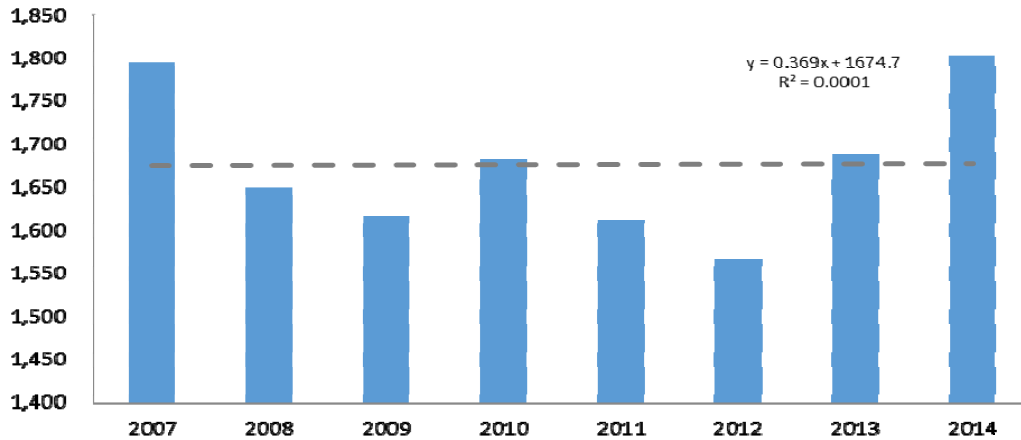


Source: FARS

The fatality trend line in Figure 5 above indicate a downward trend (2007 to 2013), however, based on the District’s preliminary data, in 2014 there has been a 30 percent increase from 20 in 2013 to 26. In 2012, the District’s fatality number was at its lowest; 15, with these low numbers and fluctuations it is difficult to accurately project a reliable trend.

Looking at the serious injuries data (Disabling and non-disabling) there is not a reliable trend between 2007 and 2014. However, there has been a significant increase 8.9 percent increase from 1,655 in 2013 to 1,802 in 2014, as shown in Figure 6.

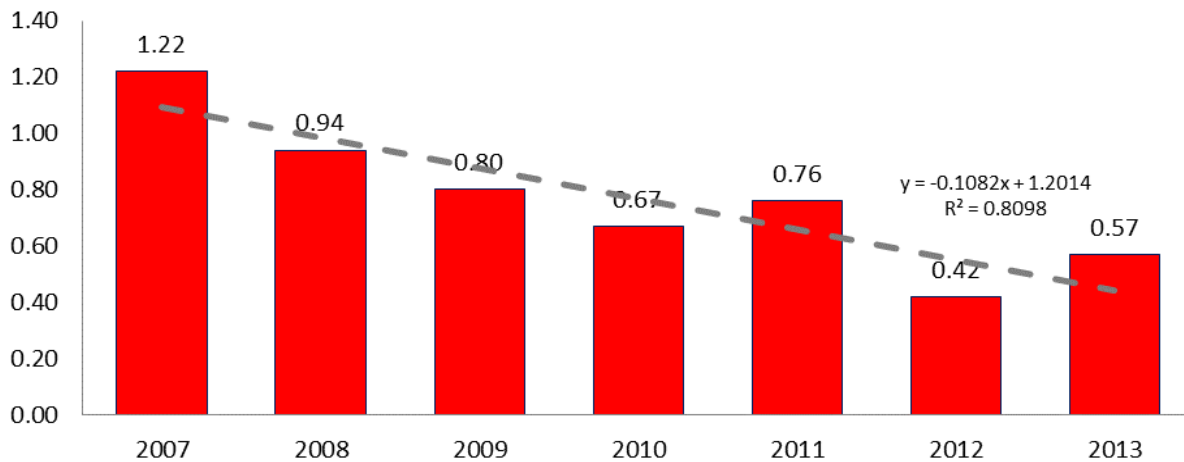
Figure 6: All Serious Injuries



Source: Metropolitan Police Department Crash data

The District has also been making similar gains based on the fatality rate per 100 million vehicles miles travelled. In 2012, the rate fell from 0.42 to 0.76; a 44.7 percent decrease.

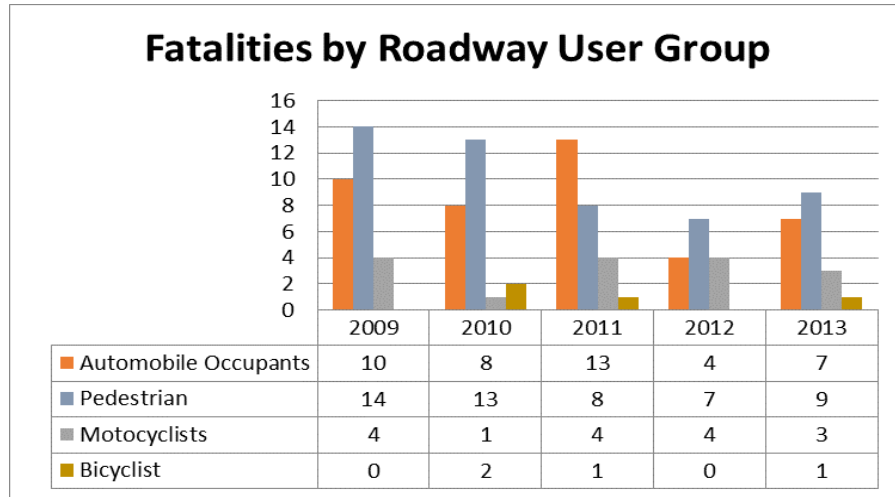
Figure 7: Fatality Rate per 100 MVMT



Source: FARS

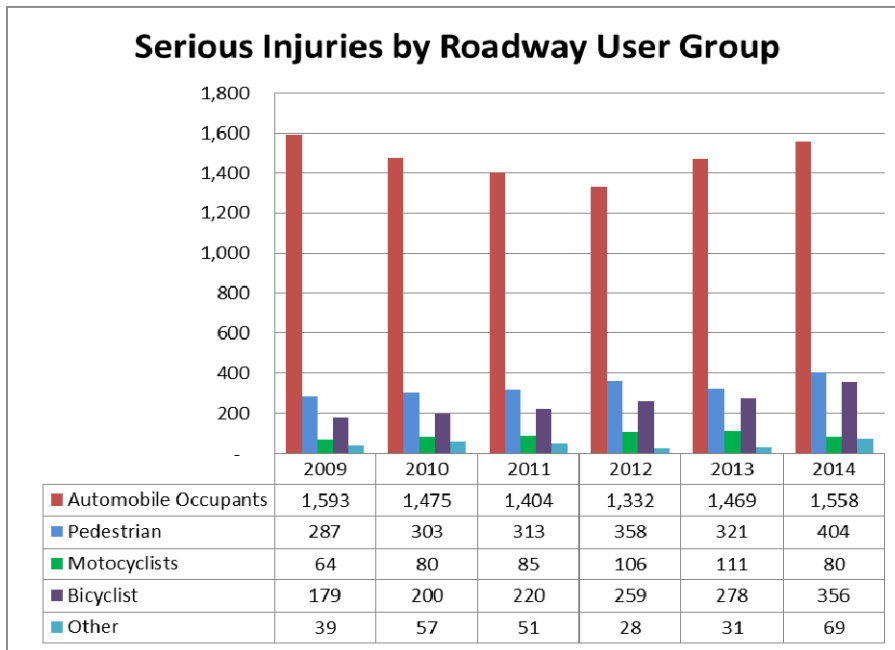
Between 2009 and 2013, automobile occupants were second largest user group that suffered a fatality (an average of 8 per year) and the highest user group who suffered a serious injury (an average of 1,261 per year). Pedestrians had the highest average rate of fatalities per year between 2009 and 2013 of 10. Motorcyclists and bicyclists had an average per year of 3 and 1 respectively.

Figure 8: Fatalities by Roadway User Group



Pedestrians were the second highest user group to be involved in a serious injury; an average of 331 per year. Motorcyclist and bicyclists suffered an average of 88 and 249 per year. It should be noted that there was a significant increase in both pedestrians and bicyclists involved in a serious injury from 2013 to 2014; 26 and 28 percent respectively.

Figure 9: Serious Injuries by Roadway User Group



Source: Metropolitan Police Department Crash data

D. Performance Plan

Core Performance Measures

Performance measures are the tools or standard used to determine whether programs are working and to what extent. MAP-21 has identified 11 Core outcome and 1 behavior performance measures developed by NHTSA in collaboration with GHSA and others. However, with the District’s relatively small fatalities numbers experienced each year, the HSO has added serious injuries as additional performance measures. Note all the fatalities numbers are based on FARS data with the most current data available being 2013. Table 4 below identifies the program areas with the related performance measures.

Table 4: Core Performance Measures

Program Area	NHTSA Measure	Core Performance Measures	Measured By
Overall HSO Program Area Goals	C-1	Reduce Fatalities	Number of traffic-related fatalities
	C-2	Reduce Serious Injuries (classified as disabling and non-disabling injuries)	Number of traffic-related injuries
	C-3	Decrease Fatality Rate per 100 Million VMT	Fatalities per 100 million VMT
Occupant Protection	C-4	Decrease Unrestrained fatalities	Number of unrestrained fatalities (all seating positions)
		Decrease Unrestrained serious injuries	Number of unrestrained serious injuries (all seating positions)
Impaired Driving	B-1	Increase Observed Belt Use	Observed belt use
	C-5	Decrease Fatalities with a BAC at 0.08 or Above	Number of fatalities with a 0.08 or above BAC
Aggressive Driving		Decrease Impaired-related Serious Injuries	Number of serious injuries where the driver is impaired with drugs or alcohol or both.
	C-6	Decrease Speeding-related Fatalities	Number of speeding-related fatalities.
Motorcycle Safety		Decrease aggressive-related Serious Injuries	Number of aggressive-related serious injuries (Speeding, following too close, improper lane change and red-light violation behaviors).
	C-7	Decrease Motorcyclist fatalities	Number of motorcyclist fatalities.
Younger Driver	C-8	Decrease Unhelmet Motorcyclist Fatalities	Number of unhelmet motorcyclist fatalities.
	C-9	Decrease Drivers 20 or Under Involved in a Fatal Crash	Drivers 20 years and under involved in fatal crashes.
Pedestrian and Bicycle Safety	C-10	Decrease Pedestrian Fatalities	Number of pedestrian fatalities.
		Decrease Pedestrian Serious Injuries	Number of pedestrian serious injuries.
	C-11	Decrease Bicyclist fatalities	Number of bicyclist fatalities.
		Decrease Bicyclist Serious Injuries	Number of bicyclist serious injuries.

The FY2016 HSP aligns with the District’s SHSP (2014) interim goal to reduce fatalities, serious injuries and fatalities per 100 million vehicle miles traveled by 20 percent in 2025. The overall fatality trends and fatality rate trends uses FARS data with a baseline of 2008; whereas all other trends in the SHSP used a MPD data with a baseline of 2009. The SHSP goals were based on a percentage reduction in 2025, which varied by emphasis areas. This reduction was determined based on meeting with the SHSP stakeholders. It was determined that areas with a smaller number of serious person injuries (<150) the goal may vary from 10-20 percent. In areas where the numbers of serious person injuries are greater than 150 per year, the percent reduction is generally 20 percent.

The Table 5 identifies the program areas and performance measure which are the focus of the District’s HSP for FY2016. These performance targets were established based on reviewing the data trends from recent years, SHSP goals, and understanding the changing environment within the District, as well as understanding the overall long-term objective of reaching zero fatalities. As noted below there are some program areas where the District numbers fluctuate from year to year, making it challenging to project the 2016 targets. The rationale for each target is as follows:

- **Program Area Targets.**

- **Overall Fatalities.** Fatalities in the District have been declining and it was at its lowest in 2012 at 15. However, in 2013 there was a significant increase of 33 percent; from 15 in 2012 to 20 in 2013. The District’s SHSP goal was based on a 20 percent reduction from the 5-year average (2008 to 2012) of 26 to 21 in 2025, as shown in Figure 10. There is a potential for fatalities to continue on an upward trend due to the increase of licensed drivers in 2015 compared in 2014 (9 percent), the increase of bicyclists and on-road facility, increase in pedestrian trips, and the introduction of a streetcar on H Street in the District. Using the SHSP methodology (Figure 11), a 20 percent reduction from the 5-year average (2009 to 2013) of 23 to 18 fatalities in 2025; with 2016 interim target not to exceed 22 fatalities.

Figure 10: SHSP Fatality Reduction Goal (2008-2012)

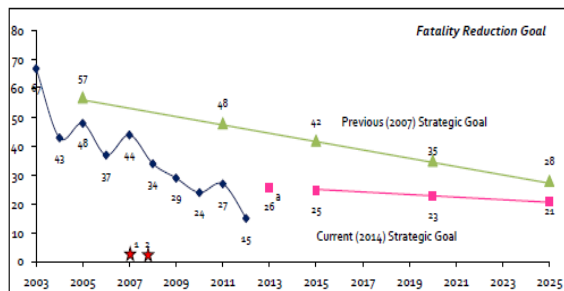
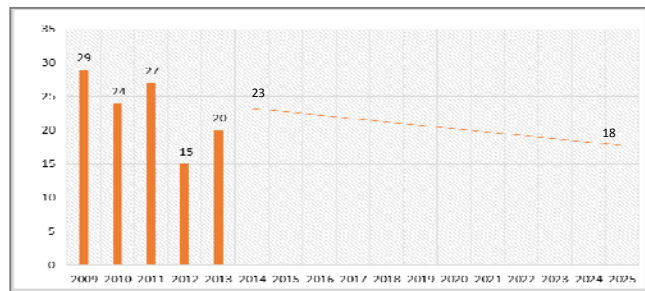
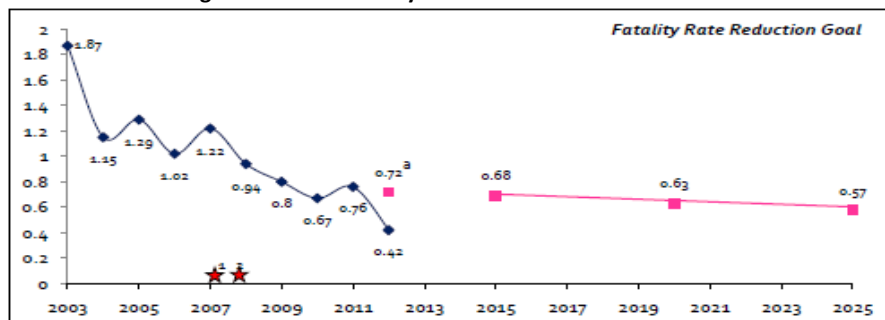


Figure 11: SHSP Fatality Reduction Goal (2009-2013)



- **Fatality Rate.** The fatality rate based on 100 MVMT in the District has been declining. At the time of this report 2013 FARS Fatality rate was not available and using the SHSP goal of a 20 percent reduction from the 5-year average (2008-2012) of 0.72 to 0.57 in 2025; with an 2016 interim goal of 0.67.

Figure 12: SHSP Fatality Rate Reduction Goal



- **Serious Injuries.** Serious injuries have been increasing, with 2012 at the lowest of 1,567, as shown in Figure 13. In 2014, there has been a significant increase of 8.9 percent from 1,655 in 2013 to 1,802 in 2014. Due to the increase in exposure and better reporting there is a potential for this number to increase. Using the SHSP methodology (20 percent reduction) in reaching a goal of 1,366 in 2025; with 2016 interim goal not to exceed 1,725 serious injuries in the District, as shown in Figure 14.

Figure 13: SHSP Serious Injury Reduction Goal (SHSP 2014)

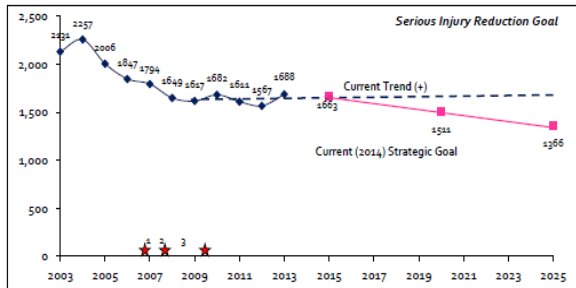
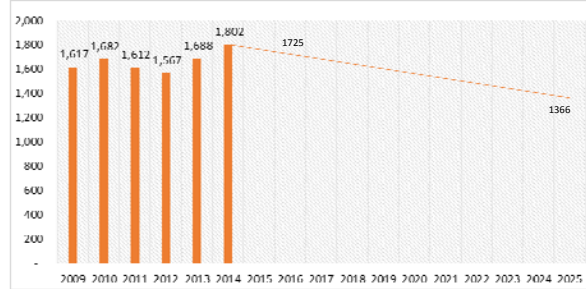


Figure 14: SHSP Serious Injuries Reduction Goal (2016)



- **Occupant Protection**

- **Unrestrained Fatalities.** The number of unrestrained fatalities has been declining since 2011, with 2013 being zero. Both linear trend analysis and 5-year moving average analysis resulted with a projection below zero, as shown in Figure 15. Therefore to establish the goal an alternative baseline calculation was used, which compares past multi-year averages to the target year. As shown in Figure 16, setting a target goal for 2016 using both the 3 and 5 year averages of no more than 2 from a 5-year average (2009-2013) of 4.

Figure 15: Unrestrained Fatalities Linear Trend

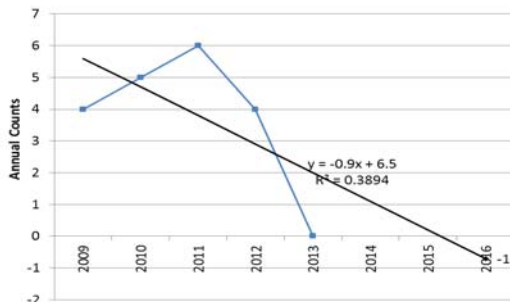


Figure 16: Unrestrained Fatalities Alternative Baseline (5 yr.)

Baseline Period (Multi-year average calculated from annual data)	Comparison Year (3 years later than last year in multi-year baseline period)	% Change (Comparison year versus baseline period)
(2004-2008) avg. 7.4	(2011) 6	-18.9%
(2005-2009) avg. 7.0	(2012) 4	-42.9%
(2006-2010) avg. 5.4	(2013) 0	-100.0%
Average % Change		-53.9%
Current Multi-Year Base (2009-2013) avg. 3.8		2016 Projection 2

- **Unrestrained Serious Injuries.** The number of unrestrained serious injuries has been following a downward trend. Based on a linear (Figure 17) and a 3-year moving average trend (Figure 18) a target of no more than 98 in 2016 is projected.

Figure 17: Unrestrained Serious Injuries Linear Trend

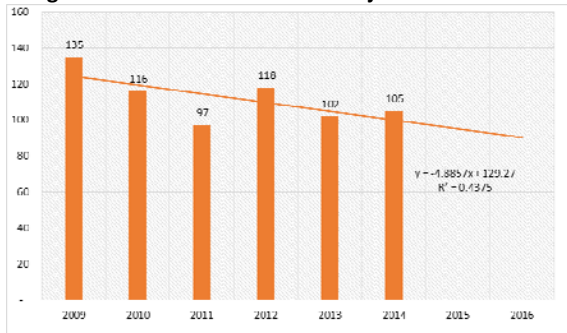
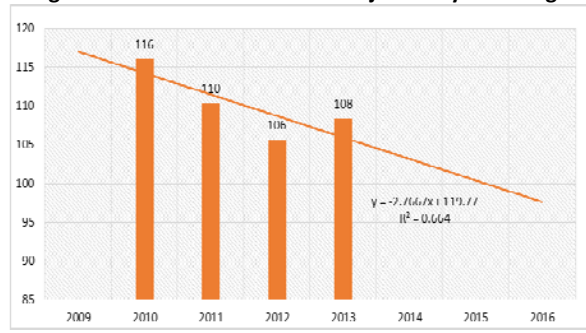


Figure 18: Unrestrained Serious Injuries 3-yr. Moving Avg.



- **Observation Belt Use.** In 2014, the District attained a seatbelt use rate of 93.2 percent. It is understood that reaching 100 percent compliance is difficult to attain, as there will always be a small percent of the population that will choose not to wear their seat belts. The goal is to exceed the 93 percent rate in 2016.

- **Impaired Driving**

- **Alcohol-impaired Driving Fatalities.** The number of alcohol impaired drivers (BAC +0.08) related fatalities have been decreasing and has been under 10 since 2010. As shown in Figure 19, the numbers fluctuate from year to year, making it a challenge for the models to predict. Using the alternative baseline calculation (Figure 20), a target of 3 was estimated for 2016. Based on the District’s preliminary data for 2014 there were 16 impaired-related fatalities (15 alcohol and 10 drug impaired). In addition, with the legislation of marijuana there is also a potential for drug-impaired driving may increase. Therefore, setting a target of no more than 6 fatalities (5-year average is 7) for 2016.

Figure 19: Alcohol-Impaired Fatalities Linear Trend

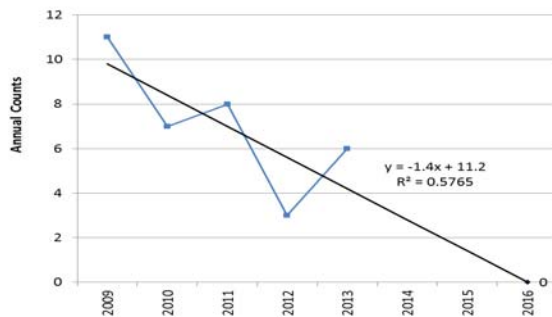


Figure 20: Alcohol-Impaired Fatalities Alt. Baseline (5 yr.)

Baseline Period (Multi-year average calculated from annual data)	Comparison Year (3 years later than last year in multi-year baseline period)	% Change (Comparison year versus baseline period)
(2004-2008) avg. 14.0	(2011) 8	-42.9%
(2005-2009) avg. 13.6	(2012) 3	-77.9%
(2006-2010) avg. 11.2	(2013) 6	-46.4%
Average % Change		-55.7%
Current Multi-Year Base (2009-2013) avg. 7.0		2016 Projection 3

- **Impaired Driving Serious Injuries.** In the District, within the past 5-years the number of impaired-related serious injuries (drug/alcohol) has fluctuated between 76 (lowest in 2012) and 101 (highest in 2013), resulting in a low level of confidence to predict. The linear trend line predicts the 2016 target as 82 and the 3-year moving average predicts it at 84, as shown in Figures 21 and 22. As with alcohol-related fatalities, there is a potential for serious injuries to also increase, therefore setting a target of no more than 84 in 2016.

Figure 21: Impaired Driving Serious Injuries Linear Trend

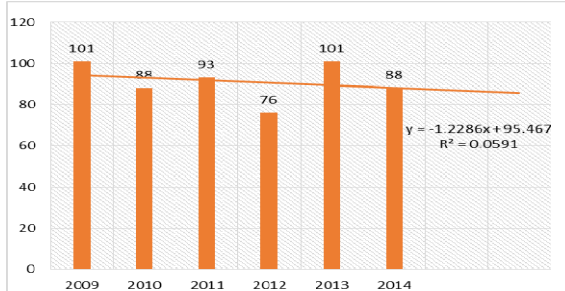
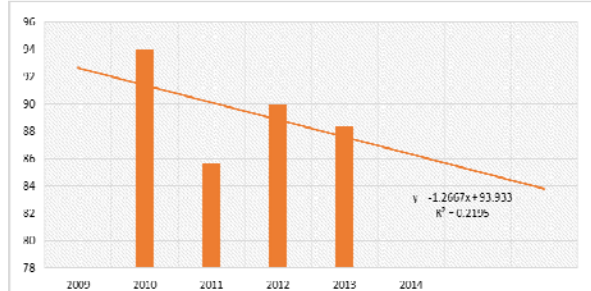


Figure 22: Impaired Driving Serious Injuries 3-yr. Moving Avg.



- **Aggressive Driving**

- **Speed-related Driving Fatalities.** The number of speed-related driving fatalities has not exceed 10 since 2009, with the lowest being 6 in 2012, as shown in Figure 23. However, the District’s preliminary data indicates that there were 13 speed-related fatalities in 2014. Due to these small numbers and fluctuations it is challenging to attain a confident predication for 2016 goal. Both the linear trend line and the 5-year alternative baseline calculation models (not including 2014 data) projected the 2016 target of 7 in 2016, but based on the current trend in the District a target of no more than 8 fatalities in 2016.

Figure 23: Speed-related Fatalities Linear Trend

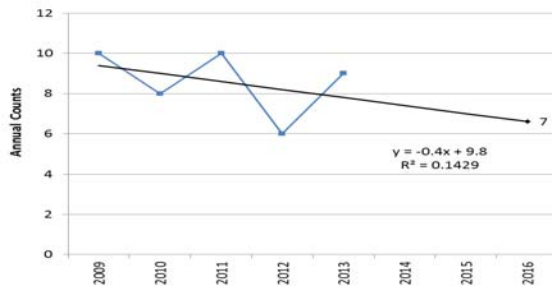


Figure 24: Speed-related Fatalities Alt. Baseline (5 yr.)

Baseline Period (Multi-year average calculated from annual data)	Comparison Year (3 years later than last year in multi-year baseline period)	% Change (Comparison year versus baseline period)
(2004-2008) avg. 12.0	(2011) 10	-16.7%
(2005-2009) avg. 10.0	(2012) 6	-40.0%
(2006-2010) avg. 8.2	(2013) 9	9.8%
Average % Change		-15.6%
Current Multi-Year Base (2009-2013) avg. 8.6		2016 Projection 7

- **Aggressive Driving Serious Injuries.** In the District, the past 3-years the number of aggressive-related driving have been increase. Using a 3-year moving average and a linear trend line both models projected a target of no more than 280 in 2016, but with a low level of confidence.

Figure 25: Aggressive Driving Serious Injuries Linear Trend

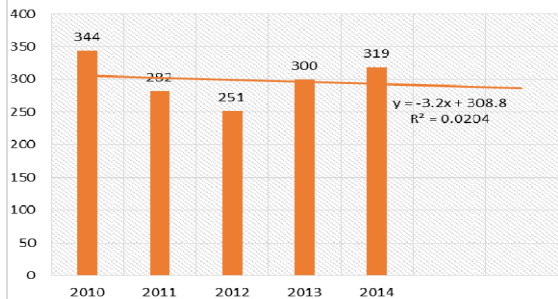
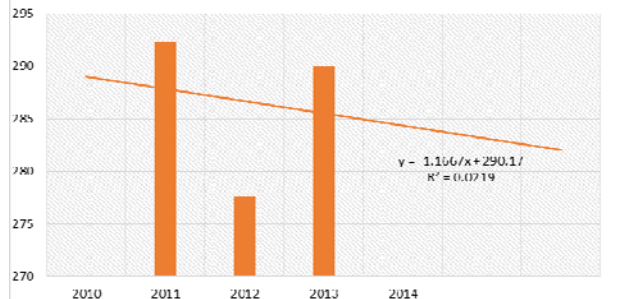


Figure 26: Aggressive Driving Serious Injuries 3-yr. Moving Avg.



- **Motorcycle Safety**

- **Unhelmet Motorcyclist Fatalities.** This is not an emphasis area in the District, but needs to be included since it is as a NHTSA requirement. The number of unhelmet motorcyclist fatalities in the District has not exceed 2 since 2005; therefore setting a target of no more than 1 in 2016.
- **Motorcycle-related Fatalities.** This is not an emphasis area in the District, but needs to be included since it is as a NHTSA requirement. The number of motorcycle-related fatalities has not exceeded four since 2009. Due to smaller numbers and the significant decrease in fatalities in 2010, the linear trend model, has a low level of confidence, as shown in Figure 27. The 5-year alternative baseline calculation projects the 2016 target to no more than 3.

Figure 27: Motorcyclist-related Fatalities Linear Trend

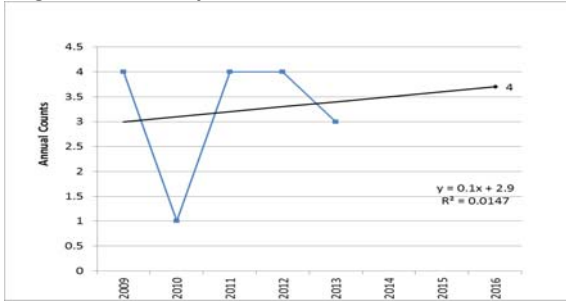


Figure 28: Speed-related Fatalities Alt. Baseline (5 yr.)

Baseline Period (Multi-year average calculated from annual data)	Comparison Year (3 years later than last year in multi-year baseline period)	% Change (Comparison year versus baseline period)
(2004-2008) avg. 5.0	(2011) 4	-20.0%
(2005-2009) avg. 4.2	(2012) 4	-4.8%
(2006-2010) avg. 3.2	(2013) 3	-6.3%
Average % Change		-10.3%
Current Multi-Year Base (2009-2013) avg. 3.2		2016 Projection 3

- **Younger Driver**

- **Younger Driver-related Fatalities.** This is not an emphasis area in the District, but needs to be included since it is a NHTSA requirement. The number of younger driver-related fatalities has not exceeded 2 since 2008, as shown in Figure 29. Based on the historical trend, setting a target of no more than 1 for 2016, as projected using the alternative baseline calculation, shown in Figure 30.

Figure 29: Younger Driver Fatalities Linear Trend

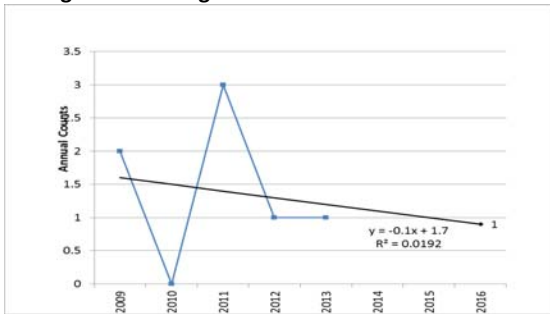


Figure 30: Younger Driver Fatalities Alt. Baseline (5 yr.)

Baseline Period (Multi-year average calculated from annual data)	Comparison Year (3 years later than last year in multi-year baseline period)	% Change (Comparison year versus baseline period)
(2004-2008) avg. 6.2	(2011) 3	-51.6%
(2005-2009) avg. 4.0	(2012) 1	-75.0%
(2006-2010) avg. 2.6	(2013) 1	-61.5%
Average % Change		-62.7%
Current Multi-Year Base (2009-2013) avg. 1.4		2016 Projection 1

- **Pedestrian and Bicycle Safety**

- **Pedestrian-related Fatalities.** While the 5-year averages (2008-2012) and (2009-2013) has been 10, the District’s preliminary data indicates that there were 10 pedestrian fatalities in 2014. There is also an anticipated increase in pedestrian fatalities with the introduction of a streetcar on H Street. Based on these factors and the results from the alternative baseline calculation shown in Figure 32, a target of no more than 8 pedestrian fatalities in 2016.

Figure 31: Pedestrian-related Fatalities Linear Trend

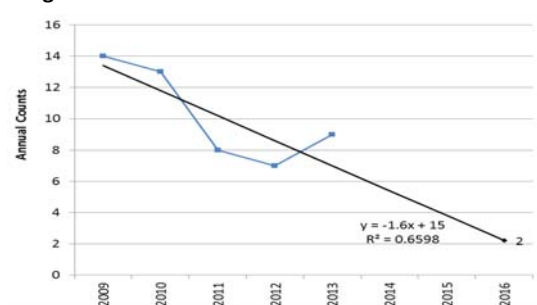


Figure 32: Pedestrian-related Fatalities Alt. Baseline (5 yr.)

Baseline Period (Multi-year average calculated from annual data)	Comparison Year (3 years later than last year in multi-year baseline period)	% Change (Comparison year versus baseline period)
(2004-2008) avg. 14.0	(2011) 8	-42.9%
(2005-2009) avg. 15.0	(2012) 7	-53.3%
(2006-2010) avg. 14.4	(2013) 9	-37.5%
Average % Change		-44.6%
Current Multi-Year Base (2009-2013) avg. 10.2		2016 Projection 6

- **Pedestrian-related Serious Injuries.** The number of pedestrian-related serious injuries are at an upward trend and based on 5-years of historic data has been increasing at an average of 7 percent per year, as shown in Figure 33. The District will need to focus their strategies to reverse this trend as the number of pedestrian in the District increases and setting a target to no more than the 3-year average (2012-2014) of 371 in 2016.

Figure 33: Pedestrian-related Serious Injuries Linear Trend

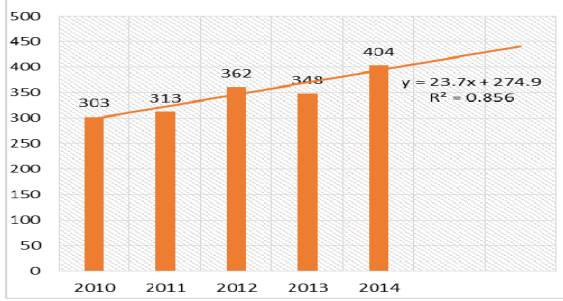
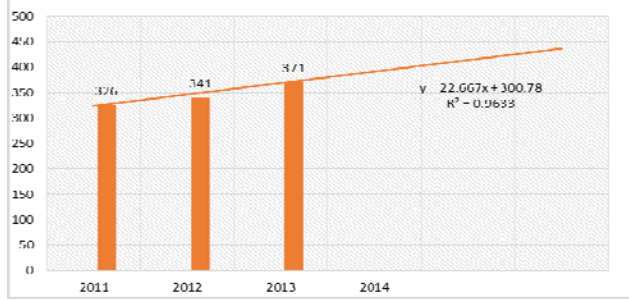


Figure 34: Pedestrian-related Serious Injuries 3-yr. Moving Avg.



- **Bicyclist-related Fatalities.** The number of bicyclist-related fatalities has not exceeded two since 2006. It is anticipated that with the increase exposure there is a potential for increase. However, based on the historical trend and the alternative baseline calculation (Figures 35 and 36), setting a target of no more than 1 in 2016.

Figure 35: Bicyclist-related Fatalities Linear Trend

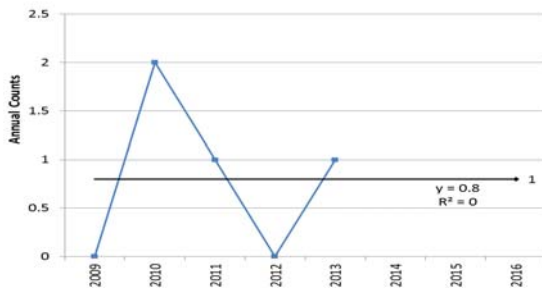


Figure 36: Bicyclist-related Fatalities Alt. Baseline (5 yr.)

Baseline Period (Multi-year average calculated from annual data)	Comparison Year (3 years later than last year in multi-year baseline period)	% Change (Comparison year versus baseline period)
(2004-2008) avg. 1.6	(2011) 1	-37.5%
(2005-2009) avg. 1.0	(2012) 0	-100.0%
(2006-2010) avg. 0.8	(2013) 1	25.0%
Average % Change		-37.5%
Current Multi-Year Base (2009-2013) avg. 0.8		2016 Projection 1

- **Bicyclist-related Serious Injuries.** The number of bicyclist-related serious injuries is at an upward trend; in 2014 there was a 26.7 percent increase from the number of serious injuries in 2013. With the increase in bicyclist in the District (Bikeshare program and the number of bike lanes) there is a need for the District to focus its strategies and setting a target of no more than the 3-year average (2012-2014) of 299 in 2016.

Figure 37: Bicyclist-related Serious Injuries Linear Trend

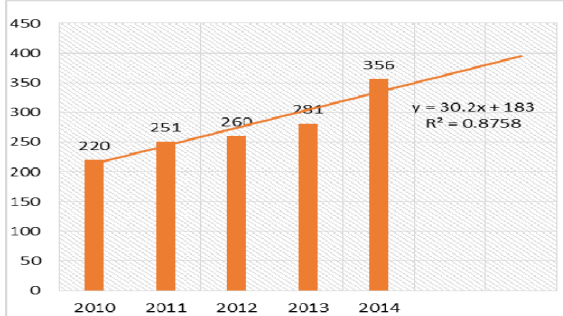


Figure 38: Bicyclist-related Serious Injuries 3-yr. Moving Avg.

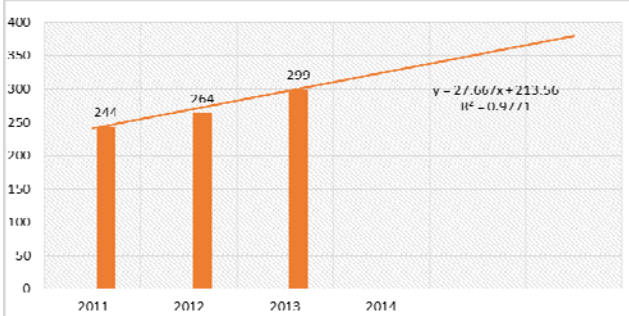


Table 5: FY2016 Performance Measure Targets

Program Area	NHTSA Measure	FY2016 Performance Targets
Overall HSO Program Area Goals	C-1	To decrease the number of traffic-related fatalities by 4 percent from a 5-year average (2009 to 2013) of 23 to 22 in 2016.
	C-2	To decrease the number of serious injuries by 4 percent in 2014 of 1,802 to 1,725 in 2016.
	C-3	To decrease the fatality rate by 7 percent of 5-year average (2008-2012) of 0.72 to 0.67.
Occupant Protection	C-4	To decrease the number of unrestrained fatalities by 50 percent from a 5-year average (2009-2013) of 4 to 2 in 2016.
		To decrease the number of unrestrained serious injuries by 9 percent from a 3-year average (2012-2014) of 108 to 98 in 2016.
Impaired Driving	B-1	To maintain the observation belt use to over 93 percent.
	C-5	To decrease the number of alcohol-related fatalities by 14 percent from a 5-year average (2009-2013) of 7 to 6 in 2016. To decrease the number of impaired-related serious injuries by 4 percent from a 3-year average of 88 to 84 in 2016.
Aggressive Driving	C-6	To decrease speeding-related fatalities by 12.5 percent from a 5-year average (2009 to 2013) of 9 to 8 in 2016.
		To decrease the number of aggressive-related serious injuries by 3.4 percent from a 3-year average (2012-2014) of 290 to 280 in 2016.
Motorcycle Safety	C-7	To maintain the number of motorcyclist fatalities to no more than the 5-year average (2009-2013) of 3 in 2016.
	C-8	To maintain the number of unhelmet motorcyclist fatalities to no more than the 5-year average (2009-2013) of 1 in 2016.
Younger Driver	C-9	To maintain the number of drivers age 20 or under involved in a fatal crash to no more than one in 2016.
Pedestrian and Bicycle Safety	C-10	To reduce the number of pedestrian-related fatalities by 20 percent from a 5-year average (2009-2013) from 10 to 8 in 2016.
		To maintain the number of pedestrian-related serious injuries to no more than the 3-year average (2012-2014) of 371 in 2016.
	C-11	To maintain the number of bicyclist-related fatalities to no more than the 5-year average (2009-2013) of 1 in 2016. To maintain the number of bicyclist-related serious injuries to no more than 3-year average (2012-2014) of 299 in 2016.

Evidence-Based Traffic Safety Enforcement Plan

The HSO has developed procedures to ensure that enforcement resources are used efficiently and effectively to support the goals of the District’s highway safety program. The District incorporates an evidence-based approach in its District-wide enforcement program through the following components.

The District is made up of seven police districts as shown in Figure 39 below. Each district is further divided into 7-9 Police Service Areas (PSAs), for a total of 56 PSAs citywide.

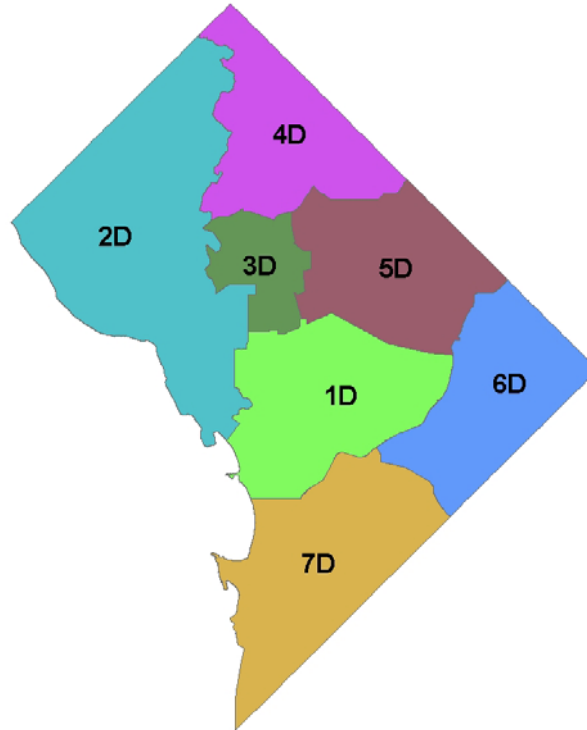


Figure 39: Police Districts (7)

FIRST DISTRICT

The First District is home to the city's business and political center. It includes some of our nation's most recognized and cherished landmarks, as well as some of the city's most interesting and diverse neighborhoods. Some areas of interest are the US Capitol (House, Senate), the White House, Federal Triangle, the downtown business district, Chinatown, Capitol Hill neighborhood and the Washington Navy Yard. The First District now has seven Police Service Areas (or PSAs).

SECOND DISTRICT

The Second District covers much of the Northwest quadrant of the District of Columbia. It includes a number of residential neighborhoods such as Chevy Chase, Cleveland Park, Foggy Bottom, Georgetown, Palisades and Spring Valley. Major commercial streets that intersect the district include Connecticut Avenue and Wisconsin Avenue. The Second District is also home to some of the District of Columbia's most beautiful and treasured landmarks, including Rock Creek Park, the National Cathedral, and the National Zoo, as well as numerous foreign embassies.

The Second District now has seven Police Service Areas (or PSAs).

THIRD DISTRICT

Though primarily a residential district, it also contains several business and commercial areas that attract many non-resident visitors to the area. The district is home to some of the District of Columbia's best-known neighborhoods, including Adams Morgan, Cardozo-Shaw, Columbia Heights, Dupont Circle, Farragut North, Kalorama, Logan Circle and Mt. Pleasant. The Third District is rich in ethnic and cultural diversity. Its residents include significant numbers of African Americans, whites, Asians and Latinos.

The Third District now has eight Police Service Areas (or PSAs).

FOURTH DISTRICT

The Fourth District covers the upper Northwest (east of Rock Creek Park) and Northeast quadrants of the city, including the neighborhoods of Carter Baron, 16th Street Heights, Fort Totten, Lamond/Riggs, Shepherd Park, Takoma, and Petworth. A diverse mix of business and residential areas, the community is composed mostly of low-density single family homes and row houses, with some public housing developments. Major business corridors in the district include 14th Street, Georgia and New Hampshire Avenues, Kennedy Street and Riggs Road. The Fourth District is also home to some Civil War fort sites and the Takoma Historic District.

The Fourth District now has nine Police Service Areas (or PSAs).

FIFTH DISTRICT

The Fifth District covers much of the Northeast quadrant of the city. It includes an interesting and diverse mix of neighborhoods, including Brookland, Ivy City, Trinidad and Woodridge. The district is also home to a number of significant landmarks, including the National Arboretum.

The Fifth District now has seven Police Service Areas (or PSAs).

SIXTH DISTRICT

The district consists of a mix of single-family detached and row houses, along with a significant number of public housing projects. Major shopping areas in the Sixth District include the Penn-Branch Center at Pennsylvania and Branch Avenues, Fairfax Village Center at Alabama and Pennsylvania Avenues, and a new shopping center at Alabama Avenue and Naylor Road. Many small businesses line Minnesota Avenue, NE, from East Capitol Street to Nannie Helen Burroughs Avenue, and Good Hope Road, from 13th to 18th Streets.

The Sixth District now has eight Police Service Areas (or PSAs).

SEVENTH DISTRICT

The Seventh District covers much of the Southeast quadrant of the city, including the neighborhoods of Anacostia, Barry Farm, Naylor Gardens and Washington Highlands. The district is home to such notable landmarks as Fort Stanton Park, the Frederick Douglas Home and Bolling Air Force Base, to name a few.

The Seventh District now has eight Police Service Areas (or PSAs).

DATA-DRIVEN PROBLEM IDENTIFICATION

The problem identification process uses the FARS fatality data and MPD data for serious injuries, which is defined as disabling and non-disabling injuries. The data are queried to determine who is involved in a crash (e.g., age, gender, seatbelt use, impairment, etc.), when crashes are occurring (e.g., time of day, day of the week, month, etc.), crash causation factors, (e.g., speed, alcohol, etc.) and where in the District they are occurring. The Highway Safety Plan (HSP) summarizes the problems identified and the District's program areas.

In addition to the data analysis process used in the development of the HSP, the traffic enforcement plan will also look at locations where serious injuries and fatalities are occurring by the Police District, previous citations and violation data where and when they were the highest, and community feedback.

IMPLEMENTATION OF EVIDENCE-BASED STRATEGIES

The District's HSO and MPD's integrated evidence-based traffic safety enforcement methodology will use a hybrid between an integrated enforcement approach and saturation patrols, both of which can be found in the NHTSA publication *Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices*. The methodology will include enforcement of traffic laws pertaining to impairment, speeding, and seatbelt use coupled with enforcement patrols that saturate an area. All enforcement efforts are highly publicized in the local media and describe the effort as an impaired driving campaign. This effort would include uniformed law enforcement officers "saturating" a high DUI-related crash area and engaging the driving public by pulling over as many traffic violators as possible, to serve as a deterrent to impaired driving. This hybrid approach will provide a public perception of risk that driving impaired will result in an arrest.

This overall approach, along with associated national crackdowns and mobilizations, and the District's safety calendar will provide continuous direct and general deterrence in impaired driving, aggressive, seatbelt use and pedestrian and bicycle safety.

CONTINUOUS MONITORING

To ensure these law enforcement projects remain relevant with the ability to adjust to any situation, various tracking mechanisms will be utilized to enable program managers and law enforcement managers quick insights into the progress of each project. The HSO assist MPD by having monthly planning meetings focusing on the date, times, and locations where enforcement should be emphasized in the District. This is based on data gleaned from previous year's crash histories, holidays and events in the District, and NHTSA and DDOT Traffic Safety calendars. MPD prepares progress reports for each area grant received, documenting the activities conducted, such as the area and times worked and the number of citations issued and arrests made. This monthly monitoring will allow for subtle or major adjustments within each police district in sufficient time to provide the greatest use of resources.

E. Highway Safety Strategies and Projects

The District safety partners works with the HSO to achieve the District's safety goals, with a data driven problem identification and the use of proven countermeasure activities that will result in the reduction of the District's fatalities and serious injuries. Based on the data analysis, behavioral survey findings and discussions with key partners, the District's FY2016 will focus on impaired-related, occupant protection, aggressive driving, pedestrian and bicycle safety and Traffic Records. This supports two of the five emphasis areas in the District's SHSP. It is important to note that while distracted driving, younger driver and motorcycle safety are not included in the FY2016 HSP focus areas, the HSO and its safety partners, through the SHSP addresses these areas.

In 2004, the District of Columbia enacted the Distract Driving Safety Act, which restricted the use of mobile phone and other electronic devices while driving. 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. 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.

For younger drivers between the ages of 16 and 21 years old, the District has a Gradual Rearing of Adult Drivers (GRAD) Program. This program permits novice drivers to safely gain driving experience before obtaining full driving privileges. There are three stages in the graduated licensing program: Supervised learner's phase, Intermediate phase in which you earn a provisional license and Full license - depending on age, there may be conditions.

A driver under this program will be faced with penalties if they violate the traffic laws or GRAD program requirements. The District also has a zero tolerance for younger drivers (under the age of 21 years) with any measurable amount of alcohol in their blood. These drivers will lose their driver's license for a specific period (between six months to a year). Parents or adults who aid them may also be fined \$300 and have their licensed revoked for up to 90 days.

District law defines a motorcycle as a two- or three-wheeled motor vehicle that has one or more of the following characteristics: piston displacement of more than 50cc, capable of traveling over 35 miles per hour on level ground, more than 1.5 brake horsepower (S.A.E. rating), wheels under 16 inches in diameter, and a manual transmission. To operate a motorcycle in the District, drivers must obtain a motorcycle endorsement on a regular driver's license from the Department of Motor Vehicles (DMV). Drivers may not ride a motorcycle without first having a regular DC driver's license. To get a motorcycle endorsement, applicants must have a valid DC driver's license, be at least 18 years of age, pass the motorcycle knowledge test and pass the motorcycle demonstration skills test or provide a motorcycle demonstration course of completion approved by Maryland or Virginia. Motorcyclists in the District are also required to wear a helmet.

The following sections provide details on the safety focus area, the when, where, demographics related to the serious injuries, project descriptions and activities, as well as the funding levels and sources. The HSO uses the Countermeasures that Work (CTW): *A Highway Safety Countermeasure Guide for State Highway Safety Offices, Seventh Edition, 2013* (<http://www.ghsa.org/html/publications/countermeasures.html>), as well as NHTSA Uniform Guidelines for State Highway Safety Programs, Guideline that can be found on the NHTSA website at <http://www.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/>. These documents are used as a reference to aid in the selection of effective, evidence-based countermeasure for the FY2016 HSP.

Impaired Driving Program Area

OVERVIEW

The consumption of alcohol and drugs continues to be prominent factor in serious injury crashes in the District. 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.

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 to drunk drivers.

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.

- Driving While Intoxicated (DWI) – DWI applies to a person having a statutorily prohibited blood alcohol concentration (BAC) of .08 or higher. (The District of Columbia adopted the .08 percent BAC standard for Driving While Intoxicated in April 1999.) The suspect can be convicted in court based solely on the breath, blood or urine results without any structured field sobriety test.
- Driving Under the Influence (DUI) – DUI applies to a person having a blood alcohol concentration of .07 percent or lower. Under DC Code, a driver can be charged with a DUI offense if, in addition to a BAC reading, the officer has other signs of impairment from a structured field sobriety test and from observations of the suspect's driving behavior.
- Under Age Drinking – Persons under the age of 21 cannot purchase, consume, or possess any alcoholic beverages of any kind. If they are found to be operating a motor vehicle with any measurable amount of alcohol, they will be placed under arrest and charged with DWI—Driving While Intoxicated.

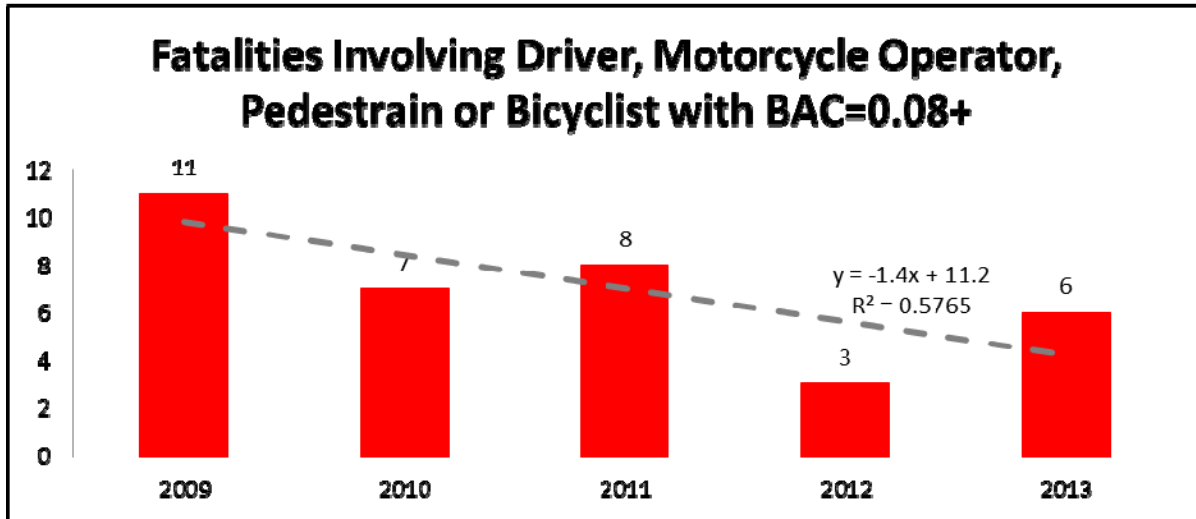
In accordance with MAP-21, the District of Columbia is rated as a Low Range State and qualifies for 405 funding to continue to support the District's efforts in reducing drinking and driving.

FY2016 PERFORMANCE TARGET

- To decrease the number of alcohol-impaired related fatalities by 14 percent from a five year average (2009-2013) of 7 to 6 by December 31, 2016.
- To decrease the number of impaired-related serious injuries by 4 percent from a three-year (2012-2014) weight average of 88 to 84 by December 31, 2016.

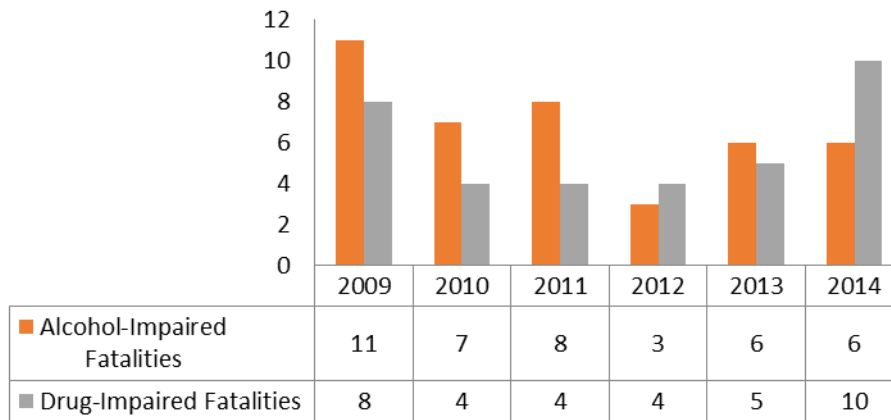
IMPAIRED-RELATED DATA TRENDS

In the District, alcohol impaired crashes were generally responsible for approximately 3 percent of all the crashes on the District’s roadways between 2010 and 2014. For this same time period, it was a factor in approximately 30 percent of all fatalities. Below illustrates the District’s Fatality trends for Alcohol-Impaired (only) fatalities, between 2009 and 2013 (FARS Data). The data currently shows a downward trend, however the number of fatalities in 2013 double the number of fatalities in 2012, having a potential to increase.



Drugged-impaired driving seems to be an increasing issue in the District. This is not one of the performance measures but it should be noted that it is a growing issue.

Impairment Fatalities

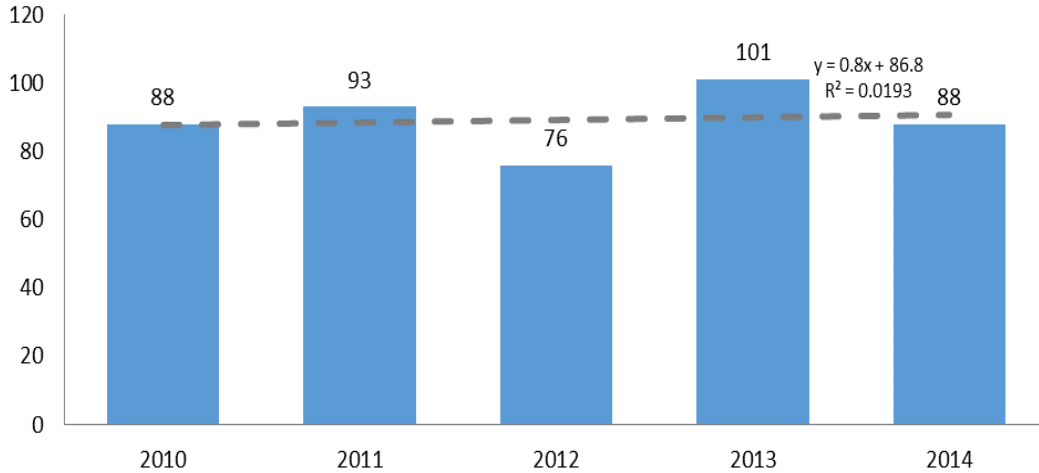


Source: FARS and Metropolitan Police Department Crash data

Note: 2014 FARS data are preliminary.

Generally, impaired-related serious injuries accounted for approximately 5 percent of all serious injuries in the District; this included both drug and alcohol impairment.

Impaired-Related Injuries

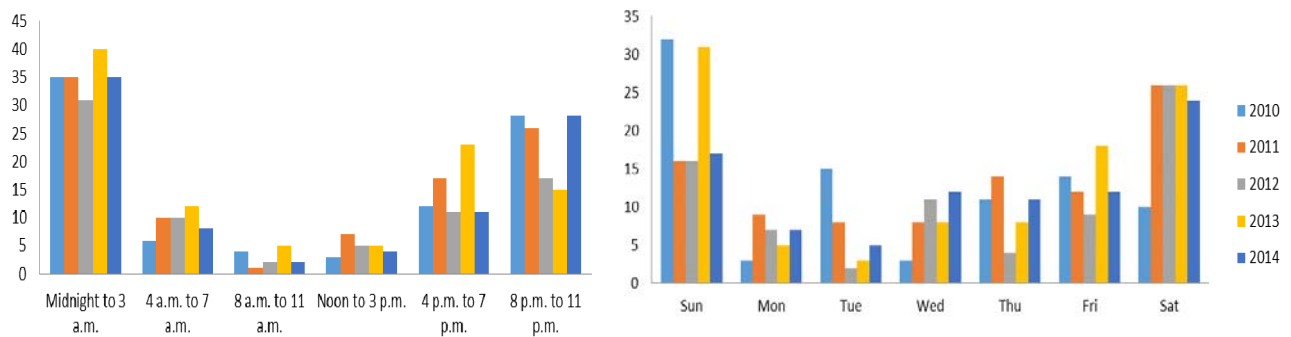


Source: Metropolitan Police Department Crash data

WHEN ARE THEY HAPPENING

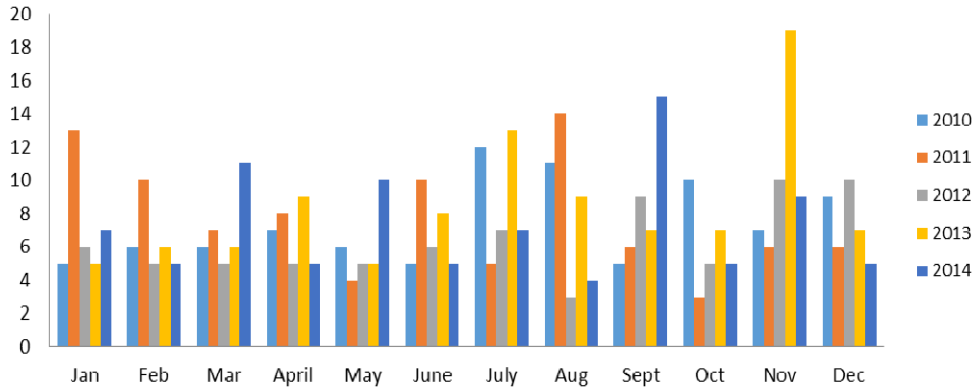
The most dangerous hours for impaired-related driving are generally between 8:00 p.m. and 3:00 a.m., Saturday and Sunday being the most dangerous day of the week, and January, June, July, August and November being the most dangerous months, as illustrated in charts below.

Serious Injuries involving an Impaired Driver



Source: Metropolitan Police Department Crash data

Serious Injuries involving an Impaired Driver by Month

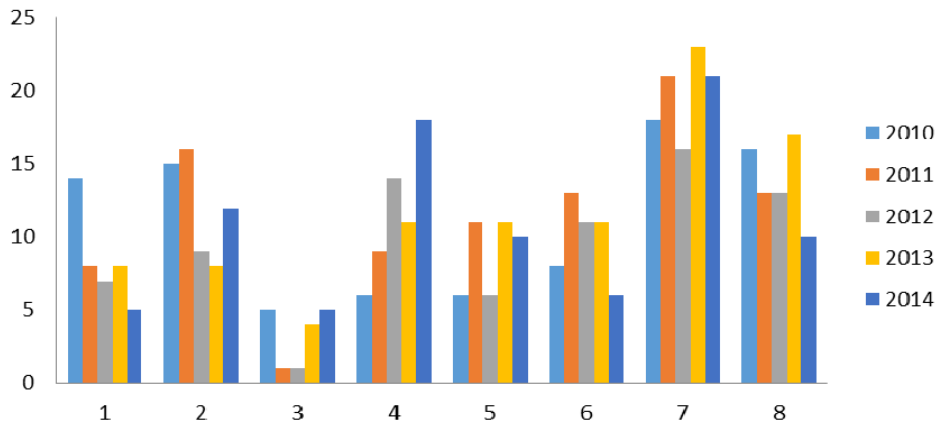


Source: Metropolitan Police Department Crash data

WHERE ARE IMPAIRED-RELATED SERIOUS INJURIES OCCURRING?

The data below indicates that most of the serious injuries involving a person being impaired occurs in the District are in Wards 2, 7 and 8. However, in 2014 the number of serious injuries involving someone being impaired spiked in Ward 4.

Impaired-related Serious Injuries by Ward

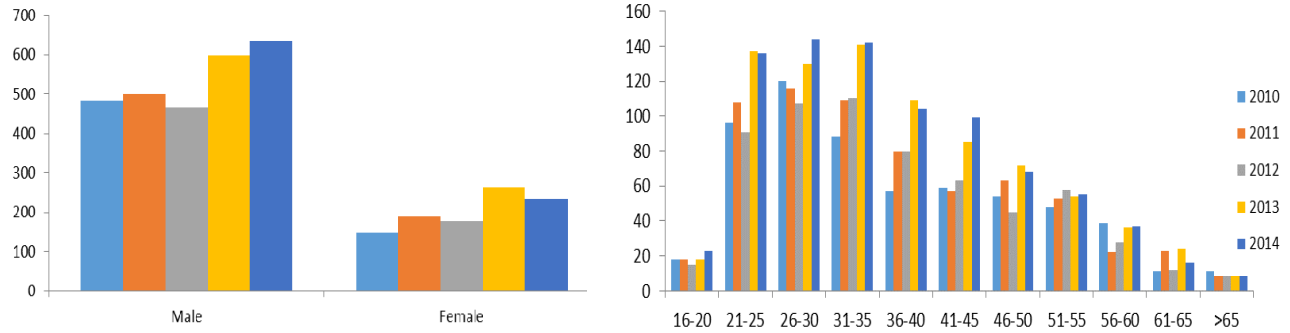


Source: Metropolitan Police Department Crash data

WHO ARE DRIVING IMPAIRED?

Based on the District's data of all crashes; male drivers between the ages of 21 and 35 are more likely to be impaired and drive. The figures below illustrate all impaired drivers involved in any crash; property damaged only, no injury, serious Injury and fatalities.

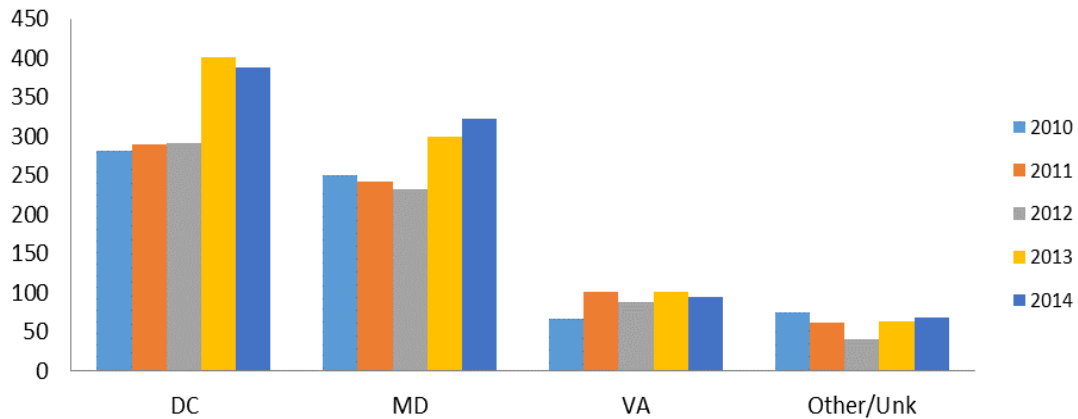
Who are Driving Impaired?



Source: Metropolitan Police Department Crash data

The data also revealed that over 44 percent (388 in 2014) of all impaired drivers lived in the District and 37 percent (323 in 2014) were from Maryland. In 2014 there was a slight decrease in an impaired District resident being involved in a crash and a slight increase in an impaired Maryland resident being involved in a crash.

Impaired Driver involved in a Crash by Driver Residence



Source: Metropolitan Police Department Crash data

PROGRAM STRATEGIES

The HSO is committed to removing impaired drivers, pedestrians, bicyclists, and motorcyclist from the District's roadways and will continue to work on the enforcement and education strategies outlined in the 2014 SHSP.

The HSO has partnered with Metropolitan Police Department (MPD) to enforce the District's DUI laws by regularly conducting saturated patrol and publicized checkpoints, using specially trained officers and equipment, in high-risk locations. The HSO and MPD has also invested in building an Impaired Driving Mobilizing Processing Unit, that is fully equipped with Intoxilyzer, breath testing instruments, fingerprint equipment, holding cell, officers' workstations and all other necessary equipment and supplies necessary for it to be a fully functional DUI processing center. The use of this van will increase the efficiency of on-site DUI processing, checkpoints and as a result an increase in DUI arrest. The District will also continue to participate in the National Enforcement Crackdown, where the primary message is "Drive Sober or Get Pulled Over", in the summer months and holidays, as well as Checkpoint Strikeforce Campaign. This is a research-based, multi-state, zero-tolerance initiative done jointly with Maryland and Virginia. The media campaign is run in conjunction with regional law enforcement waves aimed at getting impaired drivers off the roads and to educate the public about the dangers and consequences of drunk drivers. Additional enforcement in deterring excessive drink is the District's Cops-in-Shops program, focusing on underage drinking, ABRA compliance checks and beverage service policies for all ABC license holders.

The HSO is aware that in order for the enforcement efforts to be effective there must be a proper prosecution and adjudication of DUI arrests. Therefore, is committed to continue to fund a dedicated traffic safety resource prosecutor (TRSP) position, two DUI prosecutors and a paralegal with the Office of the Attorney General (OAG). They provide critical support and training to both prosecutors and law enforcement to ensure the proper and efficient adjudication of impaired driving cases.

There is also a need for forensic toxicology to support these case, so the HSO is also partnered with the Office of the Chief Medical Examiner (OCME), who performs the forensic examination for MPD and the only toxicology laboratory in the District. OCME are also working on a new screening program that will allow them to screen for the presence of drugs and chemicals, which are known to cause impairment.

The HSO will continue to partner with the Washington Regional Alcohol Program (WRAP) in providing communication and outreach strategies to the public on the dangers of driving while impaired. These efforts include education programs at high schools, community groups and business. This program also provides a no-cost taxicab ride designed to prevent drunk driving during the SoberRide campaigns.

The table below list the strategies that are included in this HSP (FY2016) and that are also included in the District's HSP, 2014.

Enforcement Strategies
Strategy 1: Reduce excessive drinking and underage drinking: <ul style="list-style-type: none">• Continue and expand ID compliance checks with establishments selling alcohol.
Strategy 2: Enact beverage service policy <ul style="list-style-type: none">• Expand monitoring/enforcement of beverage service policies for alcohol servers and retailer.
Strategy 4: Prosecute DUI Offenders <ul style="list-style-type: none">• Ensure all enforcement agencies using breath-test instruments provide updated training to OAG staff prior to system going online and on a regular basis for all new staff.

Strategy 5: Legislative actions

- Promote legislation to require civil asset forfeiture of automobile impoundment after multiple DUI convictions.
- Publicize region-wide DC's intent for strong enforcement and prosecution of DUI offenses (also listed under Education).

Strategy 6: Enhance judicial process that identifies and effectively disarms offenders with multiple DUIs:

- Work with OAG, DCSC, DMV, and MPD to institute an electronic system for easily obtaining DUI past conviction data for DC-prosecuted cases.

Strategy 10:

- Continue to work with hospitals to enable easier consent to blood draws and access to medical treatment records.

Strategy 12: Prosecute, impose sanctions on and treat DUI offenders:

- Continue to screen all DUI offenders for substance abuse.
- Review/Update legislation to effectively target high BACs and repeat offenders in line with best practices.

Strategy 15: Provide continuing support to the Traffic Safety Resource Prosecutor to:

- Prosecute criminal traffic violations with particular emphasis on DUI.
- Review/develop DUI-related legislation.
- Conduct training.
- Improve interagency communications.

Strategy 21: Traffic Safety Resource Prosecutor (TSRP):

- Continue TSRP activities in DUI (court room/litigation support, discovery, community outreach training, etc.)

PROJECT ACTIVITIES

Metropolitan Police Department – Alcohol Enforcement

Enforcement times and locations are based on a data-driven approach described earlier in the HSP and in more detail in the evidence-based enforcement plan; the data analyses are designed to identify who is involved in crashes, when and where. MPD has a Traffic Safety Specialist that is in constant communication with the HSO to ensure activities can be monitored and adjusted based on the data or changes in highway safety.

- Conduct at least eight sobriety checkpoints at high risk locations between 1900-0300. These checkpoint locations are typically publicized in advanced and signs are posted at the approached to the checkpoint warning drivers that a checkpoint is ahead. The Impaired Driving Mobilizing Processing Unit will be used at these locations, increasing the efficiency of an officer to evaluate drivers for signs of alcohol or drug impairment and making an arrest.¹
- Conduct high visibility saturation patrols two to three times a week throughout the year at high risk locations in the District. This activity would include concentrated enforcement efforts during the Checkpoint Strikepoint campaigns, National Crackdown, holidays and special events in the District at locations where high-risk behaviors are anticipated.²
- Conduct at least four border to border enforcement with conjunction with adjacent state law enforcement (Maryland and Virginia); a high-volume of drivers, as shown in the data above are Maryland residence.³
- Conduct overtime enforcement on Cops in Shops of misrepresentation of age while purchasing alcohol and the selling of alcohol to minors.
- Conduct overtime of enforcement during the Summer Crime Initiatives determined under the DDACTs program.
- Educate at least 120 officers in SFST Training (32 hrs. class) and Intoximeter Training (40 hrs. class). These training will assist the officers in being able to administer and interpret Standardized Field Sobriety Tests, improve their efficiency and knowledge of sampling and use of the Intoximeter and provide instructions on providing clear, evidence-based written reports.
- Educate six officers on various workshops meeting, training and conferences on Major Crash and Traffic Safety.

Office of the Attorney General (OAG) – DUI Prosecutor

The Criminal Section of OAG seeks to deter impaired driving offenses through two DUI Prosecutor position and a paralegal position. The focus the DUI Prosecutors will be to keep criminal violation of any traffic laws and resulting deaths, property damage, and physical injuries to a minimum by:

- Assist in training OAG attorneys and law enforcement, the judiciary and the public on what the law is and how to prosecute impaired driving cases.⁴
- Prepare legal pleadings for cases assigned to the DUI Prosecutors.⁵
- Assist in improving the laws in the District so that adequate punishment is available which would serve as a deterrent, including reviewing and drafting legislation.⁶

¹ Countermeasures that Work, Seventh Edition, 2013, Ch. 1, Section 2.2

² Countermeasures that Work, Seventh Edition, 2013, Ch. 1, Section 2.2

³ Countermeasures that Work, Seventh Edition, 2013, Ch. 1, Section 2.2

⁴ Countermeasure that Work, 7th Edition, 2013, Ch. 1, Section 3.1

⁵ Highway Safety Uniform Guidelines, No.8, Section D

- Serve as a resource for prosecutors, law enforcement and judges by offering expertise and assistance in prosecuting impaired driving offenses.⁷
- Assist in improving the breath, blood, and urine testing program.⁸

The DUI Paralegal will provide support on DUI cases by:

- Provide general assistance with cases and with the preparation of legal pleadings on DUI cases.⁹
- Maintain statistical information on DUI cases not captured by OAG’s case management system.¹⁰
- Maintain records of toxicology test results.¹¹

Office of the Attorney General (OAG) – TRSP Prosecutor

The Criminal Section of OAG seeks to deter impaired driving offenses through the TSRP position. The focus of the TSRP will be to keep criminal violation of any traffic laws and resulting deaths, property damage, and physical injuries to a minimum by:

- Training: Enhance law enforcement and prosecutor training in impaired driving, including drug impaired driving, and other traffic safety issues¹².
- District-wide Resource: Assist and serve as a resource to law enforcement officials and prosecutors by offering expertise for prosecuting traffic safety offenses¹³. Improve breath, blood, and urine testing program¹⁴. Develop and enhance the District’s impaired driving programs and cooperation to improve awareness and enforcement of impaired driving offenses¹⁵.
- Intra-office Support: provide legal and technical support in the prosecution of impaired driving cases.¹⁶
- Legislative Support: Strengthen the laws in the District so that adequate punishment is available which would serve as a deterrent, including working with the Executive Office of the Mayor to draft such legislation.

Office of the Chief Medical Examiner (OCME)

- Provide a comprehensive DUI and DUID testing of the District suspected impaired driving while reducing turnaround times and overall backlog of casework.¹⁷
- Provide data to assist stakeholders with decreasing the prevalence of DUI and DUID in the District and as a result assist with reducing traffic fatalities in the District overall.
- Improve specific services by increasing DUI and DUID chemical testing knowledge base by sending the supervisor and grant funded employee to forensic toxicology scientific workshops and conferences.

⁶ Countermeasure that Work, 7th Edition, 2013, Ch. 1 Section 1.5

⁷ Highway Safety Uniform Guidelines, No.8, Section D

⁸ Countermeasures that Work, 7th Edition, 2013, Ch. 1, Section 2.3.

⁹ Highway Safety Uniform Guidelines, No. 8, Section D

¹⁰ Highway Safety Uniform Guidelines, No. 8, Section VI

¹¹ Highway Safety Uniform Guidelines, No. 8, Section VI

¹² Countermeasures that Work, 7th Edition, 2013, Ch. 1, Section 3.1

¹³ Highway Safety Programs Uniform Guidelines #8, Section B

¹⁴ Countermeasures that Work, 7th Edition, 2013, Ch. 1, Section 2.3

¹⁵ Highway Safety Programs Uniform Guidelines #8, Section I

¹⁶ Countermeasures that Work, 7th Edition, 2013, Ch. 1, Section 3.1

¹⁷ Countermeasures that Work, 7th Edition, 2013 Ch.1, Section 2.3

Washington Regional Alcohol Program (WRAP)

- Release the "2015 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.¹⁸
- Produce two newsletters and one annual report highlighting and communicate WRAP's programs and efforts for the continued need for traffic safety initiatives.¹⁹
- WRAP's SoberRide® Campaign is a zero alcohol-related traffic fatalities during the running times of the SoberRide® campaigns in the service areas. The campaign provides free cab rides home to would-be drunk drivers in Greater Washington. Produce printed materials in both English and Spanish to be distributed for the seasonal media campaigns.²⁰
- Conduct WRAP's winter/fall award program recognizing area law enforcement officers, individuals and corporations who have gone above the call of duty in the fight against impaired driving.²¹
- Update and maintain WRAP's websites (www.wrap.org and www.soberride.com) with current news releases, upcoming events and program information.²²
- 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.²³
- 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.²⁴
- 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.²⁵
- For the private sector support, produce and distribute the 2016 edition of WRAP's annual educational guide on underage drinking laws, consequences, tips, information and more and on impaired driving laws, related facts and statistics.²⁶
- Promote and conduct WRAP's Safe and Vital Employees (SAVE) initiative educating local employees and military personnel about impaired driving laws and consequences.²⁷
- Participate in an event during National Institute on Drug Abuse's (NIDA) National Drug Facts Week where District of Columbia students will learn factual information on alcohol, drugs and drug abuse through fun activities and an expert panel discussion.²⁸
- Work with DC Office of the Attorney General's monthly DUI Enforcement meetings coordinating DUI enforcement activities in city and amongst prosecutorial (AOAG, USDOJ), law enforcement (MPD, USPP, USSS and USCP) and other (OFTS< MDSAA, NDAA) partners.²⁹

¹⁸ Countermeasures that Work, 7th Edition, 2013, Ch. 1, Section 5.2

¹⁹ Countermeasures that Work, 7th Edition, 2013, Ch. 1, Section 5.2

²⁰ Countermeasures that Work, 7th Edition, 2013 Ch. 1, Section 5.2 and 5.4

²¹ Highway Safety Program Uniform Guidelines #8, Section IV

²² Highway Safety Program Uniform Guidelines #8, Section IV

²³ Countermeasures the Work, 7th Edition, 2013, Ch. 1, Section 6.5

²⁴ Countermeasures that Work, 7th Edition, 2013, Ch.1, Section 6.5

²⁵ Countermeasures that Work, 7th Edition, 2013, Ch. 1, Section 6.5

²⁶ Highway Safety Programs Uniform Guidelines #8, Section IV

²⁷ Highway Safety Programs Uniform Guidelines #8, Section IV

²⁸ Highway Safety Programs Uniform Guidelines #8, Section I

²⁹ Highway Safety Program Uniform Guidelines #8, Section I

Checkpoint Strikeforce Regional Impaired Driving Campaign – McAndrew Co

- Conduct 150 TRPs per week during enforcement weeks via radio to create a heightened awareness of impaired driving throughout the region.³⁰

PROJECT SUMMARY

Project Number	M60T-2015-01-13 – Impaired Driving
Project Title	Alcohol Enforcement – MPD
Project Goals/Description	Highly visibility enforcement used to reduce impaired driving fatalities and serious injuries. Enforcement conducted is during the times and locations where the data indicates are high risk for impaired driving behaviors. Enforcement will also be coordinated with the national mobilizations and checkpoint strikeforce campaigns throughout the District. Purchase of 83 body camera to be outfitted by MPD’s SFST Officers.
Budget	\$100,000, Section 402; \$350,000, 405d;

Project Number	M60T-2015-01 – Impaired Driving – <i>Cops in Shops</i>
Project Title	Alcohol Enforcement – MPD
Project Goals/Description	“Cops in Shops” program, which allows officers to work undercover at retail locations to help catch underage patrons trying to purchase alcohol or adults buying alcohol for minors. Typically officers work undercover and will either be inside or outside liquor stores watching for underage buyers or adults purchasing alcohol for underage drinkers.
Budget	\$100,000; Section 405d

Project Number	M60T-2015-01-03 – Impaired Driving;
Project Title	Office of the Attorney General
Project Goals/Description	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 DUI attorneys to handle the caseload.
Budget	\$450,000; Section 405d

Project Number	M60T-2015-01-03 – Impaired Driving
Project Title	Office of the Attorney General
Project Goals/Description	To fund the Serious Impaired Driving Offender Program, in prosecuting impaired driving offenses and working with other agencies through the TRSP.
Budget	\$165,000; Section 405d

³⁰ Countermeasures that Work, 7th Edition, 2013, Ch. 1, Section 5.2

Project Number	M6X-2016-01-17, Impaired Driving
Project Title	Office of the Chief Medical Examiner
Project Goals/Description	Develop a fully validated method specifically for testing drugs and implement method into routine casework (will improve OAG case on impair driving) and reduce turnaround time for drug positive casework.
Budget	\$165,000; Section 405d

Project Number	M6OT-2016-01 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	\$110,000, Section 405d

Project Number	M6OT-2016-01 Impaired Driving Media
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.
Budget	\$225,150.47, Section 410; 100,000, Section 405d

Table 1: IMPAIRED DRIVING PROGRAM AREA Expenditure Summary

Project Number	Project Title	Budget	Budget Source
M6OT-2016-01 Impaired Driving; M6X-2016-01	Alcohol Enforcement – MPD	\$350,000.00	Section 405d
		\$100,000.00	Section 402
	Cops in Shops Program – MPD	\$100,000.00	Section 405d
	Office of the Attorney General	\$165,000.00	Section 405d
		\$450,000.00	Section 405d
	Office of the Chief Medical Examiner	\$165,000.00	Section 405d
	Washington Regional Alcohol Program	\$110,000.00	Section 405d
PM 405(d)	Paid Advertising – Checkpoint Strikeforce Regional Impaired Driving Campaign	\$100,000.00	Section 405d
		\$225,150.47	Section 410
410 Total		\$225,150.47	
405d Total		\$1,440,000.00	
402 Total		\$100,000.00	
Total All Funds		\$1,765,150.47	

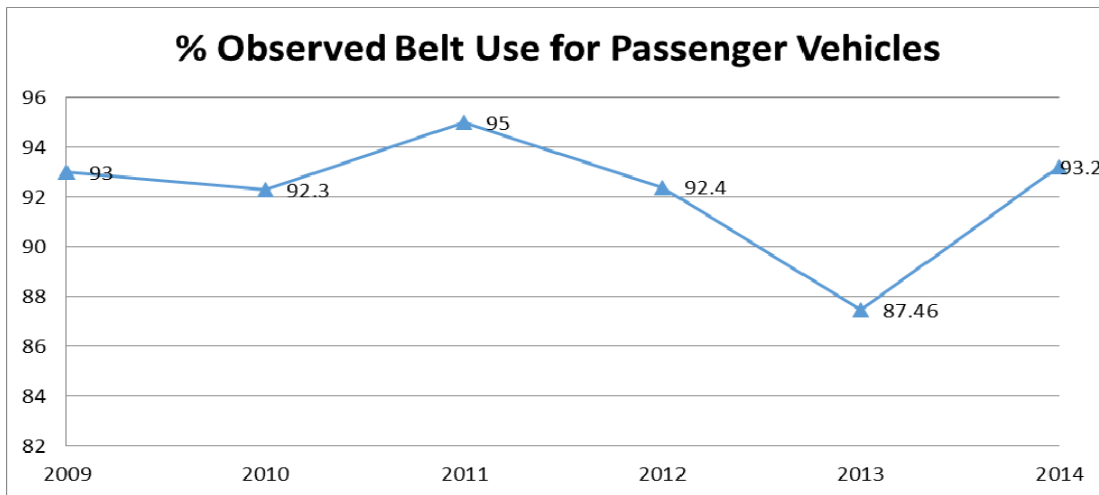
Occupant Protection

OVERVIEW

Proper and consistent use of seat belts and child safety seats are the most effective protection in reducing the severity of a crash. The District has one of the most comprehensive seat belt 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 seat belt compliance for all passengers. It's a \$50 fine and 2 points for not having your seat belt 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 seat belt. 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.

In accordance with MAP-21 the District is rated as a high seat belt use rate state for 405 funds, since in 2014 our seat belt use was above 90 percent as shown below. In 2013, the overall seat belt use rate dropped from 92.4 percent in 2012 (95.16 percent in 2011) to 87.46 percent, a statistically significant decrease of 4.94 percent. The reason for the decrease in 2013 was because of the change in the 2013 study which included usage rates among small commercial vehicles (taxi cabs and small commercial trucks).



The HSO in order to qualify for 405b funds the following needs to be submitted:

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

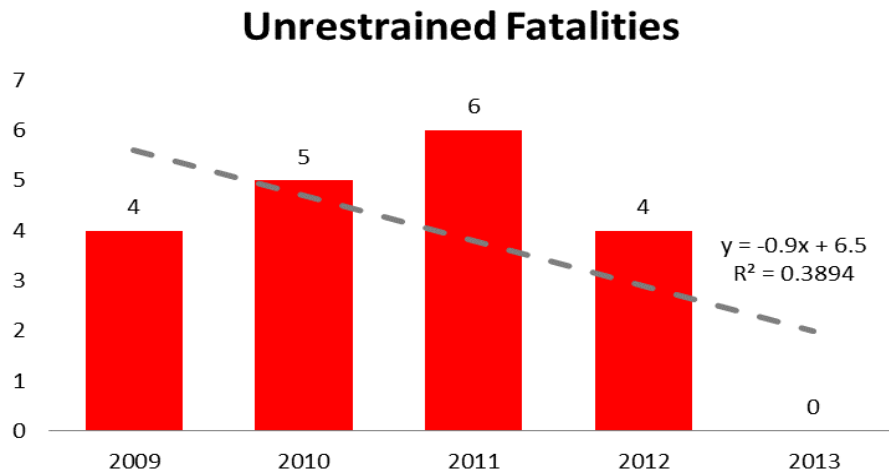
These requirements are included in this section of the FY2016 HSP and the reference pages will be outlined in 405 application.

FY2016 PERFORMANCE TARGET

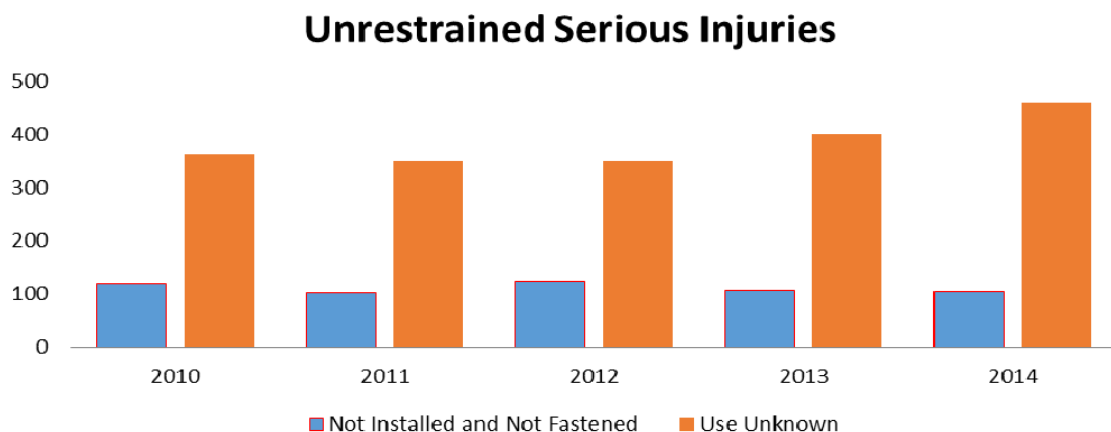
- To decrease the number of unrestrained fatalities by 50 percent from a 5-year average (2009-2013) of 4 to 2 by December 31, 2016.
- To decrease the number of unrestrained serious injuries by 9 percent from a 3-year average (2012-2014) of 108 to 98 by December 31, 2016.
- To maintain the observational seat belt use to over 93.2 percent.

UNRESTRAINED-RELATED DATA TRENDS

Even with DC primary laws in effect, which requires that all passengers are required to wear a seatbelt and with a observed seatbelt use in 2014 at 93.2 percent, there is over 20 percent of all traffic-related fatalities involves someone not wearing a seatbelt, with the exception of 2013 with no unrestrained fatalities.



Unrestrained is defined as “Not Fastened” and “Not Installed”. The trend illustrates that there are on average 100 serious injuries crashes that occur in the District where a person was not wearing a seat belt. It also shows a large number of incidents where seat belt use are not being captured or the officer does not have the information to include.

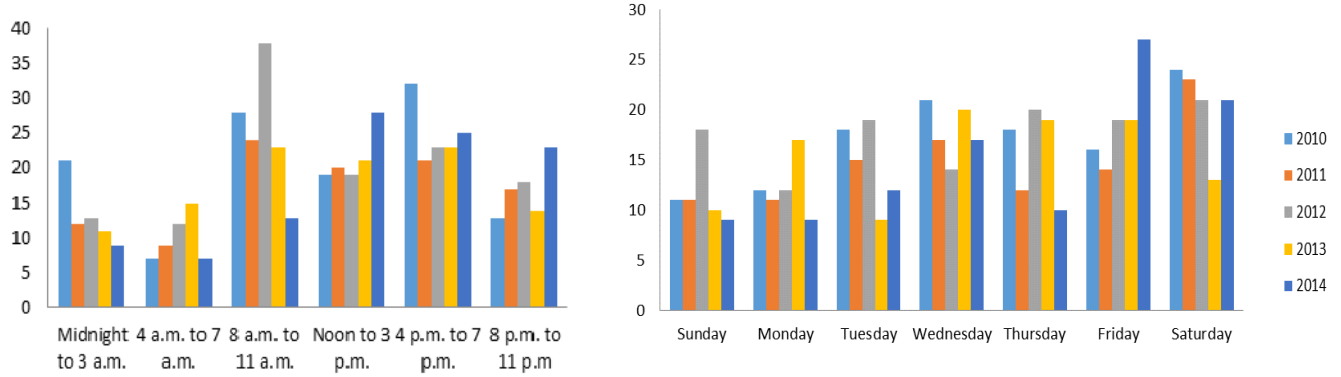


Source: Metropolitan Police Department Crash data

WHEN ARE THEY OCCURRING?

In 2014, the number of serious injuries occurred between 12 noon and midnight, with Fridays and Saturdays being the days of the week when occupants tend not to wear their seatbelt.

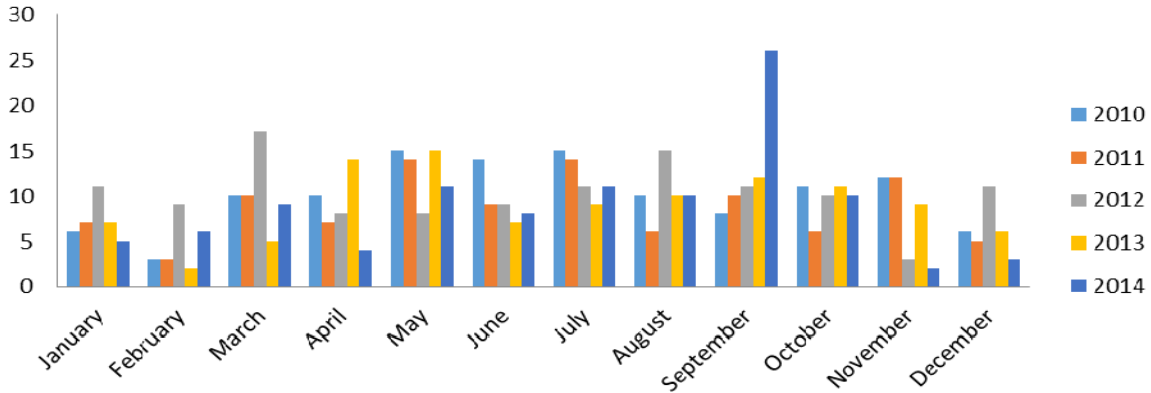
When are they occurring?



Source: Metropolitan Police Department Crash data

Based on a 3-year average March, May, July, and September are the highest months were occupants were involved in a serious injury crash and were not wearing their seatbelts. The Districts Click It or Ticket campaigns runs in May and June, with a mini campaign in March and Child Passenger Safety enforcement conducted in September.

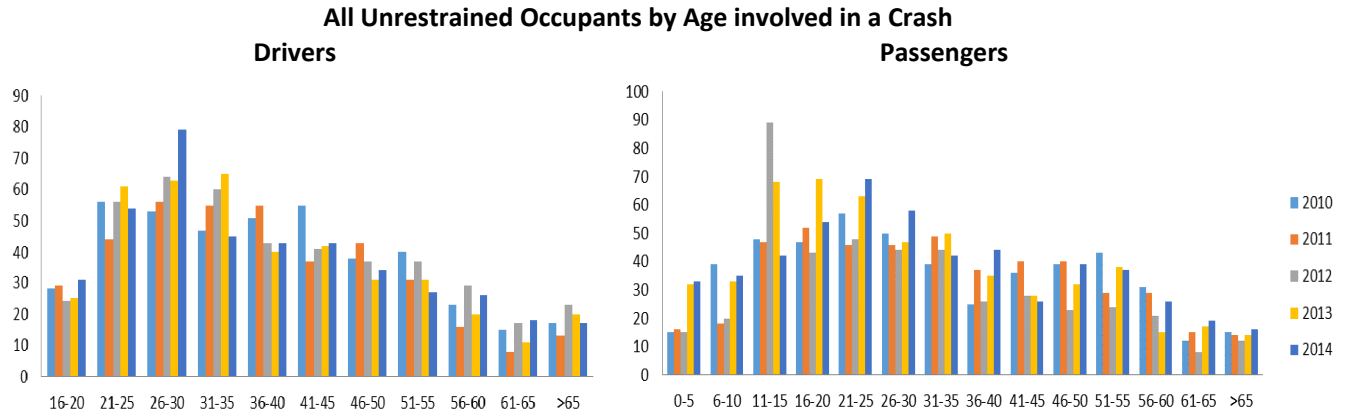
Unrestrained Occupant Serious Injuries by Month



Source: Metropolitan Police Department Crash data

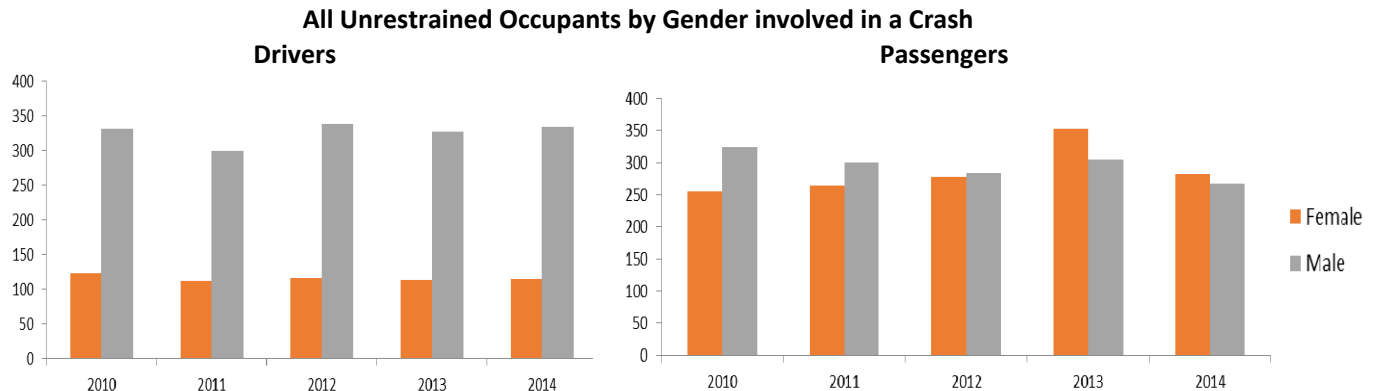
OCCUPANTS THAT ARE UNRESTRAINED

Based on the crash data, drivers between the 21 and 35 year old and passengers between ages 11 and 35 were not wearing their seatbelts. In 2014, there seemed to have a significant increase for drivers between 26 and 30 years old that were involved in a crash that were not restrained.



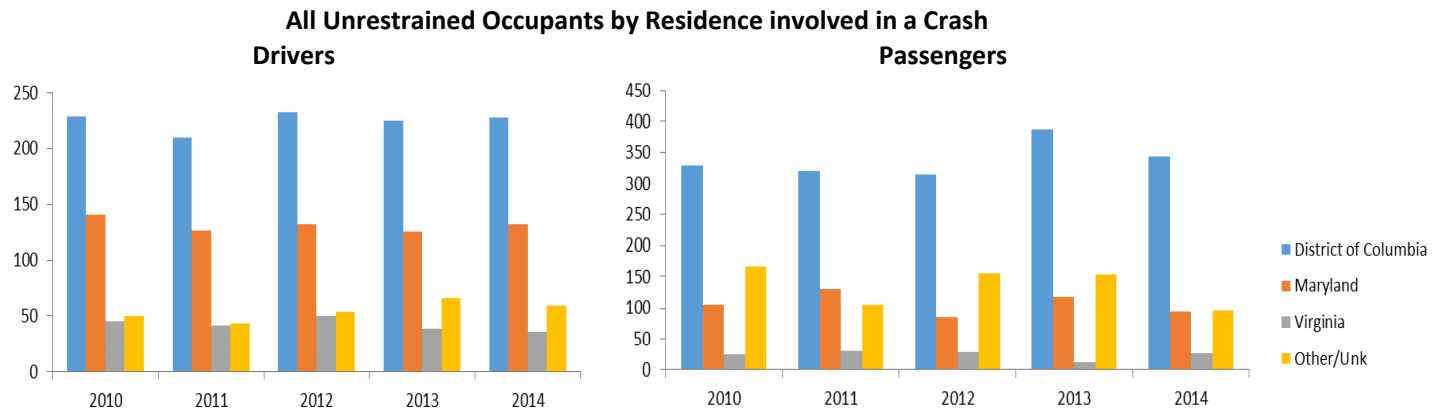
Source: Metropolitan Police Department Crash data

Based on the figures below; more male drivers tend to drive unrestrained compared to female drivers, however there is no significant difference between male and female passengers being unrestrained.



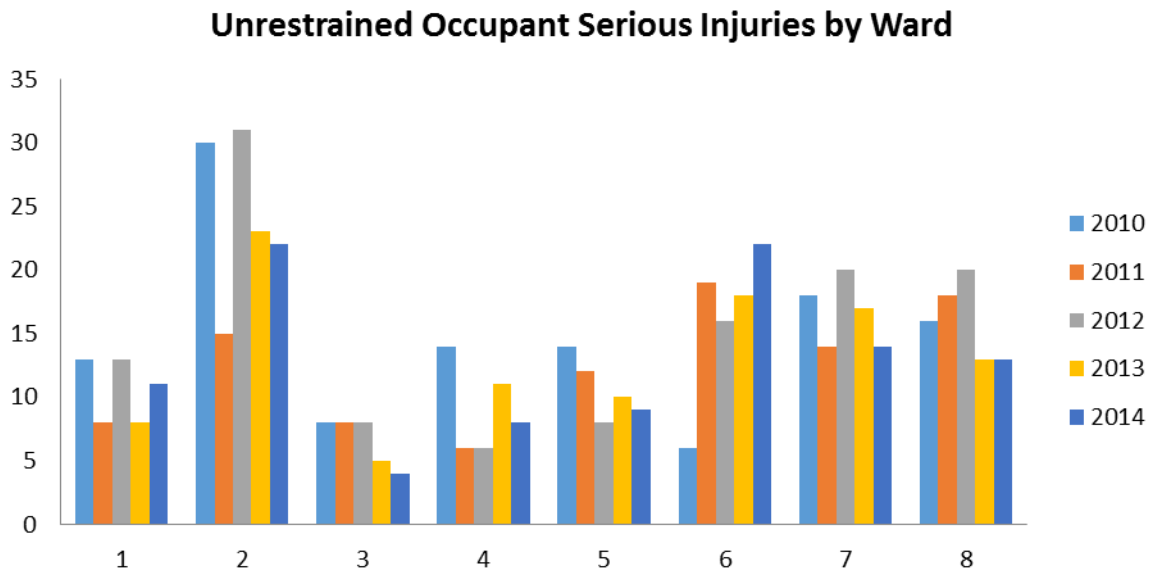
Source: Metropolitan Police Department Crash data

The figures below illustrate, in 2014, 50 percent of all drivers involved in a crash and were unrestrained lived in the District and similarly 29 percent of all drivers lived in Maryland. It also revealed that 57 percent of all passengers that were unrestrained lived in the District and 17 percent lived in Maryland.



WHERE ARE THEY OCCURRING?

Wards 2, 6, 7 and 8 appear to have the highest occurrences of serious injuries where drivers and passengers were travelling unrestrained and were involved in a crash.



Source: Metropolitan Police Department Crash data

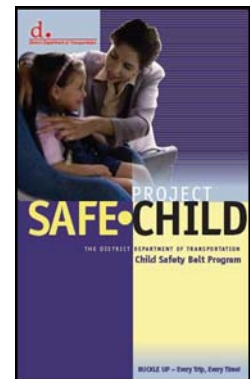
STRATEGIES

The HSO is committed and continues its efforts in increasing the proper and consistent use of seat belts and child safety seats, as a mitigating factor in reducing the severity of a crash. The District with above 90 percent seat belt compliance rate will strive to maintain and increase this rate where possible. One of the areas that needs improving is seat belt use among commercial vehicles and will be address through enforcement efforts.

The HSO is aware that the most effective strategy for achieving and maintaining a high seatbelt use rate is through highly publicized high-visibility enforcement of its primary seatbelt laws and will continue to participate in the national Click It or Ticket events. The District adopted the national enforcement and media campaign *“Click It or Ticket”*, since 2002. Click It or Ticket (CIOT) is the most successful seat belt enforcement campaign ever, helping to increase the District’s seat belt usage rate. During each mobilization, officers crack down on motorists who fail to wear their seat belts—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, and nighttime enforcement has become a priority of the Click It or Ticket mobilization.



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. The HSO will continue to partner with MPD, hospitals, nationally certified child passenger safety technicians, Fire and EMS Departments and Child Care providers, to ensure the proper installation and use of child restraints. 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.



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 station 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 currently has over 26 National Child Passenger Safety Certified Technicians; at least one at every CPS fitting station. The District will host at least one - 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.

The table below list the strategies that are included in this HSP (FY2016) and that are also included in the District’s HSP, 2014.

Enforcement Strategies

Strategy 1. Continue to conduct Click It or Ticket (CIOT) Campaign accompanied by enforcement.

Strategy 2. Conduct enforcement at locations identified with high-injury crashes and unknown and/or low seatbelt use.

Education Strategies

Strategy 2. Provide training to MPD officers on seatbelt laws, applicability, seatbelt use in crashes, and methods to improve seatbelt crash reporting.

Strategy 3. Expand educational efforts to develop and distribute educational materials (e.g., brochures, flyers).

Strategy 5. Expand community programs.

- Quarterly child passenger safety workshops.
 - Car seat inspection events.
 - Increase the number of District child passenger safety certified technicians.
 - Continue the booster seat program.
-

PROJECT ACTIVITIES

Metropolitan Police Department – Occupant Enforcement

Enforcement times and locations are based on a data-driven approach described earlier in the HSP; the data analyses are designed to identify who is involved in crashes, when and where. MPD has a Traffic Safety Specialist that is in constant communication with the HSO to ensure activities can be monitored and adjusted based on the data or changes in highway safety.

- Conduct overtime enforcement on day and or nighttime seatbelt enforcement at high hazard locations and enhanced enforcement targeting commercial vehicles during the FY2016.³¹
- Conduct overtime nighttime seat belt enforcement during 2016 CIOT mobilizations and child passenger safety week.³²
- Perform CPS seat inspections at designated locations such as police district, firehouse, schools and other community centers.³³
- Perform CPS workshops to parents, teachers and caregivers on the proper installation of child safety seats.

³¹ Countermeasures that Work, Seventh Edition, 2013, Ch. 2, Section 2.2

³² Countermeasures that Work, Seventh Edition, 2013, Ch. 2, Section 3.1

³³ Countermeasures that work, Seventh Edition, 2013, Ch. 2, Section 5.1

Child Passenger Safety (CPS)

- Provide child seats and a 2-hour workshop to parents and caregivers, families at the ten distribution locations within the District.³⁴
- Participate in events, such as, Tots to Teens, Fitness for your Health Expo, Safe Kids Week, Child Passenger Safety Week, Community Health Fairs distributing safety materials and brochures on the importance of Buckling Up.³⁵
- Conduct at least 3 demonstrations/inspections per month on how to use child safety seats and boosters at the seven fitting stations within the District.³⁶
- Conduct booster seat presentations at 5 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 2500 District's students.³⁷
- Host one 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 26 to 100 in FY2016.³⁸
- Host one recertification class to at least 5 expired certified personnel with the current NHTSA updates and guidelines to maintain and enhance provider skill.³⁹

Click It or Ticket – McAndrew Co.

- Click It or Ticket Campaign⁴⁰
 - 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 Campaign⁴¹
 - 100 TRPs per week during enforcement weeks via radio.
 - Develop and distribute 25,000 brochures, translated in Spanish, Amharic, Chinese, Korean and Vietnamese.

³⁴ Countermeasures that Work, Seventh Edition, 2013, Ch. 2, Section 6.2

³⁵ Countermeasures that Work, Seventh Edition, 2013, Ch. 2, Section 6.2

³⁶ Countermeasures that Work, Seventh Edition, 2013, Ch.2, Section 7.3

³⁷ Countermeasures that Work, Seventh Edition, 2013, Ch. 2, Section 6.2

³⁸ Countermeasures that Work, Seventh Edition, 2013, Ch. 2, Section 4.1

³⁹ Countermeasures that Work, Seventh Edition, 2013, CH. 2, Section 4.1

⁴⁰ Countermeasures that Work, Seventh Edition, 2013, Ch. 2, Section 3

⁴¹ Countermeasures that Work, Seventh Edition, 2013, Ch.2 Section 5.1

PROJECT SUMMARY

Project Number	OP-2016-05 Occupant Protection
Project Title	Occupant Enforcement – MPD
Project Goals/Description	Conduct overtime high-visibility seatbelt enforcement activities regularly and during Click It or Ticket, and Child Passenger Safety week. Enforcement will focus on locations where crash data and observational surveys indicate a low use rate.
Budget	\$90,000 Section 402; \$393,867 Section 405b

Project Number	OP-2016-05; M1X-2016-05; M1CPS-2016-05
Project Title	Occupant Protection Survey 2016 2016 Occupant Protection Program - Outreach Project Safe Child for DDOT 2016
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 Howard University. Training, purchase of car seats, education, outreach to community, materials/supplies, and Child Passenger Safety Program Manager.
Budget	\$90,000 Survey; Section 402, \$100,000 Project Safe Child; \$40,000, Section 2011.

Project Number	PM-2016-14; M1HVE-2016-05; M6OT-2016-01
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	\$345,000 Section 402; \$582,000 405b

Table D- 2: OCCUPANT PROTECTION PROGRAM AREA - Budget Summary

Project Number	Project Title	Budget	Budget Source
OP-2016-05	Occupant Enforcement – MPD	\$90,000.00	Section 402
		\$393,867.00	Section 405b
OP 2016-05	OP Survey 2016	\$90,000.00	Section 402
M1X-2016-05	OP Outreach	\$40,000.00	Section 2011
M1CPS-2016-05	Project Safe Child for DDOT	\$100,000.00	Section 402
PM-2016-14	Paid Advertising: <ul style="list-style-type: none"> • To include CIOT; Child Passenger Safety; Various safety campaigns 	\$345,000.00	Section 402
M1HVE-2016-05		\$582,000.00	Section 405b
M6OT-2016-01			
402 Total		\$ 625,000.00	
405b Total		\$ 975,867.00	
2011 Total		\$ 40,000.00	
TOTAL		\$1,640,867.00	

Aggressive Driving

OVERVIEW

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 traffic-related fatalities and serious injuries in the District.

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

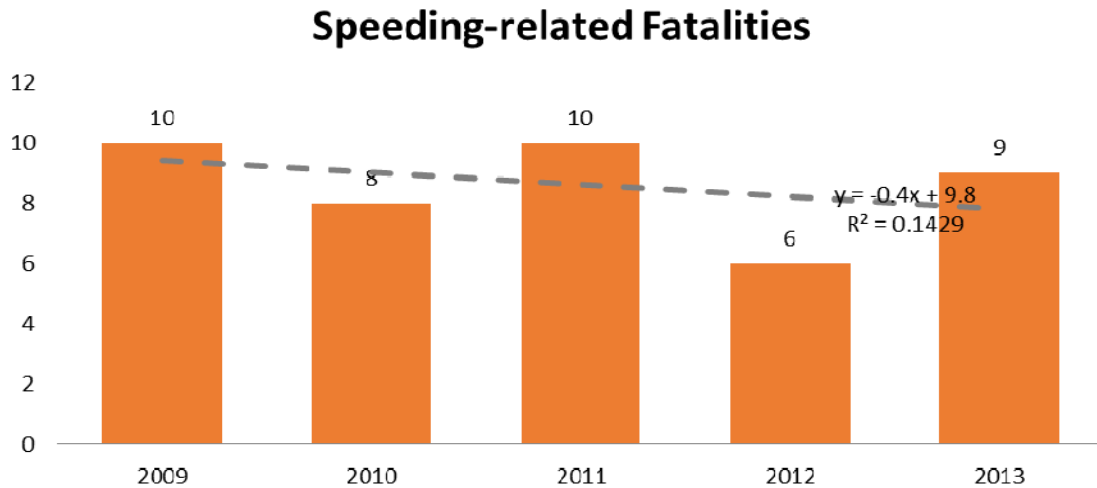
Violation	Fine
Speeding 1-10 mph over limit	\$50
Speeding 11-15 mph over limit	\$100
Speeding 16-20 mph over limit	\$150
Speeding 21-25 mph over limit	\$200
Speeding 26 + mph over limit	\$300

FY2016 PERFORMANCE TARGET

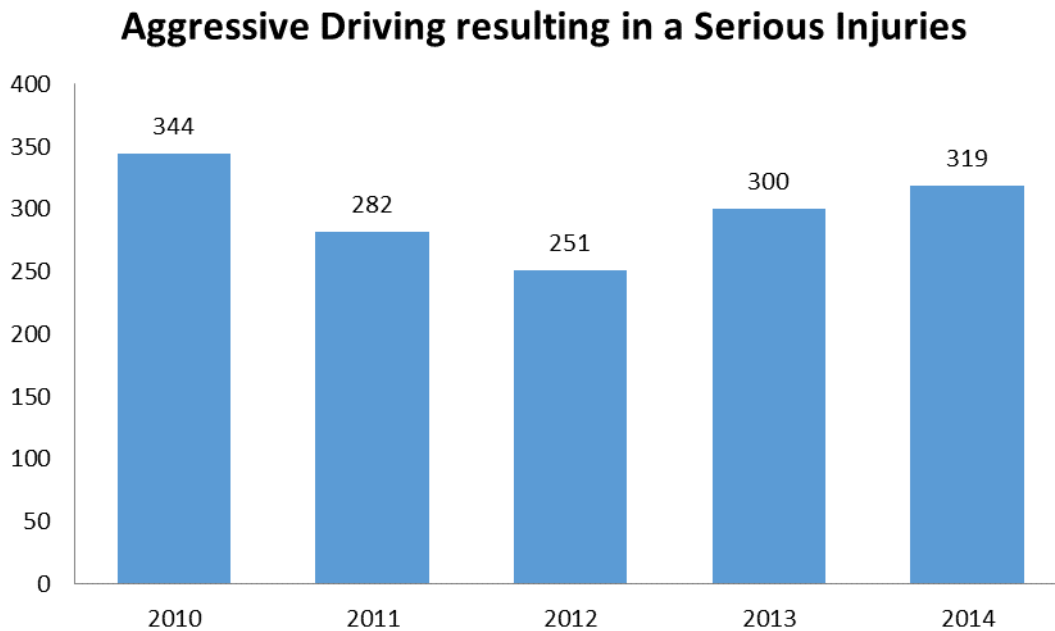
- To decrease speeding-related fatalities by 12.5 percent from a 5-year average (2009 to 2013) of 9 to 8 by December 31, 2016.
- To decrease the number of aggressive-related serious injuries by 3.4 percent from a 3-year average (2012-2014) of 290 to 280 by December 31, 2016.

SPEEDING-RELATED DATA TRENDS

Speeding in the District has consistently rank as the highest contributing factor in traffic-related fatalities, on average it accounts for 40 percent of all traffic fatalities in the District.

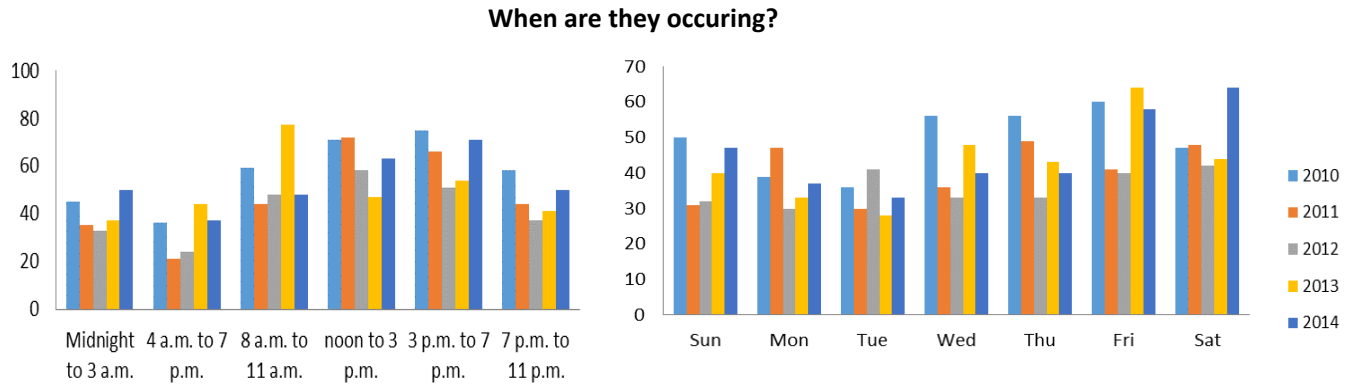


The serious injury charts includes all aggressive driving behaviors. In 2014, 17.6 percent of all serious injuries (1,805) were a result of an aggressive driver.



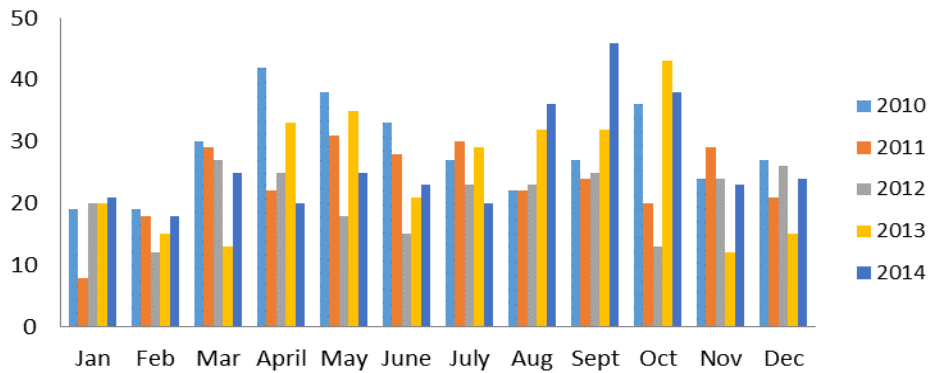
WHEN ARE THEY ARE OCCURRING?

In 2014, the hours between noon and 3 am, Friday, Saturday and Sundays were the most dangerous for aggressive-related driving.



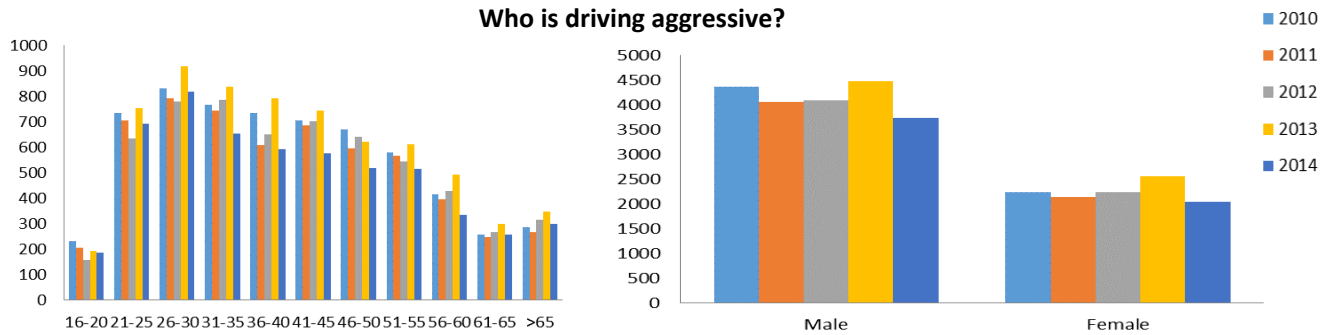
As shown below, March, August, September, November and December had an increased number of aggressive driving behaviors.

Aggressive Driving-related Serious Injuries By Month



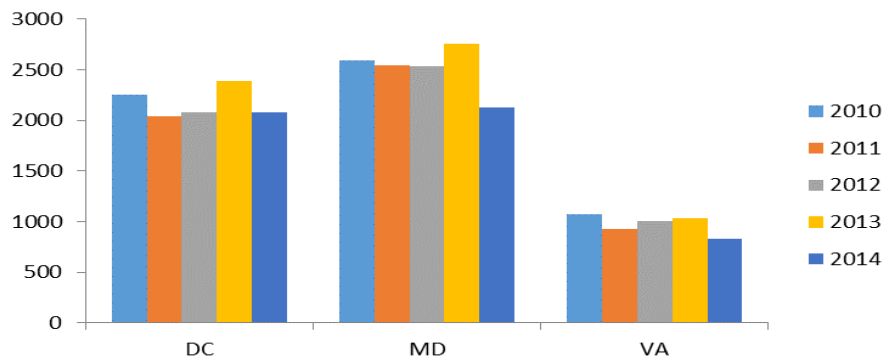
WHO IS DRIVING AGGRESSIVE?

As illustrated in figures below, male drivers between the ages of 21 and 35 years old, have the highest occurrence, followed by drivers between 41 and 45 years old.



The data further revealed that the Maryland residents account for almost 40 percent of all the District aggressive driving crashes, higher than the District's drivers (approximately 30 percent).

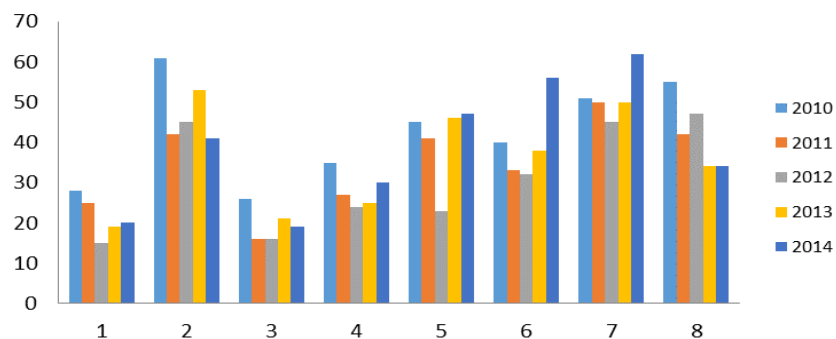
Residence of an Aggressive Driver



WHERE ARE THEY OCCURRING?

In 2014, the most number of aggressive driving crashed that resulted in a serious injury were in Wards 2, 5, 6 and 7.

Serious Injuries Involving Aggressive Driving by Ward



STRATEGIES

The District will continue to maintain its partnership with Maryland public safety officials and law enforcement in continuing the Smooth Operator program. This program is a model for a coordinated, intra- and interstate program designed to combat the aggressive driving problem and find short- and long-term solutions for it. It provides 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 table below list the strategies that are included in this HSP (FY2016) and that are also included in the District's HSP, 2014.

Enforcement Strategies
Strategy 1. High-Visibility Enforcement: <ul style="list-style-type: none">• Target selected high-crash or high-violation geographical areas (refer to latest DDOT speed information) using either expanded regular patrols or designed aggressive driving patrols. Officers focus on drivers who commit common aggressive driving actions such as speeding, following too closely, and running red lights. Enforcement is widely publicized.
Strategy 5. Investigate and determine the use of new technologies (examples): <ul style="list-style-type: none">• Laser speed-measurement equipment (provide more accurate and reliable evidence of speeding).• Stationary LIDAR.<ul style="list-style-type: none">▪ Evaluate pilot program in a selected high-speed corridor.
Education Strategies
Strategy 1. Conduct educational and public information outreach campaigns: <ul style="list-style-type: none">• Educate roadway users on the dangers of aggressive driving and rules of the roads (e.g., Smooth Operator campaign).

PROJECT ACTIVITIES

Metropolitan Police Department – Aggressive driving enforcement

Enforcement times and locations are based on a data-driven approach described earlier in the HSP; the data analyses are designed to identify who is involved in crashes, when and where. MPD has a Traffic Safety Specialist that is in constant communication with the HSO to ensure activities can be monitored and adjusted based on the data or changes in highway safety.

- Conduct high visibility speed enforcement at high risk locations and during the Smooth Operator Campaign throughout the District.⁴²
- Print and distribute educational materials to educate the public relating to the dangers of aggressive driving and behaviors.⁴³

⁴² Countermeasures that Work, Seventh Edition, 2013, Ch. 3, Section 2.3

⁴³ Countermeasures that Work, Seventh Edition, 2013, Ch. 3, Section 4.1

Smooth Operator Campaign – McAndrew Co.

- Regional Smooth Operator Social Marketing Communication Plan⁴⁴
 - 100 TRPs per week during enforcement weeks via radio.
 - On cable TV networks and programs three weeks in June, July and 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

Project Number	PT-2016-04
Project Title	Police Traffic Services/Aggressive Driving- MPD
Project Goals/Description	Police Traffic Services (PTS) focuses on speeding and aggressive driving and other moving violations. Drivers should know that MPD has a zero tolerance policy for not complying with the traffic laws in the District.
Budget	\$259,000; Section 402

Project Number	PM-2016-14
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- 3: AGGRESSIVE DRIVING PROGRAM AREA - Budget Summary

Project Number	Project Title	Budget	Budget Source
PT-2016-04	Police Traffic Services – Aggressive Driving	\$259,000.00	Section 402
PM-2016-14	Paid Advertising – Smooth Operator	\$150,000.00	Section 402
402 Total		\$409,000.00	
Total All Funds		\$409,000.00	

⁴⁴ Countermeasures that Work, Seventh Edition, 2013, Ch. 3, Section 2.2

Pedestrian and Bicyclists

OVERVIEW

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. The District has placed pedestrian enforcement efforts in areas identified as particularly dangerous. During these efforts emphasis is placed on education and safety tips to help community members gain awareness.

The Council of the District of Columbia enacted the Pedestrian Safety Amendment of 2005 on March 16, 2005. The law has increased the civil infractions and fines for pedestrians who violate safety measures. Fines range from \$10 to \$50.

The following are motor vehicle violations near a pedestrian (DC Code Title 50, Sections 2201 through 2221 and DCMR Title 18), detail how a driver should operate a motor vehicle on the streets of the District of Columbia:

- Failure to STOP and give right of way to a pedestrian who has begun crossing on the WALK signal (signalized intersection) \$75 and 3 points
- Failure to STOP and give right of way to a pedestrian crossing the roadway within any marked crosswalk or unmarked crosswalk at an intersection (un-signalized crosswalk) \$250 and 3 points
- Overtaking a vehicle from the rear that is stopped at a marked crosswalk or at an unmarked crosswalk to permit a pedestrian to cross the roadway \$250 and 3 points
- Failure to give right of way to a pedestrian on a sidewalk (e.g., alleys and parking lots) \$250 and 3 points
- Colliding with a pedestrian while committing any of the above-listed offenses* \$500 and 6 points

*** Criminal charges are possible. Penalty for colliding with a pedestrian leads to a double fine.**

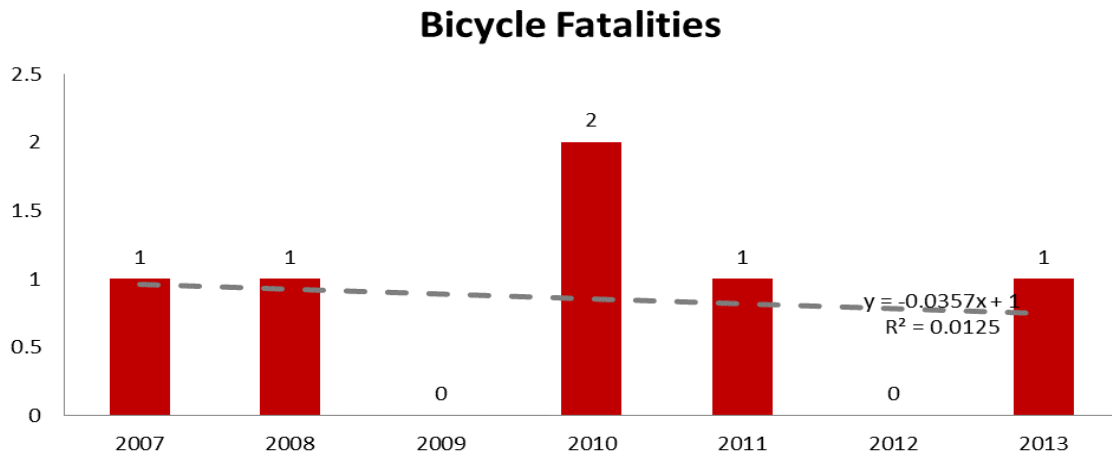
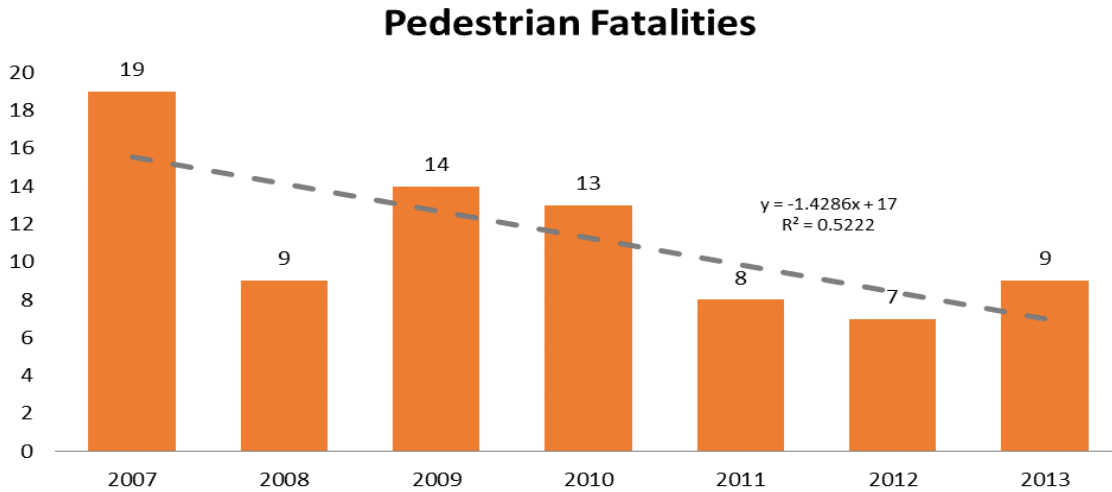
When travelling on city streets, cyclists should follow the same rules of the road as motorized vehicles. This means stopping at stop signs; obeying traffic signals and lane markings; and using hand signals to let others know your intention to stop or turn. Furthermore, cyclists are advised to be aware of their surroundings.

FY2016 PERFORMANCE TARGET

- To reduce the number of pedestrian-related fatalities by 20 percent from a 5-year average (2009-2013) from 10 to 8 in 2016.
- To maintain the number of pedestrian-related serious injuries to no more than the 3-year average (2012-2014) of 371 in 2016.
- To maintain the number of bicyclist-related fatalities to no more than the 5-year average (2009-2013) of 1 in 2016.
- To maintain the number of bicyclist-related serious injuries to no more than 3-year average (2012-2014) of 299 in 2016.

PEDESTRIAN AND BICYCLE DATA TRENDS

In the District pedestrian fatalities increased by 71 percent from 2012 to 2013 with a fatality involving a bicyclist in 2013, as shown in figures below.

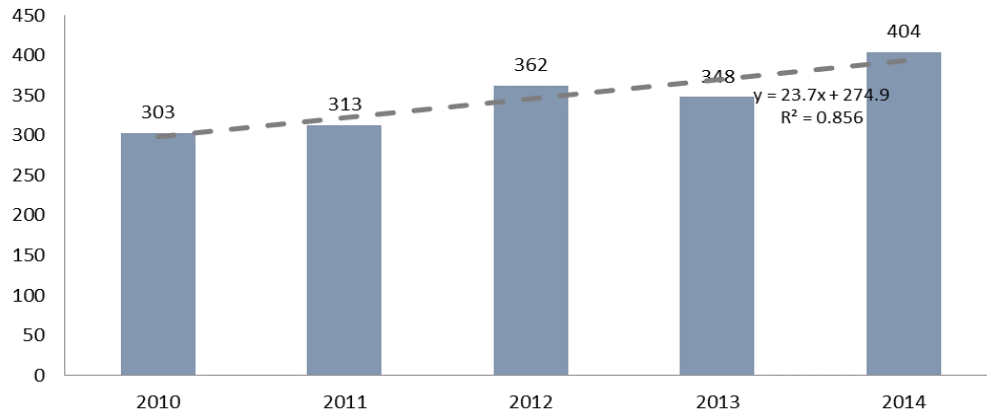


Compared to all fatalities, pedestrian and bicyclist fatalities account for approximately 40 percent of all the fatalities in the District.

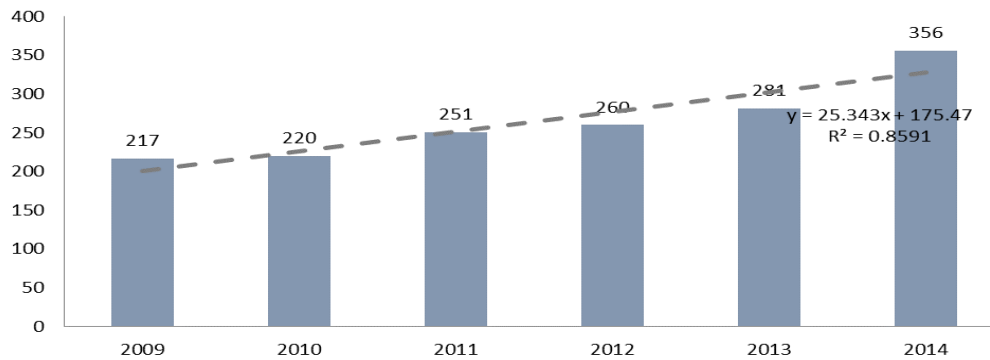
As shown in figure below; in 2014 there was a significant increase from 348 serious pedestrian injuries in 2013 to 404; a 16.1 percent increase. There was also a higher increase of bicycle-related serious injuries from 281 in 2013 to 356 in 2014; a 26.7 percent increase.

Approximately 42 percent of all serious injuries in the District involved a pedestrian or a bicyclist.

Pedestrian Serious Injuries

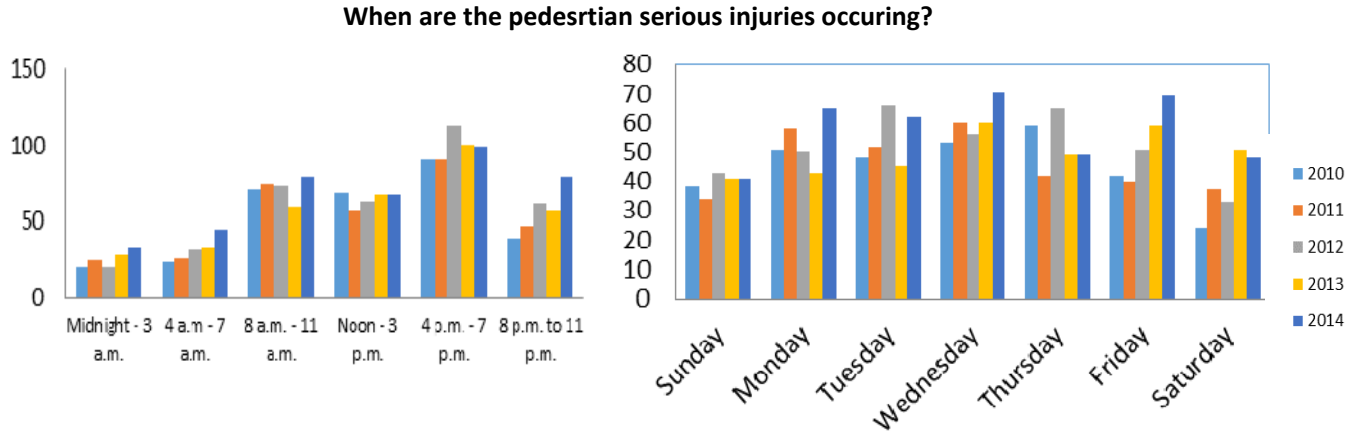


Bicyclist Serious Injuries

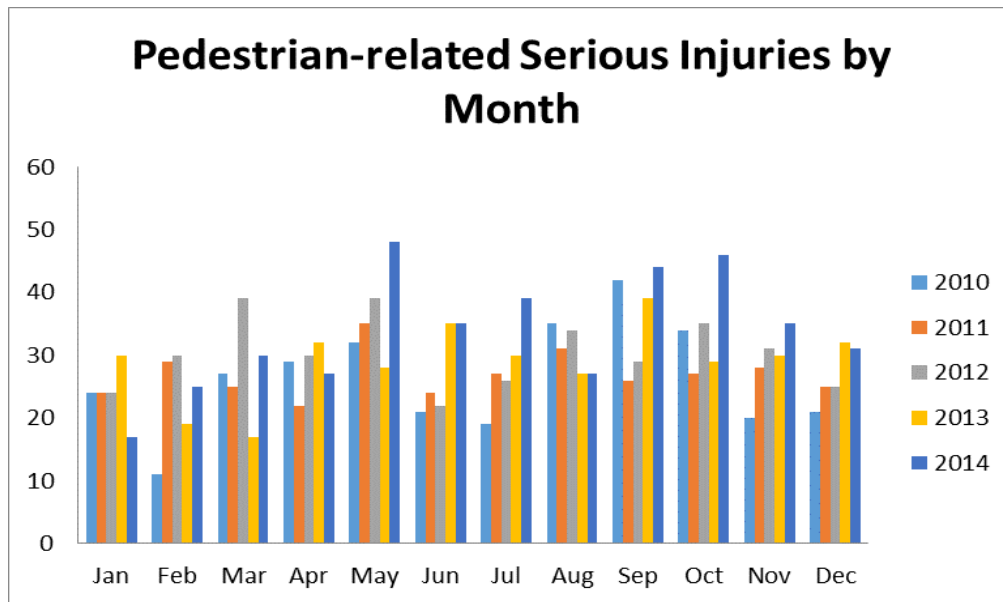


WHEN ARE THEY HAPPENING?

The most dangerous hours where serious injuries occur involving a pedestrian was between 8 am and 7 pm during the work week. In 2014, there was a slight increase between 8 pm and 11 pm compared to the other years.

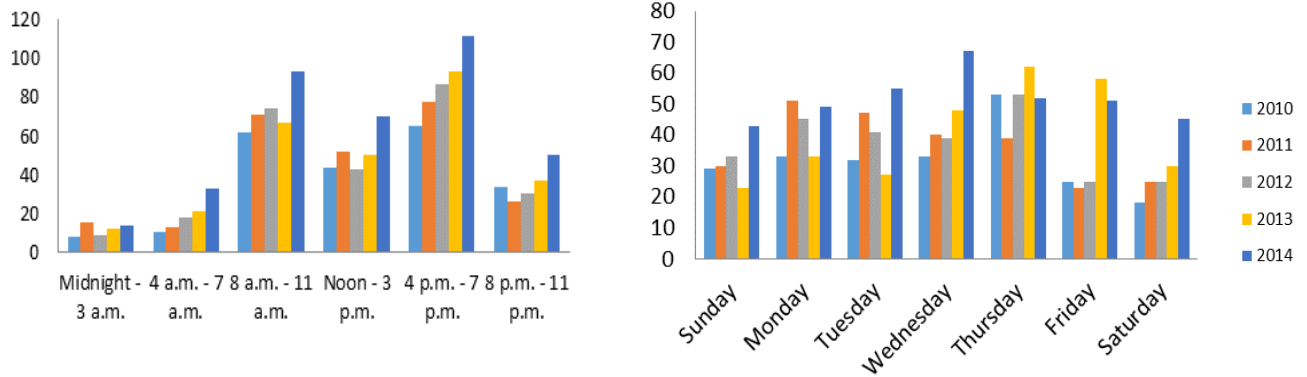


The most dangerous months involving a pedestrian are May, September, October and November.

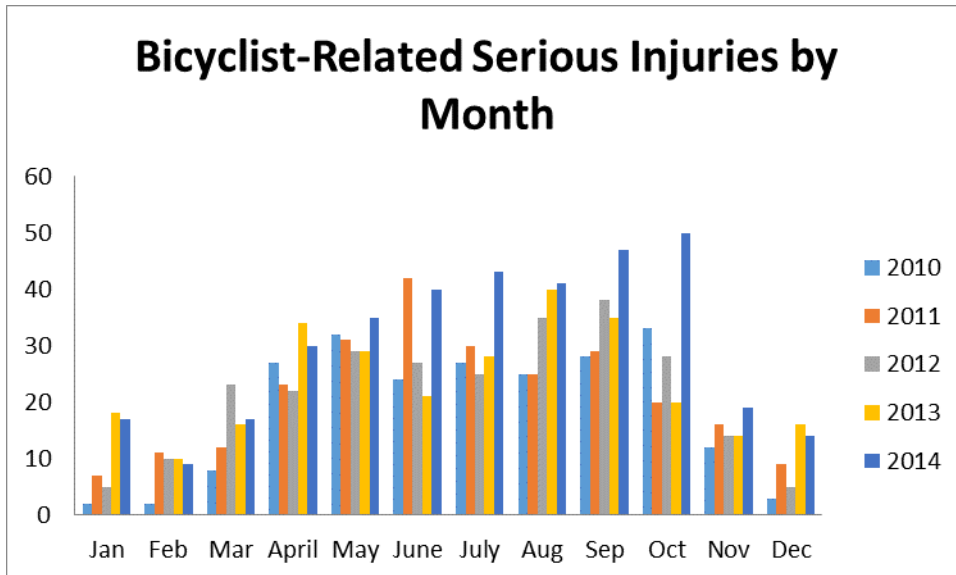


The most dangerous hours where serious injuries occur involving a bicyclist was between 8 am and 7 pm, generally on Tuesdays, Wednesdays and Fridays.

When are the bicyclist-related serious injuries occurring?



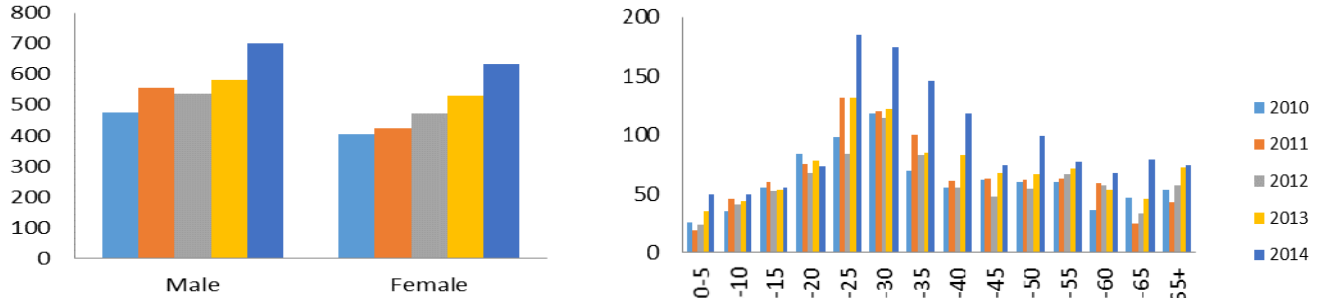
Serious injury crashes involving a bicyclists occurred during the months of April through October.



WHO ARE INVOLVED?

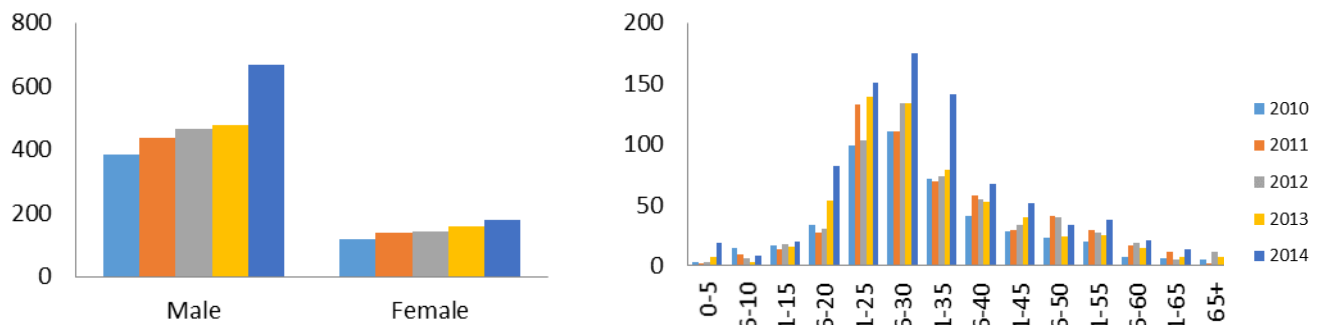
The data revealed that both male and female pedestrians were equally involved in a crash, whereas male bicyclists are more likely to be involved in a crash than a female bicyclist.

Who are involved in a pedestrian-related crash?



The data also reveals that both pedestrians and bicyclists between the ages of 21 and 35 are the high risk groups.

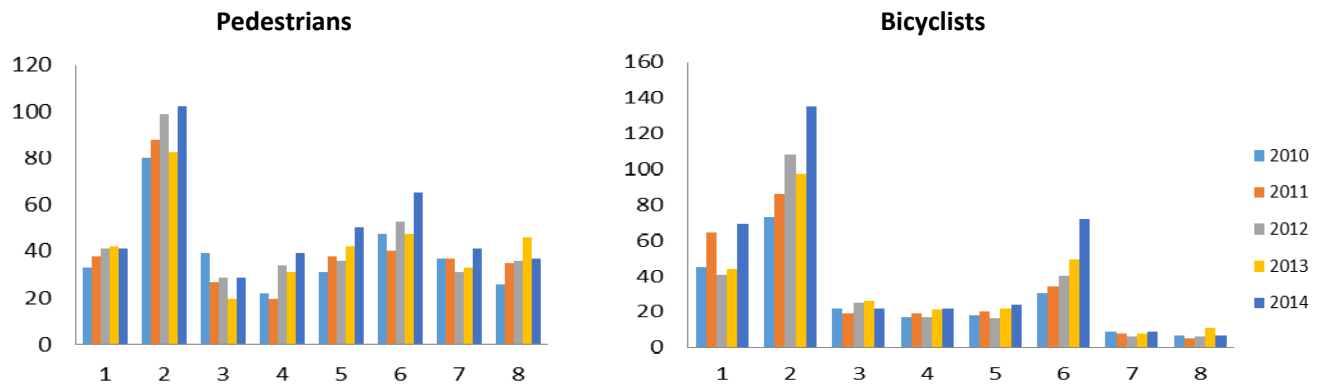
Who are involved in a bicycle-related crash?



WHERE THEY HAPPENED

Both pedestrian and bicyclist-related serious injury crashes occurred most frequently in wards 1, 2 and 6.

Where are these serious injuries occurring?



STRATEGIES

The District joined the Capital Bikeshare program in 2010 with Arlington County, Virginia. This program is a service owned by the local governments but operated in a public-private partnership with Alta Bike Share. The program was launched in September 2010 with 400 bicycles at 49 stations, during that time the District has added 51 miles of bike lanes (2011) and 175 Bikeshare stations in the District. To date the program has expanded to being multijurisdictional with Alexandria and Montgomery County. From the Bikeshare database, March 2015 had close to 2,800 bicycles in service providing close to 200,000 trips.



Based on a survey, nearly six in ten respondents use Bikeshare to commute to or from work and 40% often make a commute trip by Bikeshare.

The District is also 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 miles of bike lanes and users per day, bicycle injuries and fatalities could rise.

The HSO will continue to partner with Maryland and northern Virginia with the Street Smart campaign. This is a public education, awareness and behavioral campaign geared towards pedestrian and bicycle safety. Since 2002, the campaign has used mass media, such as, radio, newspaper, and transit advertising, to emphasize and educate motorists, pedestrian and bicyclists to build safer streets and sidewalks. High-visibility law enforcement is used to enforce laws and train users to be better drivers, cyclists and pedestrians.

The table below list the strategies that are included in this HSP (FY2016) and that are also included in the District’s HSP, 2014.

Enforcement Strategies
<p>Strategy 1: Implement Targeted Enforcement Campaign. Examples include:</p> <ul style="list-style-type: none"> • Conduct regular pedestrian safety enforcement operations targeting motorists and pedestrians. • Use speed enforcement in areas where high concentrations of pedestrians cross or on high

<p>pedestrian-crash corridors.</p> <ul style="list-style-type: none"> • Enforce relevant polices—NRTOR, blocking of sidewalks, crosswalks, etc.
<p>Strategy 3: Expand the Traffic Safety focus at MPD:</p> <ul style="list-style-type: none"> • Safety Training for all officers, retraining every 2 years (to include refresher classes in ARIDE, SFST, etc.). • Review/update the online Ped/Bike training, to be: <ul style="list-style-type: none"> — Completed every 2 years by MPD officers. — Added to the Academy curriculum. — Expanded to include other Federal Enforcement Agencies. • ARIDE training for other law enforcement agencies in the District.
<p><i>Education Strategies</i></p>
<p>Strategy 1: Targeted Education Initiatives:</p> <ul style="list-style-type: none"> • Continue and expand pedestrian traffic safety education in elementary, middle, and high schools. • Improve pedestrian safety information training in DDOT, MPD, DMV, WMATA, and among other District agencies and other Federal Agencies. • Educate pedestrians on dangers of walking along or crossing roadways while distracted (e.g., texting while walking).
<p>Strategy 4: Continue the pedestrian awareness campaign—Street Smart:</p> <ul style="list-style-type: none"> • Expand the use of social media. • Expand to include all DC enforcement agencies and other agencies as necessary.

PROJECT ACTIVITIES

Metropolitan Police Department – Enforcement

Enforcement times and locations are based on a data-driven approach described earlier in the HSP; the data analyses are designed to identify who is involved in crashes, when and where. MPD has a Traffic Safety Specialist that is in constant communication with the HSO to ensure activities can be monitored and adjusted based on the data or changes in highway safety.

- Conduct overtime high-visibility enforcement for driver, pedestrian and bicyclist violations at known high crash locations/intersections. Focus on both in and out of crosswalk and with or without cross signal violations.⁴⁵
- Conduct overtime 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.⁴⁶
- Educate 2,700 officers on MPD online SITELMS Bicycle and Pedestrian training module.⁴⁷

⁴⁵ Countermeasures that Work, Seventh Edition, 2013, Ch 8, Section 4.4

⁴⁶ Uniform Guidelines for State Highway Safety Programs, No. 14, Section VII

⁴⁷ Uniform Guidelines for State Highway Safety Programs, No. 14, Section I.

Street Smart Campaign – Metropolitan Council of Governments

- Street Smart Campaign (fall and spring)⁴⁸
 - 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.

Project Number	PS-2016-08
Project Title	Pedestrian/Bicyclist Enforcement – MPD
Project Goal/Description	Conduct data-driven high-visibility enforcement to enforce the Districts laws to drivers, pedestrians and bicyclists.
Budget	\$120,000; Section 402

Project Number	PS-2016-08
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	\$100,000; Section 402

Project Number	PS-2016-08
Project Title	Adult Bicycle Education - DDOT
Project Goal/Description	To provide adult education classes and the DC Bicycle Ambassadors Program
Budget	\$75,000; Section 402

⁴⁸ Uniform Guidelines for State Highway Safety Program, No. 14, Section VI

Table D- 4: Pedestrian and Bicyclist Safety Program Area – Budget Summary

Project Number	Project Title	Budget	Budget Source
PS-2016-08	Pedestrian/Bicyclist Enforcement – MPD	\$120,000.00	Section 402
PS-2016-08	Street Smart – DC Contribution to Campaign with MWCOG	\$100,000.00	Section 402
PS-2016-08	Adult Bicycle Program	\$75,000.00	Section 402
402 Total		\$295,000.00	
Total All Funds		\$295,000.00	

Traffic Records

OVERVIEW

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.

In 2007, the District of Columbia established its Traffic Records Coordinating Committee (TRCC), of which the HSO is a member. It also comprises 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:

TRCC Committee

1. Department of Health
2. Department of Motor Vehicles
3. Department of Transportation
4. Superior Court of the District of Columbia
5. Fire/Emergency Medical Services
6. Metropolitan Police Department
7. Office of the Attorney General
8. Office of the Chief Medical Examiner
9. Office of the Chief Technology Officer

- 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.

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. The assessment identified deficiencies and provided recommendations to improve the traffic records/safety data systems in the District and provided the basis for updating the District's 2007 Strategic Plan in November 2014. This plan focuses 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 2012/13 assessments.
- 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 2014 Strategic Plan is a five-year period from January 2014 to December 2018. It is anticipated that the 2014 Strategic Plan will be reviewed annually for relevance to current safety data problems in the District.

In developing and implementing projects to address each of the component areas, the TRCC will determine the level of impact and success of efforts and resources expended. The TRCC expects to:

- Secure baseline data from relevant sources to determine the current 'Crash Picture' for the District.
- Develop and establish priorities and programming based on critical data analysis and potential emerging safety issues.
- Develop relevant measures of activity and impact, and gather and use such data as the basis for new program development and requests for continuing funding.

The plan calls for ongoing coordination among stakeholders, in support of initiatives and projects which will improve the quality of the District's crash data.

The HSO Coordinator also serves as the traffic records coordinator, who serves as a single point of contact for coordinating, and scheduling the TRCC activities, meetings, tracking the progress made and projects implemented from the traffic records strategic plan.

PERFORMANCE TARGETS

The District's Traffic Records Strategic Plan, revised in November 2014, identifies the following goals:

1. Provide ongoing coordination among all stakeholders in support of initiatives and projects which improve the quality of the District's traffic records;
2. Improve the timeliness of traffic records data collection and sharing;
3. Increase the accuracy of traffic records data;
4. Increase the completeness of traffic records data;
5. Promote uniformity of traffic records data;
6. Promote the ability to integrate traffic records data; and
7. Facilitate access to traffic records data.

TRCC 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:

- 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.

COMPLETED AND ONGOING PROJECTS

The 2014 Strategic Plan identified 32 projects to address and improve traffic data components in the areas of crash, roadway, driver, vehicle, citation/adjudication, and injury surveillance. The list of projects is shown in Table 1, many of these projects are multi-year involving different funding sources; prioritization may overlap, and represents the best case at this time.

	PROJECT	LEAD AGENCY	STATUS
	CRASH DATA COMPONENT		
1.	Develop a formal crash data quality control program.*	MPD	Ongoing
2.	Establish a DMV Traffic Records Safety Coordinator.	DMV	On Hold
3.	Work with the Department of Interior to obtain data from crashes reported by the US Park Police.*	DDOT	Ongoing
4.	Revise the PDO crash reporting threshold to include reporting on crashes that result in damage but do not result in a vehicle being towed.	MPD	Not Started
	ROADWAY DATA COMPONENT		
5.	Develop a Transportation Integrated Enterprise Solution (TIES).	DDOT	Ongoing
6.	Update OCTO planimetric data.	OCTO	Completed

	PROJECT	LEAD AGENCY	STATUS
7.	Roadside data updates (capturing completely new planimetrics including curb and guardrail data).*	OCTO	Ongoing
8.	Adopt ESRI Roads and Highway Module.	DDOT	Ongoing
9.	Develop an Enterprise Routing Network.	DDOT	Ongoing
10.	Revamp the Street Inventory System (SIS).	DDOT	Not Started
11.	Develop a comprehensive dataset and a quality control program designed to support the District's road safety programs.	DDOT	Not Started
12.	Traffic data governance.*	DDOT	Ongoing
VEHICLE DATA COMPONENT			
13.	Complete the National Motor Vehicle Title Information System (NMVTIS) for the District.	DMV	Not Started
14.	Establish a web and FTP application to allow jurisdictions to electronically report convictions to the District.	DMV	On Hold
15.	Update the legacy vehicle system to a more robust platform with increased functionality.	DMV	Not Started
DRIVER DATA COMPONENT			
16.	Enter the backlog of "manual/paper" traffic convictions received from other jurisdictions into the DMV Destiny system.	DMV	Completed
17.	Create brochures and PSAs to inform, educate and improve drivers' understanding of information provided on the DC Driver's Record.	DMV	Completed
18.	Develop an effective communications link between DMV and the Court regarding the Ignition Interlock program.	DMV/DCSC	Not Started
19.	Evaluate the impact of the Graduated Driver License program, both in terms of reduction in injury and fatality crashes, and in terms of the level of enforcement of the law's provisions.	DDOT/DMV	Not Started
20.	Establish an interface between MPD and DESTINY to electronically capture traffic arrest data (3340 Prop. Suspension Notices).	DMV	Not Started
21.	Update the legacy driver system to a more robust platform with increased functionality.	DMV	Not Started
ENFORCEMENT/ADJUDICATION DATA COMPONENT			
22.	Develop a linked dataset including crash and citation data district-wide to determine the impact of various countermeasures on crash incidence and severity.	DDOT	Ongoing
23.	Implement consolidated notices that include all ticketed violations whenever customers are sent a notice.	DMV	Not Started

	PROJECT	LEAD AGENCY	STATUS
24.	Complete the electronic citation system.	OAG	Not Started
25.	Additional resources for prosecution of impaired driving offenses.*	OAG	Completed
26.	New driving under the influence of drug (DUID) screening methodology and implementation.*	OCME	Ongoing
INJURY SURVEILLANCE DATA COMPONENT			
27.	Develop applications to allow Fire and Emergency Medical Services (FEMS) to send preliminary information regarding patient condition to the hospital, and allow the public to notify FEMS of traffic crashes.	FEMS	Not Started
28.	Finalize and implement the centralized electronic trauma data repository.*	DOH	Ongoing
29.	Develop/enhance the centralized electronic Hospital Discharge Data (HDD).	DOH	On Hold
30.	Develop a centralized electronic ER data repository.	DOH	On Hold
31.	Establish Crash Outcome Data Evaluation System (CODES).*	DDOT	Ongoing
32.	FEMS Training to improve response capability to, during, and from crash scene and to minimize secondary incidents.	FEMS	Ongoing
* — Traffic Records Funded Projects			

The TRCC is actively working towards implementing the 2014 Strategic Plan recommendations. The TRCC plans to meet on a quarterly basis to facilitate coordination, cooperation, and collaboration of interagency activities that will improve the District’s traffic safety data systems.

PROJECT ACTIVITIES

Traffic Records Coordinating Community– KLS Engineering

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 include⁴⁹:

- 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.
- Coordination interagency activities that improves the District’s traffic safety data systems.

⁴⁹ Uniform Guidelines for State Highway Safety Programs, No. 10, Section IV

- Work with the TRCC membership to develop interagency projects and associated implementation plans for carrying out the objectives of the ‘Strategic Plan’ as necessary.
- Document periodic updates relating to TRCC projects.
- Highlight and evaluate state of the art applications that can improve the overall TRCC goals.
- Assist in the preparation of yearly demonstrated project progress reports and other funding documents for NHTSA.

Office of Chief Technology Officer

The Office of the Chief Technology Officer, GIS group (OCTO-GIS) is responsible for collecting, reviewing, and updating base map information and aerial photography. Additionally, DDOT is responsible for gathering street level assets and imagery.

- The new roadside data set will update the 1999 data set and cover 100 % of the District to 95 % accuracy.⁵⁰

Fire and EMS Department

The first hour after a severe injury-related crash is termed the Golden Hour – the time most critical to a victim’s chance to surviving a severe injury. The District’s F&EMS Department goal is to upgrade their equipment to provide their personnel with a level of training to maximize their driving capabilities and other incident response. This project will upgrade their simulator so that it can mimic various District traffic and other incident scenarios and better prepare them for real world conditions.

This system has been implemented by numerous FEMS and other departments around the country and has shown the following crash reduction data:

- New York City EMS, NY – EMS related serious crashes decreased by 50 percent after 4 years of operation.
- New York City Transit, NY – 43 percent crash rate reduction on simulator trained students.

PROJECT SUMMARY

Project Number	K9-2016-07
Project Title/s	Traffic Records Strategic Plan
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	\$290,578; Section 408

⁵⁰ Uniform Guidelines for State Highway Safety Programs, No. 10, Sections I, II, and III.

Project Number	K9-2016-07
Project Title	OCTO – Pavement Marking Layer
Project Goals/Description	To create a new OCTO GIS pavement marking layer by using the most detailed aerial photography DC has to date. Pavement marking to include crosswalks, bike lanes, and stops bars, will increase the analysis and review of crash information, especially when coupled with road casing, centerline, guardrails, and sidewalks, all derived from the same aerial photographic base.
Budget	\$100,000; Section 408

Project Number	M3DA-2016-07, SA-2016-15
Project Title	FEMS – Driving Simulator
Project Goals/Description	To reduce FEMS involved crashes through training of all new recruits, retraining of all FEMS existing personnel and ensuring they are using only federal approved traffic safety apparel at the crash site.
Budget	\$275,000; Section 402; \$76,050; Section 405c

Table D- 5: TRAFFIC RECORDS PROGRAM – Budget Summary

Project Number	Project Title	Budget	Budget Source
K9 2016-07	Traffic Records Strategic Plan	\$290,578.00	Section 408
K9 2016-07	GIS Guardrail Layer Update	\$100,000.00	Section 408
M3DA-2016-07	FEMS – Driving Simulator	\$76,050.00	Section 405c
SA-2016-15		\$275,000.00	Section 402
408 Total		\$390, 578.00	
405c Total		\$76,050.00	
402 Total		\$275,000.00	
Total All Funds		\$741,628.00	

Planning and Administration

The District's Highway Safety Office will serve as the agency responsible for ensuring that the District's highway safety concerns are identified by analyzing crash data and addressed through the development and implementation of effective countermeasures.

FY2016 PERFORMANCE TARGET

- Conduct a Stakeholders' meeting to receive input and provide guidance in the development of the FY2016 Highway Safety Performance Plan (Grantee Workshops).
- Administer and monitor grantees for FY2016 to ensure they meet NHTSA requirements.
- Submit and complete the FY2015 Annual Report to NHTSA by December 31, 2015.
- Develop and submit the FY2017 Highway Safety Plan by July 1, 2016.

STRATEGIES

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 Plan (HSP) and Annual Report.
- Coordinate the HSP with the SHSP and other state plans.
- Recommending individual grants to be funded.
- Developing planned grants.
- Monitor grants.
- Participating on various traffic safety committees and task forces.
- Conducts annual District-wide observational seat belt 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.

The HSO will continue to fund KLS Engineering to assist with the HSO activities.

PROJECT ACTIVITY

Project Number	PA-2016-01
Project Title	Planning and Administration
Project Goals/Description	Program administration - Travel, services, supplies, and office equipment will be funded for administrative personnel: HSO Coordinator, Project Assistants and Research Analyst.
Budget	\$45,000; Section 402

Project Number	SA-2016-15
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-2016-15
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-2016-15
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- 6: Budget Summary

Project Number	Project Title	Budget	Budget Source
PA-2016-01	Planning & Administration	\$45,000.00	Section 402
SA-2016-05	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		\$495,000.00	
Total All Funds		\$495,000.00	

F. Performance Report

Core Outcome Measures

	Description	2009	2010	2011	2012	2013	2013 TARGET GOAL	Met Goal
C 1	Number of traffic fatalities	29	24	27	15	20	22	Yes
C 2	Number of serious injuries in traffic crashes	1,617	1,682	1,612	1,567	1,655	1,578	No
C 3	Fatalities per 100 million vehicle miles Traveled	0.80	0.67	0.76	0.50	n/a	1.0	n/a
C 4	Number of unrestrained passenger vehicle occupant fatalities, all seat positions	4	5	13	4	0	4	Yes
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	11	7	8	4	6	8	Yes
C 6	Number of speed-related fatalities	10	8	10	6	9	6	No
C 7	Number of motorcyclist fatalities	4	1	4	4	3	3	Yes
C 8	Number of un-helmeted motorcyclist fatalities	2	0	2	1	0	1	Yes
C 9	Number of drivers 20 or younger involved in a fatal crash	2	0	3	1	1	1	Yes
C 10	Number of pedestrian fatalities	14	13	8	7	9	8	No
C 11	Number of bicyclist fatalities	0	2	1	0	1	1	Yes

Source: FARS

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

Core Behavior Measures

	Description	2010	2011	2012	2013	2014	2014 Target Goal	Goal Met
B 1	Observed seat belt use for passenger vehicles, front seat outboard occupants	93.0	95.0	92.40	87.46	93.2	>90	Yes

Source: District of Columbia Observational Seat Belt Survey

Core Activity Measures

	Description	FY2010	FY2011	FY2012	FY2013	FY2014
A 1	Number of seat belt citations issued during grant-funded enforcement activities	2,959	1,009	2,116	1,119	616
A 2	Number of impaired driving arrests made during grant-funded enforcement activities	384	65	257	216	144
A 3	Number of speeding citations issued during grant-funded enforcement activities	5,841	1,007	1,697	15	38

Additional Core Outcome Measures

	Description	2010	2011	2012	2013	2013 Target Goal	Goal Met
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	52	54	47	52	57	Yes
C 13	Number of speed-related serious injuries	344	282	251	300	285	No
C 14	Number of pedestrian-related serious injuries	303	313	362	348	313	No
C 15	Number of bicyclist-related serious injuries	220	251	260	281	237	No
C 16	Number of motorcyclist serious injuries	98	106	111	116	89	No

Source: State Crash Data Files

G. Performance Cost Summary (HCS 217/HSP1)

Program Cost Summary

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

State: District Of Columbia

Highway Safety Plan Transaction

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Program Area	Line	Action	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	1	Plan	PA-2016-01-01-00	PLANNING & ADMINISTRATION		\$270,000.00	\$33,000.00	\$0.00
						\$270,000.00	\$33,000.00	\$0.00
								\$0.00
Alcohol								
	2	Plan	AL-2016-03-00-00	ALCOHOL COUNTERMEASURES		\$291,830.00	\$833,800.00	\$0.00
						\$291,830.00	\$833,800.00	\$0.00
								\$833,800.00
Occupant Protection								
	3	Plan	OP-2016-05-00-00	OCCUPANT PROTECTION		\$173,273.00	\$866,367.00	\$0.00
						\$173,273.00	\$866,367.00	\$0.00
								\$84,000.00
Pedestrian/Bicycle Safety								
	4	Plan	PS-2016-08-00-00	PEDESTRIAN/BICYCLE SAFETY		\$0.00	\$500,000.00	\$0.00
						\$0.00	\$500,000.00	\$0.00
								\$500,000.00
Police Traffic Services								
	5	Plan	PT-2016-04-00-00	POLICE TRAFFIC SERVICES		\$84,412,587.00	\$350,000.00	\$0.00
						\$84,412,587.00	\$350,000.00	\$0.00
								\$50,000.00
Traffic Records								
	6	Plan	TR-2016-07-01-00	TRAFFIC RECORDS - CODES		\$0.00	\$79,632.00	\$0.00
						\$0.00	\$79,632.00	\$0.00
								\$79,632.00
Roadway Safety								
	7	Plan	RS-2016-13-01-00	ROADWAY SAFETY		\$35,000.00	\$91,585.19	\$0.00
						\$35,000.00	\$91,585.19	\$0.00
								\$91,585.19
Safe Communities								
	8	Plan	SA-2016-15-00-00	SAFE COMMUNITIES		\$0.00	\$883,000.00	\$0.00
								\$883,000.00

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Program Area	Line	Action	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
Safe Communities Total					\$0.00	\$883,000.00	\$0.00	\$883,000.00
<i>Paid Advertising</i>								
	9 Plan		PM-2016-14-00-00	PAID ADVERTISEMENT - VARIOUS CAMPAIGNS	\$0.00	\$600,000.00	\$0.00	\$600,000.00
Paid Advertising Total					\$0.00	\$600,000.00	\$0.00	\$600,000.00
<i>Distracted Driving</i>								
	10 Plan		DD-2016-16-01-00	DISTRACTED DRIVING ENFORCEMENT - MPD	\$36,750.00	\$105,000.00	\$0.00	\$105,000.00
Distracted Driving Total					\$36,750.00	\$105,000.00	\$0.00	\$105,000.00
NHTSA 402 Total					\$85,219,440.00	\$4,342,384.19	\$0.00	\$3,227,017.19
408 Data Program SAFETEA-LU								
408 Data Program Incentive								
	12 Plan		K9-2016-07-00-00	TRAFFIC RECORDS	\$417,200.00	\$1,000,000.00	\$0.00	\$1,000,000.00
408 Data Program Incentive Total					\$417,200.00	\$1,000,000.00	\$0.00	\$1,000,000.00
408 Data Program SAFETEA-LU Total					\$417,200.00	\$1,000,000.00	\$0.00	\$1,000,000.00
410 Alcohol SAFETEA-LU								
410 Alcohol SAFETEA-LU Paid Media								
	13 Plan		K8PM-2016-01-04-00	IMPAIRED DRIVING MEDIA	\$645,000.00	\$205,042.28	\$0.00	\$205,042.28
410 Alcohol SAFETEA-LU Paid Media Total					\$645,000.00	\$205,042.28	\$0.00	\$205,042.28
410 Alcohol SAFETEA-LU Total					\$645,000.00	\$205,042.28	\$0.00	\$205,042.28
2011 Child Seats								
2011 Child Seat Incentive								

14 Plan	K3-2016-05-00-00	2011 CHILD SEAT INCENTIVE	\$16,689.00	\$47,683.53	\$.00	\$47,683.53
2011 Child Seat Incentive Total			\$16,689.00	\$47,683.53	\$.00	\$47,683.53
2011 Child Seats Total			\$16,689.00	\$47,683.53	\$.00	\$47,683.53
MAP 21 405b OP High 405b High HVE						
16 Plan	MIHVE-2016-05-00-00	HIGH VISIBILITY ENFORCEMENT & MEDIA	\$145,985.00	\$417,100.00	\$.00	\$417,100.00

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Program Area	Line	Action	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
405b High HVE					\$145,985.00	\$417,100.00	\$0.00	\$417,100.00
Total								
405b High Community CPS Services								
	17 Plan		M1CPS-2016-05-06-00	COMMUNITY CHILD PASSENGER SAFETY	\$35,000.00	\$100,000.00	\$0.00	\$100,000.00
405b High Community CPS Services					\$35,000.00	\$100,000.00	\$0.00	\$100,000.00
Total								
MAP 21 405b OP High Total					\$180,985.00	\$517,100.00	\$0.00	\$517,100.00
MAP 21 405b OP Low								
405b Low HVE								
	18 Plan		M2HVE-2016-05-00-00	OCCUPANT ENFORCEMENT	\$101,552.00	\$290,149.00	\$0.00	\$290,149.00
405b Low HVE					\$101,552.00	\$290,149.00	\$0.00	\$290,149.00
Total								
MAP 21 405b OP Low Total					\$101,552.00	\$290,149.00	\$0.00	\$290,149.00
MAP 21 405c Data Program								
405c Data Program								
	19 Plan		M3DA-2016-07-00-00	405c DATA PROGRAMS	\$350,424.00	\$1,500,000.00	\$0.00	\$1,500,000.00
405c Data Program Total					\$350,424.00	\$1,500,000.00	\$0.00	\$1,500,000.00
MAP 21 405c Data Program Total					\$350,424.00	\$1,500,000.00	\$0.00	\$1,500,000.00
MAP 21 405d Impaired Driving Low								
405d Low Other Based on Problem ID								
	20 Plan		M6OT-2016-01-00-00	405d IMPAIRED DRIVING	\$661,150.00	\$1,889,000.00	\$0.00	\$1,889,000.00
405d Low Other Based on Problem ID					\$661,150.00	\$1,889,000.00	\$0.00	\$1,889,000.00
Total								
405d Impaired Driving Low								

21 Plan	M6X-2016-01-10-00	405d MEDIA & ENFORCEMENT IMPAIRED DRIVIN	\$495,583.00	\$1,415,952.14	\$0.00	\$726,587.88
405d Impaired Driving Low Total			\$495,583.00	\$1,415,952.14	\$0.00	\$726,587.88
MAP 21 405d Impaired Driving Low Total			\$1,156,733.00	\$3,304,952.14	\$0.00	\$2,615,587.88
NHTSA Total			\$88,088,023.00	\$11,207,311.14	\$0.00	\$9,402,579.88

Program Area	Line	Action	Project	Description	State	Current Fiscal Year Funds	Carry Forward Funds	Share to Local
<i>Total</i>					\$88,088,023.00	\$11,207,311.14	\$0.00	\$9,402,579.88

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

State: **DISTRICT OF COLUMBIA**

Fiscal Year: **FY2016**

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. (Requirements that also apply to sub-recipients are noted under the applicable caption.)

In my capacity as the Governor'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 State'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 Governor is the responsible official for the administration of the State highway safety program through a State 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 State 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 State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Sub-ward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Sub-award_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.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:
 - the entity in the preceding fiscal year received—
 - a. 80 percent or more of its annual gross revenues in Federal awards;
 - b. \$25,000,000 or more in annual gross revenues from Federal awards; and
 - 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 State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (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.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)

The State 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 a 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 State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)), which contains the following requirements:

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

POLITICAL ACTIVITY (HATCH ACT) (applies to sub-recipients as well as States)

The State 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, sub-grants, and contracts under grant, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, 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

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

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

1. The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
 - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
 - b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or

contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

- c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
2. Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

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

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

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

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

POLICY 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 Web site 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, DC 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 Web site 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 Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan 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 State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))

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

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

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

- 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 statewide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide 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 State strategic highway safety plan, as defined in 23 U.S.C. 148(a).


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

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

The State 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 State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

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.



Mayor's Representative for Highway Safety

Leif A. Dormsjo

Printed name of Mayor's Representative for Highway Safety

District of Columbia

For Fiscal Year 2016

6-30-15

Date

**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: **2016**

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.



Mayor's Representative for Highway Safety

Leif A. Dormsjo

Printed name of Mayor's Representative for Highway Safety

District of Columbia

For Fiscal Year 2016

6-30-15

Date

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 # 50.
- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page #45 to 54.
- Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # 50.
- The State's plan for child passenger safety technicians is provided as HSP attachment or page # 50.

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.
- 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 _____.



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 #E1 or submitted electronically through the TRIPRS database on (NA).
- 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 #E2 or submitted electronically through the TRIPRS database on (NA).
- A list of the TRCC membership and the organization and function they represent is provided as HSP attachment #E3 or submitted electronically through the TRIPRS database on (NA).
- The name and title of the State's Traffic Records Coordinator is Carole Lewis (provided as HSP attachment #E4).
- A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # E5 or submitted electronically through the TRIPRS database on (NA).
- [*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 31.

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 09/27/2012.

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 2011 and 2012.
- 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 # _____;
- 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 ___;

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

- 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 _____ and last amended on _____ 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 driver's 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	Address of Event	Zip Code	Event	Lead Technician
1	LeDroit Park is a neighborhood	20001	Family Fun Day	Karen Gay
8	Big Mama's Children Center	20032	Car Seat Inspection Day	Vene Lagon
8	Zena's Child Development Center	20032	Annual Car Seat Check Day	Arlinda Page
6	Senator side of the Hill	20002	Car Seat Check Day on the Hill	Bob Walls
7	Engine 30	20019	Car Seat Inspections	Terrie Matthews
3	2nd District Police Department	20016	National Night Out	Danellia Santos
2	Metropolitan Police Department Excel Academy Public Charter School	20001	Car Seat Inspections	Flo Carter
8	St Timothy Development Center	20020	Booster Seat Check	Karen Gay
8	St Timothy Development Center	20020	Annual Car Seat Check Day Car seat give away inspection clinic	Sylvia Perkins
5	Azeeze Bates Day Care Center	20002	Booster Seat Event	Karen Gay
1	Marie Reed Elementary School	20009	Booster Seat Event	Arlinda Page
7	Educare of Washington DC	20019	Booster Seat Event	Karen Gay
5	La Petite Academy	20010	Annual EMSC Day	C. Lightfoot
8	Apple Tree Early Learning Center	20020	Booster Seat Program	Karen Gay
7	Trusted Health Plan, Inc	20019	CPS Workshop for Teens	Karen Gay
6	DC Child and Family Services A. CentroNia' (Spanish)	20003	CPS Training twice a month	Karen Gay
1	Mary's Center	20009	CPS Workshop monthly	Karen Gay
1	Mary's Center	20009	CPS workshop monthly	Karen Gay
5	Turkey Thicket Recreation	20017	Car seat Check event	C. Lightfoot
5	Kendall Demonstration School	20002	Annual 2 day Car Seat Check	Karen Gay
2	Seaton Elementary School	20001	CPS Booster awareness	Vena Lagon
8	Vision of Victory Child	20020	CPS Booster Seat Fitting	Arlinda Page
1	Mary's Center	20009	CPS Workshop monthly	Karen Gay
1	COMP Clinic	20009	CPS Workshop monthly	Arlinda Page
5	Providence Hospital	20017	CPS Weekly Inspections	C. Lightfoot
2	Traffic Division	20001	CPS Daily Inspections	Arlinda Page
5	NCCI Resource Day	20001	CPS Car Seat Inspection	Karen Gay

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	Galluadet University			
5	Transportation	800 Florida Ave NE	20002	Lawerence 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
	Columbia Heights/Shaw			
1	Collaborative	1420 Columbia Rd NW	20010	Billie Davis
3	2nd District Police Department	3220 Idaho St NW	20016	

Appendix B – Special Events and Outreach Locations

SPECIAL EVENTS

Ward	Event	Address	
	DPW Truck Touch	DC Stadium Armory	20002
5	Ola LaLuz del Mundo	1222 Rhode Island Ave NE	20018
4	4th District Community day	901 4th St. NW	20001
4	National Children Center	6200 2nd St. NW	20011
1	Baby Shower (Bright Beginnings)	Howard University	20060
5	Center for Life Baby Shower	Providence Hospital	20017
2	NBC 4 2500	801 Mt Vernon Pl NW	20001
6	36th Annual Peter Bug Day Festival	19th and E Streets SE	20002
1	AmeriHealth Latino	Columbia Heights Educational Campus	20009
	Back to School Event	National Capitol Collaborative	20001
2	YMCA	1711 Rhode Island Ave NW	20036
2	IDB Employee Health Fair	1300 New York Ave NW	20005
2	Veteran Admin- Summer Safety Campaign	810 Vermont Ave NW	20420
5	June Fair Family Community	1731 Bunker Hill Road Ne	20017
1	CentroNia' Summer Festival	1420 Columbia Rd NW	20010
8	Bring it All Together	2501 Good Hope Road, SE	20020
7	Clay Terrace Health Day	272 53rd St NE	20019
5	New Heights Summit	Galludate University	20002
1	Children's Day with EMSC	Children's Hospital	20010
5	Traffic Safety Day with A.R.E	45 P St NW	20001
8	National Children Center	6200 Martin L King Ave SE	20032
5	Edgewood/Brookland Safety Day	601 Edgewood St NE	20017
5	Noyes Educational Campus Safety Day	2725 10th St. NE	20018
8	Excel Academy Public Charter School	2501 Martin L King Ave SE	20020
5	Brown Educational Center Parent Meeting	850 26th St NE	20018
8	Safety Day	Bald Eagle Recreation Center	20032
6	Safety Fair	DC Navy Yard	20003
5	Family Day God of Prophecy	1400 E St NE	20002
8	Henson Ridge Community	1515 Tanner St SE	20020
1	Rosemount Center	2000 Rosemount Ave NW	20010
7	Drew Elementary	5600 Eads St NE	20019
6	Auto Alliance	At The Yards	20003
6	Dept. of Consumer & Regulatory Affairs	1104 4 th SW	20024
5	Browne Education Campus Health Fair	850 26th St NE	20002
4	Shepherd Bike to School Day	7800 14th St NW	20012
2	2015 Tots to Teens Expo	DC Convention Center	20001

8	Apple Tree Institute (Parklands Campus)	2011 Savannah Street SE	20020
8	Kramer Middle School	1700 Q St SE	20020
8	Capitol View YMCA	2118 Ridge Crest St SE	20020
8	Med Star MCO Family Day	1901 Mississippi Ave SE	20020

Appendix C – Certified Child Passenger Safety Technicians

Certified Technicians with Certification Expiration

Name	Tech #	Expiration date	Work Location
Sgt. Donna Allen	T033291	9/2/16	Third District
Billie Davis	T66476	6/21/17	Third District
Nikeesha Webb	T664810	9/15/2016	EOCOP Stationed at First District
Lashonda Hart	T643956	6/16/17	Third District
Courtney Hart	T583477	7/29/15	Fourth District
Capt. Byron Hope	T64565	10/17/16	Seventh District
Arlinda Page	I595966	8/20/15	SOD TSSEB
Lee Nobriga	T688731	11/12/16	SOD TSSEB
Vene Lagon	T688732	5/18/16	SOD TSSEB
Daniela Santos	T64639	5/18/16	Second District
Carter, Florence	T38041	8/3/16	Cell block
Regina Davis	T674407	6/21/15	Second District
Antoine Carter	T574040	11/12/16	School Resource Officer
Renee Kennedy	T6662610	11/21/16	Evidence Control Unit
David Le	T028249	11/12/16	SOD/K-9
Medgar Webster	T12365	11/12/16	Fourth District
Shaquinta Gaines	T697123	8/19/2015	Sixth District
Mohamed Ibrahim	T697126	8/19/2015	First District
Ingrid Dixon	T697119	8/19/2015	Sixth District
Andrew Fredrick	T697118	8/19/2015	Second
Darryl Priestly	T561091	8/19/2015	IDSU
Lt. Philip Lanciano	I1001261	6/30/2015	Sixth District
Rhonda Hardy	T707760	9/4/2016	Second District
Nikki Maxwell	T707761	9/4/2016	Second District
Perry Morgan	T707762	12/4/2016	Third District

Dwayne Fails	T719849	11/2/2015	First District
Damien Williams	T719840	8/2/2015	Seventh District
Jerry Whitfield	T71982	8/2/2015	Third District
Tyrone McMillan	T726360	5/18/2016	1D
Byron Words	T726426	5/15/2016	4D
Jessamyn Perkins	T726362	5/15/2016	3D
Cynthia Brown	T726441	5/15/2016	3D
Yvette Gupton	T726410	5/15/2016	3D
Christopher Hyder	T726352	5/15/2016	4D
Dorise Brown	T726488	5/15/2016	1D1
Lee Michael	T726462	11/2/2015	1D1
Darren Reaves	T719841	11/2/2015	Fourth District
Patricia Stringfellow	T561734	11/2/2015	101 M St SW
Anthony Murphy	T594426	5/15/2016	SOD TSSEB
Nicole Copeland	T726361	5/15/2016	7D
Gwen Flanigan	T726409	5/15/2016	7D
Gregory Hill	T726446	5/15/2016	3D
Davis Casetta	T726343	5/15/2016	2D
Arvette Parry	T726461	5/15/2016	2D
Karen Gay	I6565167	8/29/2015	DDOT
Larry Walker	T644241	10/22/16	DMV
Cynthiana Lightfoot	I589750	9/4/2016	EMS
Thomas Forrester	T707781	9/4/2016	Fire & EMS
Stephanie Lewis	T707772	9/4/2016	DC Fire Department
Sylvia Perkins-Swain	T33112	5/8/2017	Children Hospital Injury Prevention
Virginia Fedor	T625058	5/7/16	Gallaudet University Police
Joseph Middleton	T33299	1/22/2017	DMV
Cathy Rivera	T719845	11/2/2015	CENTRO NIA'

Lawrence Curtis	T669404	3/8/2017	Gallaudet
Virginia Dineen	T625460	5/16/2016	2D



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

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

FILE COPY

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

August 26, 2015

The Honorable Muriel Bowser
Executive Office of the Mayor
1350 Pennsylvania Avenue, NW, Suite 316
Washington, DC 20004

Dear Mayor Bowser:

We have reviewed the District of Columbia's fiscal year 2016 Highway Safety Plan as received on July 1, 2015. Based on this submission, we find your City's Highway Safety Plan to be in compliance with the requirements of 23 CFR Part 1200 and the Highway Safety Plan is approved.

Specific details relating to the plan will be provided to your City Representative for Highway Safety, Director of the District Department of Transportation, Leif Dormsjo.

We look forward to working with the District Department of Transportation and its partners to meet our mutual goals of reduced fatalities, injuries, and crashes on the District's roads. As we are all stewards of public dollars, we will work closely with the District's Highway Safety Office to ensure that the NHTSA funding continues to be used effectively and appropriately to advance highway safety.

If you would like any additional information on the District's Highway Safety Plan review please feel free to contact me at 410-962-0090.

Sincerely,

Elizabeth A. Baker, Ph.D.
Regional Administrator

cc: Leif A. Dormsjo Director, DDOT
Christopher Lawson, Division Administrator, FHWA
Mary D. Gunnels, Ph.D., Associate Administrator, NHTSA, ROPD



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

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

FILE COPY

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

August 26, 2015

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

Dear Mr. Dormsjo:

We have reviewed the District of Columbia's (DC) fiscal year 2016 Highway Safety Plan (HSP) received on July 1, 2015. Based on this revisions and subsequent submissions, we find your City's Highway Safety Plan to be in compliance with the requirements of 23 CFR Part 1200 and the Highway Safety Plan is approved.

This determination does not constitute an obligation of Federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 program funds will be effected in writing by the NHTSA Administrator at the commencement of the fiscal year identified above. However, Federal funds reprogrammed from the prior-year HSP (carry-forward funds) will be available for immediate use by the State on October 1, 2015. Reimbursement will be contingent upon the submission of an updated HS Form 217 (or the electronic equivalent) and an updated project list, consistent with the requirement of 23 CFR §1200.15(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

In our review of the documents submitted, we did not identify any proposed purchase of equipment with an acquisition cost of \$5,000 or more, therefore, no approval is provided for purchase of such equipment with Federal Funds.

We appreciate the District's continued emphasis on high visibility enforcement (HVE), especially during the National Crackdowns and Mobilizations as well as the Street Smart and Smooth Operator enforcement waves. This emphasis on HVE demonstrates your commitment to using this effective countermeasure to have an impact on your traffic safety injuries and fatalities. For next year's HSP please consider including a description the District's "Vision Zero" Initiative. Also, you might consider addressing the District's changes and subsequent expansion of grant monitoring in next year's HSP. The DC HSO has, and plans to continue, investing time and attention to increasing the monitoring of highway safety grants which will expectantly lead to more strategic and efficient grants.

We look forward to working with the District Department of Transportation's (DDOT) Highway Safety Office and its partners on the successful implementation of this plan. And, as we are all stewards of public dollars, we will work closely with the District's Highway Safety Office to ensure that the NHTSA funding continues to be used effectively and appropriately to advance highway safety.

Sincerely,



Elizabeth A. Baker, Ph.D.
Regional Administrator

cc: Carole Lewis, Chief, District Department of Transportation
Christopher Lawson, Division Administrator, FHWA
Mary D. Gunnels, Ph.D., Associate Administrator, NHTSA, ROPD
