



Washington State
Traffic Safety Annual Report



2015



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Executive Summary

Washington State is a leader in traffic safety, due to its collaboration between traffic safety partners and stakeholders, and its goal of eliminating traffic fatalities and serious injuries on the state's roadways by 2030. The Washington Strategic Highway Safety Plan (SHSP), also known as the Target Zero Plan, utilizes data-driven analysis to identify traffic safety priorities to align proven strategies and counter measures to change driver behavior and save lives.

Preliminary data for 2014 suggests that fatalities on Washington roadways slightly increased from 436 in 2013 to 462, an increase of 6 percent. Nationally, traffic deaths remained stable in 2014. Early 2015 estimates released by NHTSA indicate a national increase of 8.1 percent in traffic deaths compared to the same period last year. In Washington, the first half of 2015 was stable compared to the first half of 2014; however, early projections for the full year are indicating that traffic fatalities will increase 5-15 percent compared to last year. With the rebounding economy and increases in vehicle miles traveled, Washington must maintain existing programs and implement new innovations to realize our vision of zero traffic fatalities and serious injuries by 2030.

Washington State 2015 Accomplishments and Challenges

Distracted Driving

The Governor's office granted the Washington Traffic Safety Commission (WTSC) permission to pursue legislation to update Washington's cell phone/texting laws. SB 5656 would have banned handheld use of electronic devices while driving and expanded the ban on texting to include all ways people interact with their smart phones (social media posts, web searching, games, etc.). An exemption would have allowed device use for emergency services and emergency personnel. A second offense would increase the fine and cause the ticket to be reported to insurance and employers. It would require that distracted driving questions be included on the driver's test. SB 5656 passed the Senate, but did not come to a vote in the House Transportation Committee.

The Governor's office has again granted the WTSC to pursue the distracted driving legislation again during the 2016 Legislative session.

For the second year, Washington made overtime grant funds available for law enforcement agencies to work High Visibility Enforcement (HVE) patrols during the April



Washington Traffic Safety Commission Director, Darrin T. Grondel

national distracted driving mobilization. Additional funds were made available to all Washington law enforcement agencies to work local multijurisdictional distracted driving HVE patrols throughout the year. Public Health Seattle/King County accessed grant funds for a third year of yet another layer of HVE distracted driving patrols focused in the Spring and Summer of 2015. Results of all these projects can be seen in the distracted driving section.

Motorcycles

In Washington, motorcycle fatalities are not decreasing, which mirrors an alarming national trend. In our state, motorcycles make up just 4 percent of the registered vehicles, but accounted for 16 percent of the traffic fatalities (2010-2014 average). Rider impairment, speeding, and running off the road are main contributing factors in fatal motorcycle crashes. Under the Moving Ahead for Progress in the 21st Century Act (MAP-21) regulations, National Highway Traffic Safety Administration (NHTSA) Section 2010 provides funding for rider training, recruiting trainers, and driver awareness of motorcycles. A popular motorcycle safety campaign called "It's A Fine Line" began in our state in 2014 to promote training and rider awareness. In order

to see a significant decrease in rider fatalities, NHTSA's motorcycle safety funding should be used for rider education and enforcement addressing impaired riding, speeding, and other dangerous riding behaviors shown to cause fatal crashes.

Speeding

Speeding is a major factor in fatality and serious injury collisions in Washington, yet programs built to combat the problem have only provided short-term gains. The best intervention yet devised, photo radar, lacks broad-based political support; hence, the use of photo radar in Washington is limited. In 2014, preparations began for two county-level pilot projects to kick off in Federal Fiscal Year (FFY) 2015. These projects are being developed to apply the best practice Corridor and Click It or Ticket (CIOT) project models, along with newly-developed, mobile speed feedback signs. These signs provide law enforcement with important details about the extent of the speeding problems on roads, as well as the time of day and day of week, so that enforcement activity can be more strategic. Additionally, these signs provide data for the project, helping to measure the impact of the countermeasures.

Marijuana

Washington became one of the first states to implement legal recreational marijuana and the WTSC has been monitoring the potential impact on traffic safety. In response to drug coding limitations in the Fatality Analysis Reporting System (FARS) data, the WTSC collaborated with the Washington State Patrol (WSP) Toxicology Lab in order to abstract full drug results for drivers involved in fatal crashes from 2010-2014. While the influence of marijuana on driving impairment remains unknown, the frequency of marijuana as a factor in fatal crashes increased 39 percent in 2014 over the previous five year average. Moreover, in 2014, 84 percent of drivers tested positive for marijuana had active THC in their system at the time of the blood draw, versus only 44 percent of drivers in 2010. The WTSC continues to monitor this trend and new information as it becomes available.

Teen Drivers

At the January 2016 Washington Traffic Safety Commission meeting, commissioners will be asked to create the Action Council on Young Drivers, which will replace the Young Driver Task Force that has been in place for the last several years. This proposed change will be brought for in partnership by the Department of Licensing (DOL) and the WTSC and includes expanded and more strategic membership.

The primary focus of the Action Council will be to develop and build support for a comprehensive young driver safety legislative package in time for the 2017 session. The Action Council will also support outreach efforts, and help implement a more coordinated young driver safety strategy.

Summary

The 2015 Annual Report documents and validates Washington's success and commitment to making our roadways the safest in the nation. This report outlines the accomplishments in each element of Washington's integrated traffic safety system. Additionally, this report provides a summary of traffic safety investments made throughout the past year, including an update on 2014-15 legislative accomplishments.

Legislation

2015 Traffic Safety Related Legislation

The following information is only intended to provide a brief summary of new legislation. Readers must refer to the applicable bill numbers or RCWs to properly interpret changes to state law.

Bills that Passed

| Impaired Driving | |
|--|--|
| E2SHB 1276 Impaired Driving | <p>This bill provides for a prohibition on “open containers” of marijuana in vehicles. The new statute mirrors our current statute that prohibits open containers of alcohol in cars. The bill fixes Implied Consent by allowing for administrative license suspension for results of blood tests. It includes “having another blow into the ignition interlock device” in the definition of circumvention, requires ignition interlock devices be equipped with GPS, and requires Ignition Interlock Device (IID) as a condition of probation.</p> <p>The bill makes technical corrections to the 24/7 monitoring program to bring it in-line with WASPC recommendations.</p> <p>It requires courts to order defendants to do one of the following:</p> <ol style="list-style-type: none"> 1. Have a functioning ignition interlock device installed and provide proof of installation; or 2. Comply with 24/7; or 3. Have a functioning ignition interlock device installed and comply with 24/7 or other alcohol monitoring; or 4. Have an IID, file a sworn statement, and comply with 24/7 or other alcohol monitoring. |
| SB 6134 Pre-trial Monitoring | <p>Recently the State Supreme Court (State v. Hardtke) ruled that pre-trial supervision costs may not exceed \$150, as stated in current statute regardless of court rule requiring defendants to pay for electronic monitoring. This bill changes it so that the \$150 limitation on costs for pre-trial supervision does not apply to electronic alcohol monitoring or alcohol abstinence monitoring such as the 24/7 program.</p> |
| Speeding | |
| HB 2181 Highway Maximum Speed Limit | <p>HB 2181 gives the Washington State Department of Transportation (WSDOT) authority to raise speed limit to 75 mph. A partial veto by the Governor removed the intent section which assumed speed limits on parts of I-90 could be raised to 75 mph. The veto message included a plea for the distracted driving law.</p> |
| Pedestrian and Bicycle | |
| SSB 5957 Pedestrian Safety Advisory Council | <p>SSB 5957 requires the WTSC to convene a pedestrian safety advisory council once a quarter to review and analyze pedestrian fatality and serious injury data. This data will be used to identify points at which the system can be improved. An annual report to the legislature is required each year by December 31. A biennial report is due by August 1. Subject to appropriated funds, the council may provide grants targeted at improving pedestrian safety. On December 1, 2020, the WTSC must provide a report to the legislature outlining what steps have been taken to improve pedestrian safety. Materials reviewed by the council are not subject to disclosure.</p> |
| SSB 5438 Bicycle, Moped/Stop, Proceed | <p>SSB 5438 allows bicycles or mopeds to proceed through a traffic light if the vehicle detection device is inoperative due to the size of the bicycle or moped.</p> |

Bills that Did Not Pass

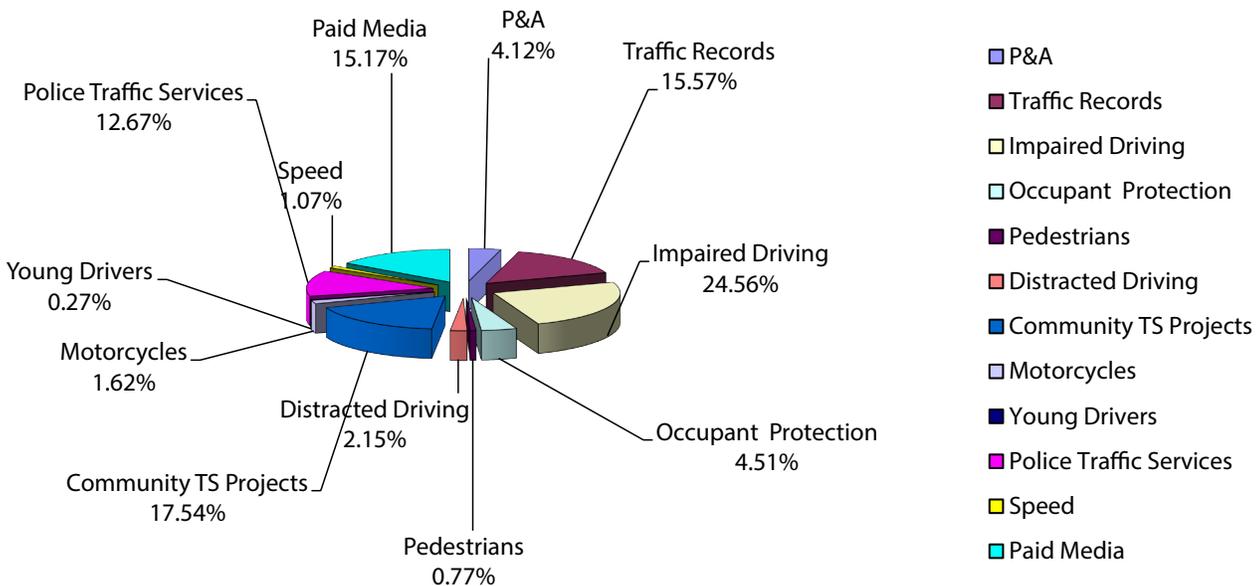
| Distracted Driving | |
|--|---|
| ESSB 5656 Distracted Driving Incidents | ESSB 5656 is the WTSC's request legislation that would ban handheld use of electronic devices. Hands free use is still allowed. Unlike our current law, which only covers "texting," this bill would cover all interactions with smart phones such as posting on social message sites, searching the internet, playing games, etc. The bill allows exemptions for emergency services and emergency personnel. It would double the fine and report it to insurance on a second or subsequent offense. It would require that distracted driving questions are asked as part of the driver's test. |
| Impaired Driving | |
| 2SSB 5105 DUI 4th Offense/Felony | This bill makes 4th DUI a felony (instead of 5). It increases the BAC test fee by \$50, providing those funds to WTSC for grants to counties to combat impaired driving. |
| SSB 5066 Blood Samples and Forensic Tests | This bill would allow a law enforcement phlebotomy program. |
| SB 5046 Traffic Safety Commission | This technical fix bill has no impact since WTSC is already compliant. |
| Traffic Cameras in School Zones | |
| EHB 1087 Traffic Safety Cameras in School Zones | This bill would require flashing warning lights to be activated whenever an automated speed camera is in use. |
| Motorcycles | |
| ESSB 5623 Motorcycles on Laned Roads (Lane Splitting) | This bill allows a motorcycle to travel in leftmost lane on the left side of the roadway at no more than 35 mph when other traffic is 25 mph or less. The rule only applies to state highways. |
| HB 1655 Motorcycle Safety Education Advisory Board | This bill requires WSDOT's Motorcycle Safety Education Advisory Board to meet at 7 pm on Friday nights. |
| SB 5198 and HB 1748 Motorcycle Helmet Use | This bill repeals motorcycle helmet requirements for riders age 18 and older. |
| HB 1057 Mopeds | This bill allows mopeds to travel in bike lanes. |
| Young Drivers | |
| SHB 1159 Teen Driving Safety (New Driver Sticker) | This bill requires "NEW DRIVER" sticker for drivers age 18 and under. |
| SSB 5816 Traffic Safety Education for 18-24 | This bill requires 18-24 year olds who are getting their first license to take a driver safety course. Such course could be no more than 10 hours with three hours of the course taught behind the wheel. The bill requires the WTSC helps develop curriculum, and assesses a \$5 fee that is placed in an account to help indigent applicants. |

Fiscal Overview

Fiscal Overview of Expenditures

Financial Summary

| | 402 | 405 | 405b | 405c | 405d | 405f | Total | % of Total |
|-------------------------|-------------|-----------|-----------|-------------|-------------|----------|--------------|------------|
| P&A | \$442,706 | | | | | | \$442,706 | 4.1% |
| Traffic Records | \$473,909 | | | \$1,196,763 | | | \$1,670,672 | 15.6% |
| Impaired Driving | \$315,515 | | | | \$2,320,237 | | \$2,635,752 | 24.6% |
| Occupant Protection | \$43,338 | | \$440,388 | | | | \$483,726 | 4.5% |
| Pedestrians | \$82,968 | | | | | | \$82,968 | 0.8% |
| Distracted Driving | \$186,490 | | \$43,824 | | | | \$230,314 | 2.1% |
| Community TS Projects | \$1,639,000 | | \$243,161 | | | | \$1,882,161 | 17.5% |
| Motorcycles | \$119,826 | | | | | \$53,855 | \$173,681 | 1.6% |
| Young Drivers | \$28,739 | | | | | | \$28,739 | 0.3% |
| Police Traffic Services | \$1,360,196 | | | | | | \$1,360,196 | 12.7% |
| Speed | \$83,555 | | \$30,851 | | | | \$114,406 | 1.1% |
| Paid Media | | \$138,062 | \$466,404 | | \$1,023,497 | | \$1,627,963 | 15.2% |
| TOTAL | | | | | | | \$10,733,284 | 100% |



Assessment of State Progress

Collision Data and Performance Measures

| Outcome Measure | 2009 | 2010 | 2011 | 2012 | 2013 | 2014* | 2014 Goal | 2015 Goal |
|--|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Fatality Rate | 0.94 | 0.87 | 0.80 | 0.77 | 0.76 | 0.80 | 0.76 | 0.73 |
| Rural Road Fatality Rate | 1.88 | 1.50 | 1.61 | 1.60 | 1.43 | 1.35 | ^ | ^ |
| Urban Road Fatality Rate | 0.43 | 0.49 | 0.45 | 0.42 | 0.51 | 0.58 | ^ | ^ |
| Serious Injury Rate | 4.69 | 4.34 | 3.75 | 3.86 | 3.35 | 3.49 | ^ | ^ |
| Fatalities | 492 | 460 | 454 | 438 | 436 | 462 | 381 | ^ |
| 5YR Rolling Average | 573 | 535 | 500 | 473 | 456 | 450 | ^ | 400 |
| Serious Injuries | 2,646 | 2,482 | 2,136 | 2,200 | 1,914 | 2,008 | 1,910 | ^ |
| 5YR Rolling Average | 2,747 | 2,670 | 2,507 | 2,403 | 2,276 | 2,148 | ^ | 2,136 |
| Rural Road Fatalities | 313 | 257 | 274 | 271 | 224 | 214 | 226 | ^ |
| 5YR Rolling Average | 343 | 315 | 297 | 280 | 268 | 248 | ^ | 233 |
| Urban Road Fatalities | 171 | 196 | 178 | 167 | 212 | 246 | 152 | ^ |
| 5YR Rolling Average | 228 | 218 | 199 | 189 | 185 | 200 | ^ | 162 |
| Fatalities Involving a Driver with BAC_≥.08 | 189 | 152 | 135 | 126 | 127 | 112 | 126 | ^ |
| 5YR Rolling Average | 187 | 177 | 165 | 154 | 146 | 130 | ^ | 132 |
| Fatalities Involving a Drug Positive or Alcohol Impaired Driver | 266 | 244 | 213 | 215 | 229 | 230 | 188 | ^ |
| 5YR Rolling Average | 284 | 272 | 252 | 238 | 233 | 226 | ^ | 205 |
| Serious Injuries Involving a Drug or Alcohol Impaired Driver | 570 | 470 | 479 | 501 | 412 | 376 | 408 | ^ |
| 5YR Rolling Average | 592 | 566 | 536 | 509 | 486 | 448 | ^ | 453 |
| Speeding Involved Fatalities | 210 | 176 | 169 | 162 | 184 | 159 | 152 | ^ |
| 5YR Rolling Average | 231 | 216 | 200 | 187 | 180 | 170 | ^ | 158 |
| Speeding Involved Serious Injuries | 854 | 688 | 586 | 579 | 524 | 521 | 576 | ^ |
| 5YR Rolling Average | 855 | 819 | 756 | 701 | 646 | 580 | ^ | 602 |
| Distracted/Inattentive Driver Involved Fatalities | 161 | 134 | 131 | 121 | 120 | 127 | 107 | ^ |
| 5YR Rolling Average | 161 | 154 | 144 | 135 | 133 | 127 | ^ | 123 |

^ No performance target set for this outcome.

* 2014 estimates are based on preliminary data; Rates are per 100M VMT.

| Outcome Measure | 2009 | 2010 | 2011 | 2012 | 2013 | 2014* | 2014 Goal | 2015 Goal |
|--|------------|------------|------------|------------|------------|------------|-----------|------------|
| Number of Drivers age 16-20 Involved in Fatal Crashes | 87 | 63 | 60 | 40 | 68 | 56 | 59 | ^ |
| <i>5YR Rolling Average</i> | 96 | 89 | 78 | 64 | 64 | 57 | ^ | 46 |
| Number of Drivers age 16-20 Involved in Serious Injury Crashes | 448 | 401 | 337 | 287 | 245 | 237 | ? | ^ |
| <i>5YR Rolling Average</i> | 475 | 449 | 408 | 371 | 344 | 301 | ^ | 285 |
| Number of Drivers age 21-25 Involved in Fatal Crashes | 89 | 92 | 80 | 83 | 75 | 79 | 72 | ^ |
| <i>5YR Rolling Average</i> | 113 | 103 | 94 | 89 | 84 | 82 | ^ | 73 |
| Number of Drivers age 21-25 Involved in Serious Injury Crashes | 433 | 434 | 363 | 355 | 311 | 320 | ? | ^ |
| <i>5YR Rolling Average</i> | 478 | 469 | 429 | 400 | 379 | 357 | ^ | 342 |
| Unrestrained Passenger Fatalities | 144 | 102 | 96 | 99 | 87 | 106 | 98 | ^ |
| <i>5YR Rolling Average</i> | 167 | 146 | 125 | 114 | 106 | 98 | ^ | 77 |
| Unrestrained Passenger Serious Injuries | 296 | 256 | 211 | 219 | 205 | 202 | 199 | ^ |
| <i>5YR Rolling Average</i> | 313 | 290 | 261 | 242 | 237 | 219 | ^ | 188 |
| Motorcyclist Fatalities | 68 | 68 | 70 | 82 | 73 | 69 | 60 | ^ |
| <i>5YR Rolling Average</i> | 73 | 72 | 70 | 73 | 72 | 72 | ^ | 72 |
| Unhelmeted Motorcyclist Fatalities | 10 | 6 | 1 | 5 | 8 | 4 | 0 | 0 |
| Unendorsed Motorcyclist Fatalities | 18 | 21 | 10 | 27 | 18 | 14 | ^ | ^ |
| Motorcyclist Serious Injuries | 478 | 388 | 364 | 404 | 347 | 361 | 333 | ^ |
| <i>5YR Rolling Average</i> | 466 | 462 | 437 | 427 | 396 | 373 | ^ | 396 |
| Pedestrian Fatalities | 62 | 63 | 68 | 75 | 50 | 78 | 58 | ^ |
| <i>5YR Rolling Average</i> | 67 | 65 | 64 | 66 | 64 | 67 | ^ | 62 |
| Pedestrian Serious Injuries | 289 | 292 | 288 | 337 | 259 | 307 | 247 | ^ |
| <i>5YR Rolling Average</i> | 295 | 298 | 290 | 299 | 293 | 297 | ^ | 293 |
| Bicyclist Fatalities | 9 | 6 | 11 | 12 | 11 | 7 | 7 | ^ |
| <i>5YR Rolling Average</i> | 10 | 9 | 10 | 9 | 10 | 9 | ^ | 9 |

^ No performance target set for this outcome.

* 2014 estimates are based on preliminary data.

? 2014 serious injury goals were set based on number of serious injuries involving young drivers, rather than the number of young drivers. This has been corrected in later editions of the HSP.

| Outcome Measure | 2009 | 2010 | 2011 | 2012 | 2013 | 2014* | 2014 Goal | 2015 Goal |
|---|------------|------------|------------|------------|----------------------|------------|----------------|----------------|
| Bicyclist Serious Injuries | 110 | 117 | 114 | 110 | 82 | 102 | 96 | ^ |
| <i>5YR Rolling Average</i> | 115 | 116 | 115 | 113 | 107 | 105 | ^ | 106 |
| Run-off-the-Road Fatalities | 226 | 200 | 188 | 158 | 189 | 169 | 162 | ^ |
| <i>5YR Rolling Average</i> | 245 | 229 | 213 | 196 | 192 | 181 | ^ | 167 |
| Run-off-the-Road Serious Injuries | 857 | 675 | 627 | 612 | 577 | 556 | 572 | ^ |
| <i>5YR Rolling Average</i> | 845 | 806 | 751 | 709 | 670 | 609 | ^ | 623 |
| Intersection Related Fatalities | 96 | 105 | 89 | 75 | 92 | 109 | 78 | ^ |
| <i>5YR Rolling Average</i> | 114 | 111 | 103 | 94 | 91 | 94 | ^ | 80 |
| Intersection Related Serious Injuries | 850 | 867 | 757 | 751 | 669 | 705 | 652 | ^ |
| <i>5YR Rolling Average</i> | 941 | 913 | 855 | 826 | 779 | 750 | ^ | 724 |
| Observed Daytime Seatbelt Use | 96.4% | 97.6% | 97.5% | 96.9% | 94.5% ⁺ | 94.5% | 98% | ≥95% |
| Average Days from Collision to Availability in the Statewide Collision Database for Analysis | # | # | 205 Days | 148 Days | 33 Days [!] | | 90 Days | 30 Days |
| Percent of Public Road Miles Available for GIS Use | # | # | # | 47% | 86% [!] | | 70% | 90% |

^ No performance target set for this outcome.

* 2014 estimates are based on preliminary data.

Not measured.

! Measured May/June 2014.

+ New data collection methodology implemented, not comparable to years 2012 and prior, new baseline estimate.

FFY 2015 Performance Activity Measures

| Activity Measure | 4 Grant-Funded Mobilizations, Local Flex & Corridors | Target Zero Teams | Total |
|---|--|-------------------|-------------|
| Number of seat belt citations issued during grant-funded enforcement activities | 4043 | 19 | 4062 |
| Number of impaired driving arrests made during grant-funded enforcement activities | 730 | 306 | 1036 |
| Number of speeding citations issued during grant-funded enforcement activities | 6330 | 379 | 6709 |

Paid Media*

| Program | Amount | Fund | Months | Media Channel(s) | Remarks |
|---------------------|-------------|------------|---------------------------------------|-----------------------------|--|
| Impaired Driving | \$1,037,000 | 405d, 405b | Nov – Jan, Mar, Jun – Jul, Aug - Sept | TV, Radio, Digital, Outdoor | National mobilizations and sustained enforcement |
| Occupant Protection | \$321,062 | 405, 405b | May - Jun | TV, Radio, Digital, Outdoor | National mobilization |
| Motorcycles | \$100,000 | 405b | Jul-Aug | Social Media, Outdoor | Educational Campaign |
| Locally Led (Flex) | \$300,000 | 402 | Year-round | Digital, Radio | Locally-led mobilizations |
| Target Zero Teams | \$537,000 | 402 | Year-round | Digital, Radio | Local emphasis project |

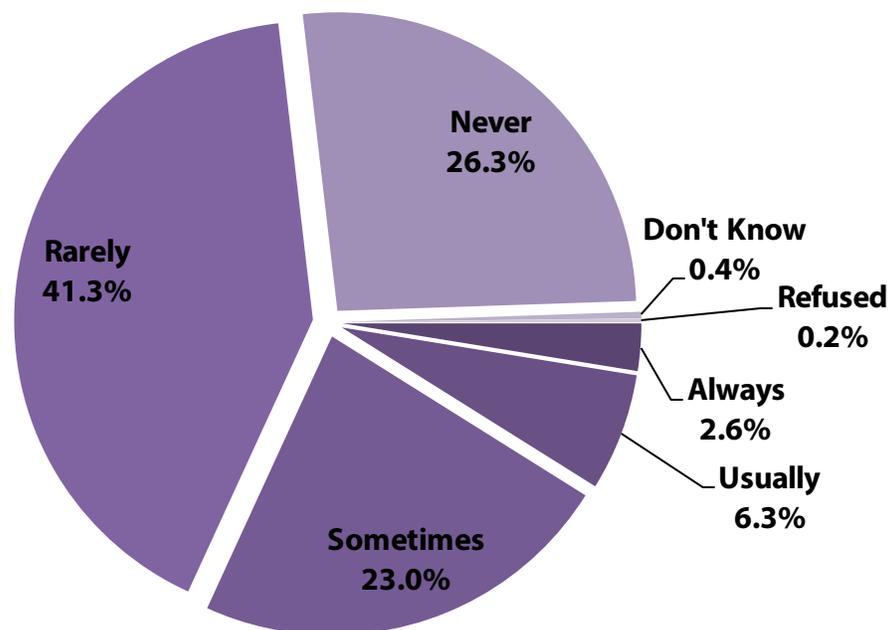
*Additional information on paid media is included in individual program updates.

| Campaign | Budget | Impressions |
|---|-----------|---|
| Holiday (November 22, 2014-January 1, 2015) | \$500,000 | 39,147,879 Total <ul style="list-style-type: none"> • 16,028,400 Radio • 3,692,200 TV • 18,773,794 Digital |
| Click It or Ticket (May 11-May 31, 2015) | \$296,415 | 13,761,030 Total <ul style="list-style-type: none"> • 5,295,682 Radio • 4,011,468 Billboard • 4,453,880 Digital |
| Local Flex (January-September) | \$290,000 | 6,894,500 Total <ul style="list-style-type: none"> • 7,820 Radio • 6,886,680 Digital |
| August Drive Sober or Get Pulled Over (August 17-September 7, 2015) | \$183,000 | 5,548,803 Total <ul style="list-style-type: none"> • 2,228,926 Radio • 1,751,964 TV • 1,567,913 Digital |
| Target Zero Teams (March-September) | \$269,000 | 12,084,719 Total <ul style="list-style-type: none"> • 10,116,085 Radio • 1,968,634 Digital |

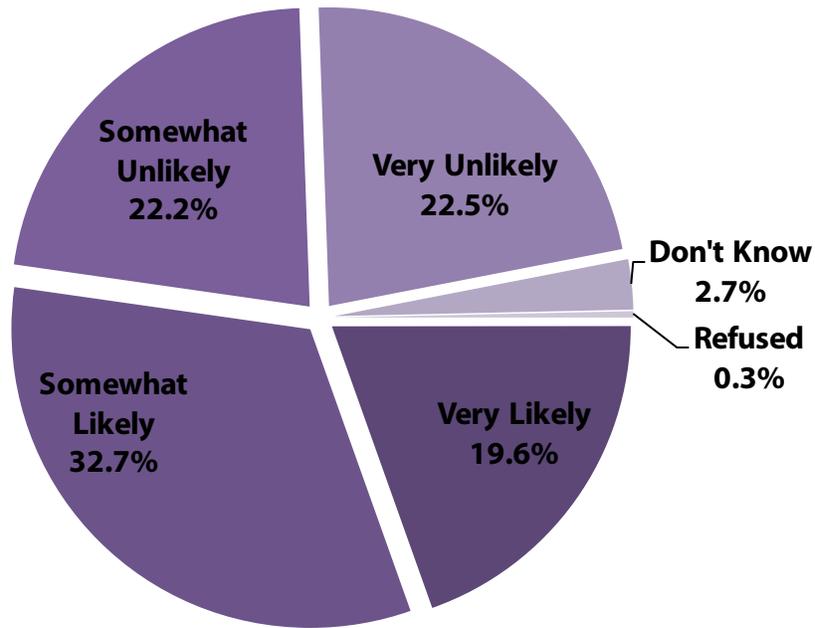
Survey of Attitudes, Awareness, and Behavior

From 2010-2012, the WTSC collected intercept survey information from patrons at various DOL locations. In order to maximize resources and increase sample size for more accurate estimates, the data collection effort was transferred to Washington's Behavioral Risk Factor Surveillance Survey (BRFSS) beginning in 2014. Due to this transition from an intercept methodology to inclusion on the BRFSS, these data were not collected in calendar year 2013, nor are the 2014 results comparable to 2010-2012 results. In 2014, the BRFSS collected information regarding speeding behavior; enforcement deterrent effects for seatbelts, speeding, and driving after drinking; cell phone use while driving; and driving within three hours of consuming marijuana. These results are presented in this section. The full analysis will be released in a special report later in 2016.

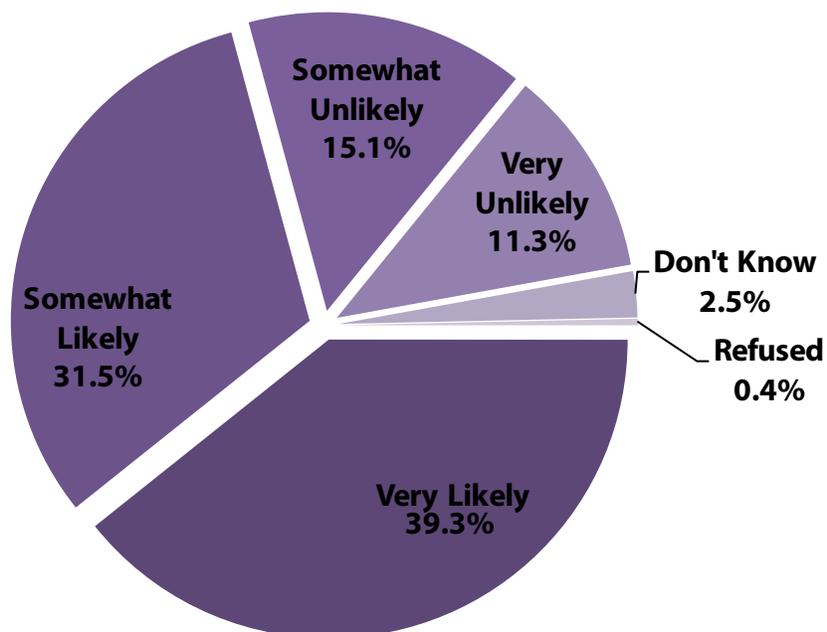
On a local road with a speed limit of 25mph, how often do you drive faster than 30mph?



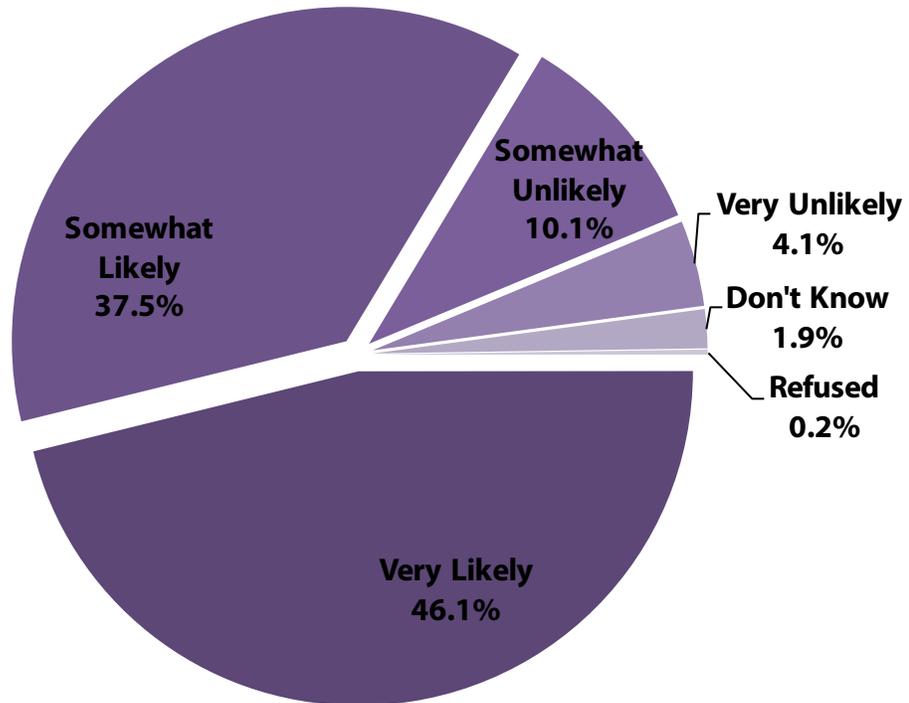
If you are driving at 68mph on a freeway posted for 60mph, what are the chances you will get a ticket?



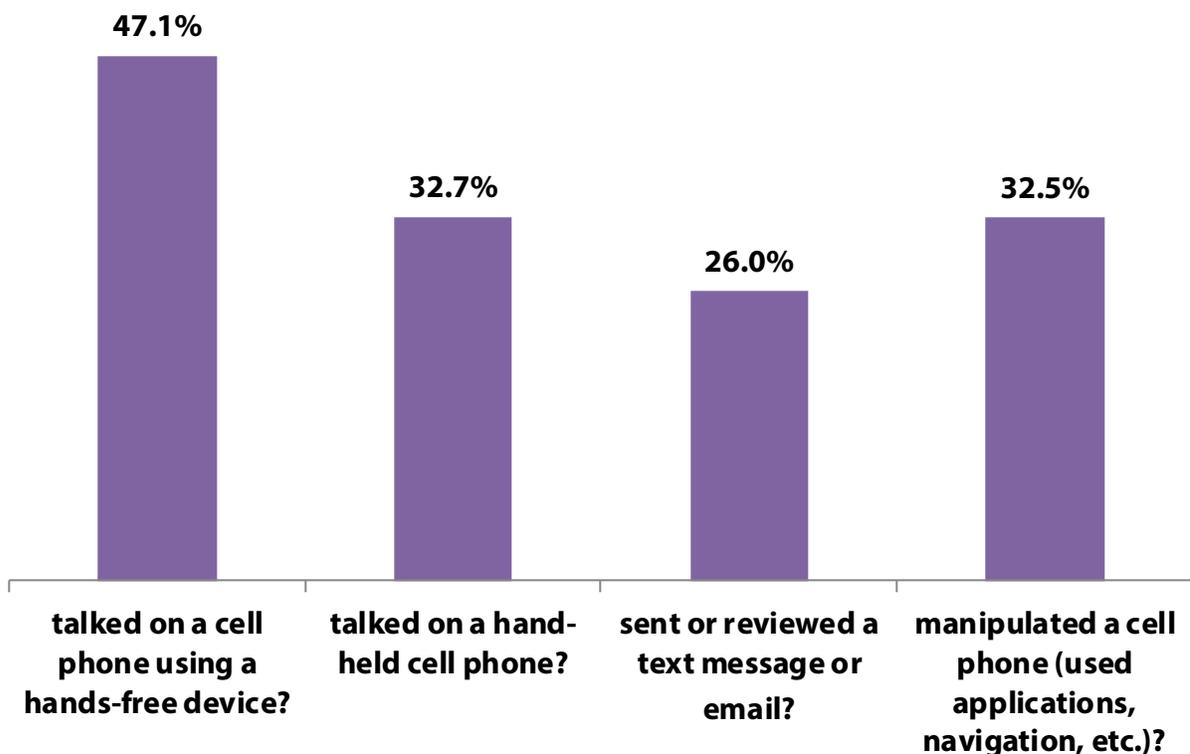
What do you think the chances are of getting a ticket if you don't wear your safety belt?



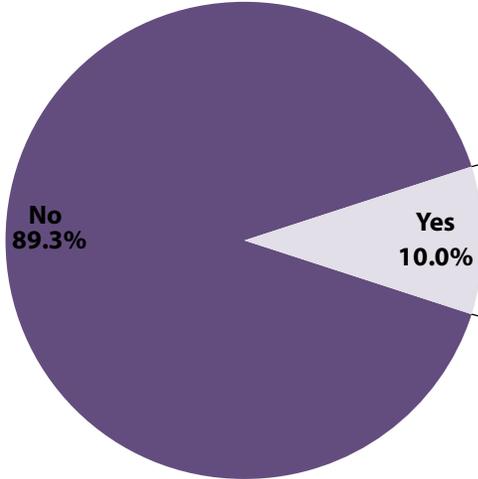
What do you think the chances are of someone getting arrested if the person drives after drinking?



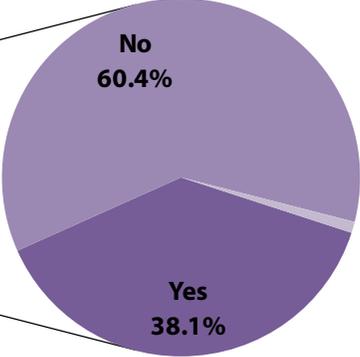
In the past 30 days, have you done any of the following while driving?



During the past 30 days, did you use marijuana or hashish (grass, hash, or pot)?



Thinking about the last 12 months, did you ever drive within approximately three hours after using marijuana or hashish?



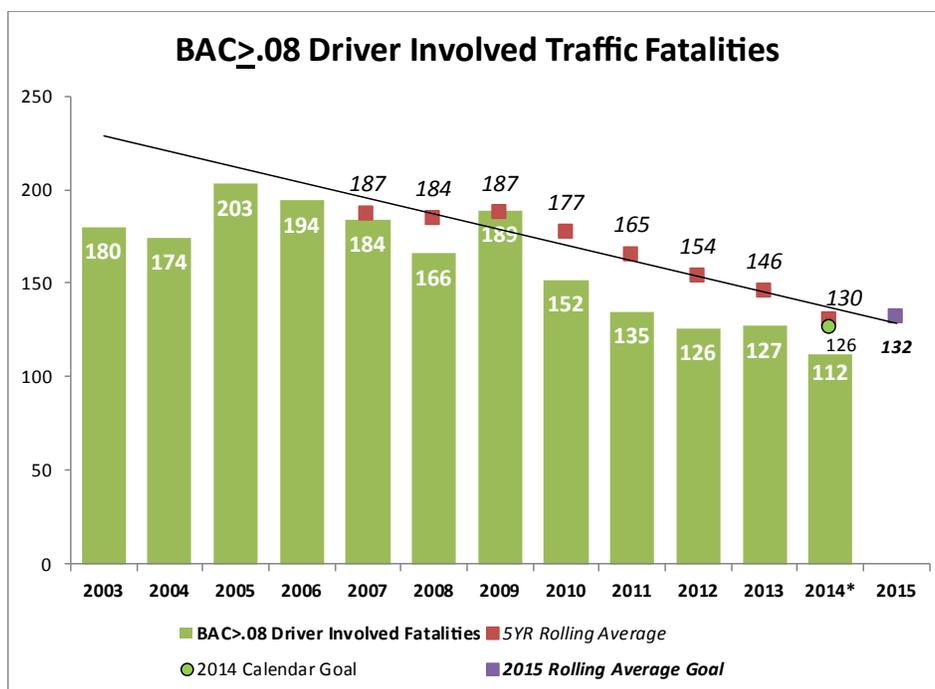
Impaired Driving

Problem Statement

From 2012-2014, impaired drivers were a factor in 50.5 percent of traffic fatalities and 21.1 percent of serious injuries. Impaired driver involved fatalities decreased 6.8 percent in 2012-2014 (674) compared with 2009-2011 (723). During this same time period, serious injuries involving an impaired driver decreased by 15.1 percent (1,519 to 1,289).

In 2014, 39 percent of fatalities involved a drug positive driver and 24.2 percent involved an alcohol impaired driver, marking the third year in a row where drug involvement is occurring more frequently than alcohol impairment. This gap significantly widened in 2014. Many drivers were impaired by both drugs and alcohol.

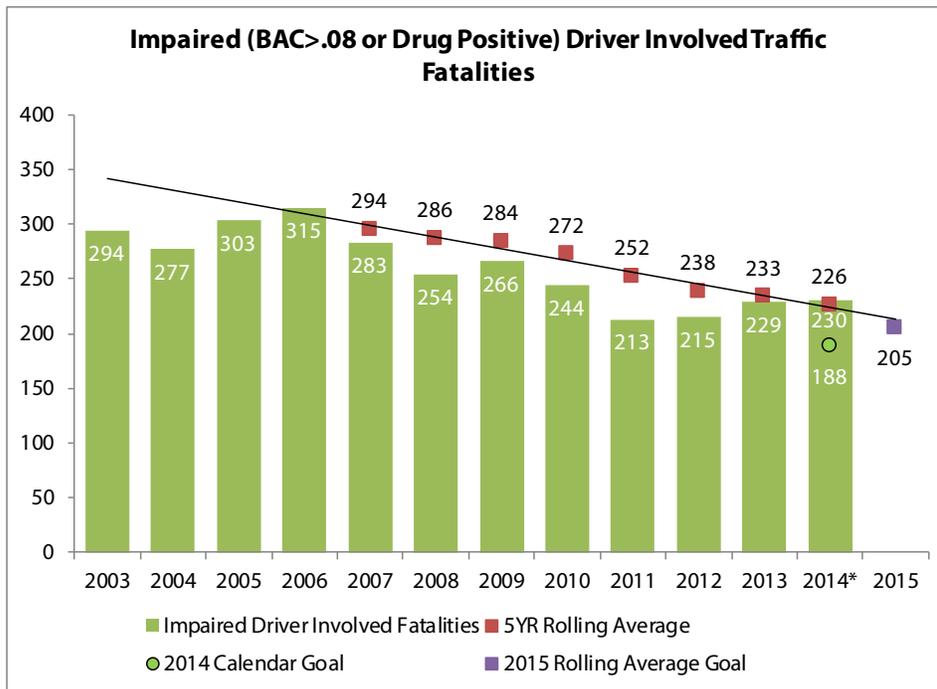
Performance Measures



Source: WA FARS

Outcome Measure: Reduce the five-year rolling average of fatalities involving a driver with a BAC > .08 to 132 by December 31, 2015.

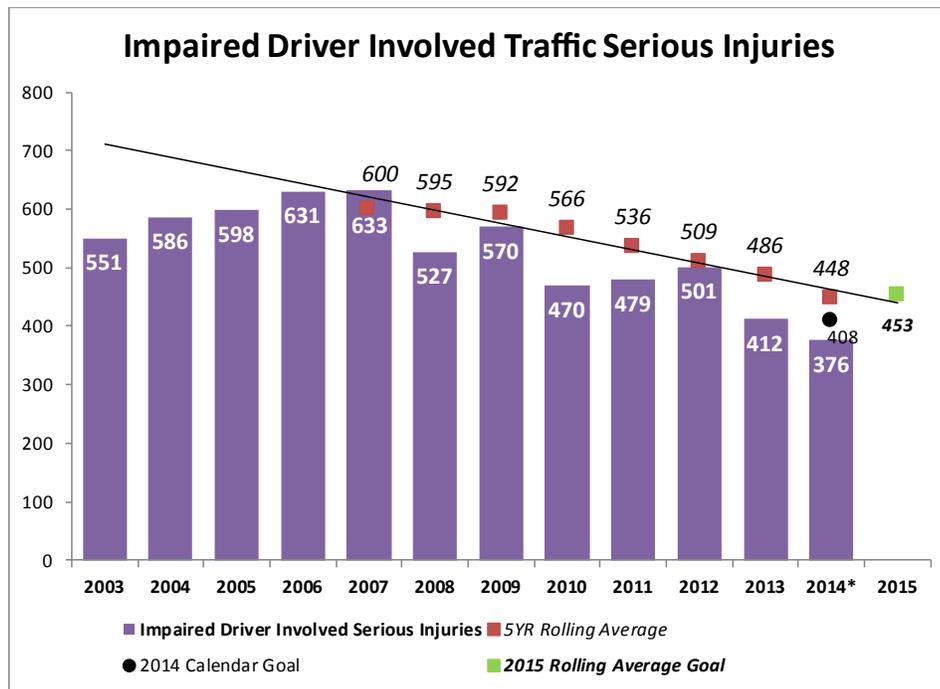
Performance Report: In 2014, there were 112 fatalities involving a driver with a BAC > .08, achieving the HSP 2014 goal of 126 by 11.1 percent.



Source: WA FARS

Outcome Measure: Reduce the five-year rolling average of fatalities involving a drug or alcohol impaired driver to 205 by December 31, 2015.

Performance Report: In 2014, there were 230 fatalities involving a drug positive or alcohol impaired driver, missing the HSP 2014 goal of 188 by 22.3 percent.



Source: WSDOT

Outcome Measure: Reduce the five-year rolling average of serious injuries involving a drug or alcohol impaired driver to 453 by December 31, 2015.

Performance Report: In 2014, there were 376 serious injuries involving a drug or alcohol impaired driver, achieving the HSP 2014 goal of 408 by 7.8 percent.

Projects

The following projects were completed in FFY 2015. These projects were chosen as a result of their anticipated impact on the core outcome measures listed above. Each project aligns with one or more strategies listed in Washington State's Strategic Highway Safety Plan (SHSP), called Target Zero.

DUI Therapeutic Courts and Target Zero Prosecutor Projects

| | | |
|--|------------------------------|-----------------------------------|
| Grant Recipient Pierce County Prosecuting Attorney's Office | Federal Project # AL15-02 | Program Manager Shelly Baldwin |
| <p>Project Description: The Pierce County Prosecuting Attorney's Office provided deputy prosecuting attorneys to support the Target Zero Program. This program sought to reduce time delay between an impaired driver's arrest and arraignment.</p> <p>Results: Prior to beginning this project, the average time between arrest and arraignment was 15.2 days. The project reduced this to an average of less than a quarter of one day. Of DUI cases that reached disposition during this project, 98 percent of them resulted in the offender being held accountable. Over the course of this project, the backlog of DUI cases has been systematically reduced resulting in less congested court calendars and quicker justice. In addition, to make DUI cases more efficient, the Prosecutor's Office implemented an electronic search warrant system and has been training judges to use it.</p> | | |
| Fund Source 402 | Amount Approved \$100,000 | Amount Expended \$100,000 |
| Grant Recipient Yakima County DUI Court Program | Federal Project # AL15-04 | Program Manager Chris Madill |
| <p>Description: The Yakima County DUI Court implements a best practice model and a Target Zero Strategic Plan strategy by providing a program aimed at promoting sobriety for high risk, repeat DUI offenders that also holds them accountable for staying sober. The court provides substance abuse treatment, enhanced supervision of offenders, drug and alcohol case management, and treatment for people who have three or more DUI's on their record. The court monitors drug and alcohol abstinence with random urinalysis testing. The court also provides community support by connecting the offender with referrals for education, medical, housing, employment, mentoring, and volunteer programs.</p> <p>Results: The Yakima County DUI Court has seen tremendous success during FFY 2015. Judge Engel and Judge Schweppe attended the National Drug Court Conference, and the team attended the Washington Drug Court Conference. There were 831 treatment sessions during FFY 2015, and 1551 UA tests, with 1515 negative, and 36 positive. The number of clients who graduated from the program is 7, with 6 terminated. The Yakima County DUI Court is a voluntary court.</p> | | |
| Fund Source 405d | Amount Approved \$100,000 | Amount Expended \$82,655 |

| | | |
|---|-------------------------------|-----------------------------------|
| Grant Recipient Spokane County Prosecutor's Office | Federal Project # M6X15-06 | Program Manager Shelly Baldwin |
| <p>Project Description: The Spokane County Prosecutor's Office will continue the Target Zero Prosecutor program providing a strong prosecutorial response to the increased Target Zero Team DUI arrests. The program will focus on advancing blood warrant training, e-warrant coordination, and increasing NO REFUSAL emphasis patrols. The Target Zero prosecutor will train law enforcement and fellow prosecutors, providing legal and procedural updates.</p> <p>Results: The Spokane County Target Zero Prosecutor continues to expand judicial, probationary, law enforcement, and prosecutorial understanding of current and developing DUI issues by working throughout Eastern Washington in a resource capacity. The program continues to act as a liaison between the state's prosecutors, law enforcement, judges, and the traffic safety community with the goal of obtaining a greater traffic safety record and more effective prosecutions of DUI and other traffic safety cases. The Prosecutor continues to support Spokane County's DUI Intensive Supervision Therapeutic Court, which is becoming a state model DUI court.</p> | | |
| Fund Source 402 | Amount Approved \$149,560 | Amount Expended \$138,708 |

| | | |
|---|------------------------------|---------------------------------|
| Grant Recipient Spokane District Court | Federal Project # AL15-03 | Program Manager Chris Madill |
| <p>Project Description: The Spokane DUI Court is a requirement for repeat DUI offenders, a best practice model, and Target Zero Strategic Plan strategy. The court is a program aimed at promoting sobriety for high risk, repeat DUI offenders. The court provides substance abuse treatment, enhanced supervision of offenders, drug and alcohol case management, and treatment for people who have three or more DUI's on their record. The court monitors drug and alcohol abstinence with random urinalysis testing. The court also provides community support by connecting the offender with referrals for education, medical, housing, employment, mentoring, and volunteers programs.</p> <p>Results: Participant involvement has increased in FFY 2015. Procedures have become more streamlined and consistent while focusing on educating and training ISTC staff. Staff received training from the Orange County Academy Court, attended the 21st National Association of Drug Court Professionals Training Conference in Washington DC, and presented at the Washington State Traffic Safety Conference. ISTC is in the process of a program evaluation conducted by Washington State University. The process and evaluation study will focus on offender recidivism. Finally, there were 42 new offenders ordered into the program. There were 1,382 treatment hearings, 1,882 completed probation appointments, and 4,693 compliance biological tests compared to 1,314 non-compliant tests. Pre-trial case load is at 54 qualifying offenders. To date, 14 offenders were discharged from the program and received 3 new DUI charges. The Spokane DUI Court is a mandated court.</p> | | |
| Fund Source 402 | Amount Approved \$78,000 | Amount Expended \$18,847 |

High Visibility Enforcement Projects

| | | |
|--|----------------------------------|-------------------------------|
| Grant Recipient Bellingham Police Department | Federal Project # M1*CP 15-01 | Program Manager Angie Ward |
| <p>Project Description: The Bellingham Police Department (BPD) will increase DUI patrols by scheduling two officers to work aggressive nighttime DUI enforcement. BPD will coordinate with the WSP and Whatcom County Sheriff's Office so their units can focus enforcement further out on the rural roadways increasing the effectiveness of the patrols. BPD will also work to publicize the patrols in order to exemplify the strategy of high-visibility enforcement. This project was modeled after the successful Sober Streets project coordinated by the Yakima Police Department. This project could also serve as a demonstration of a "Target Zero Teams-Lite" in places where data does not support a full effort.</p> <p>Results: This project produced a 10 percent increase in DUI arrests in Bellingham compared to the pre grant period, and resulted in one DUI arrest per every seven hours of patrol time.</p> | | |
| Overtime Hours | 338.6 | |
| Contacts | 422 | |
| DUI Arrests | 48 | |
| Citations/non DUI arrests | 64 | |
| Fund Source 405b | Amount Approved \$31,843 | Amount Expended \$22,435 |

| | | |
|---|---|-----------------------------------|
| Grant Recipient WTSC | Federal Project # M5PEM15-01, M1*PM15-02, | Program Manager Erica Stineman |
| <p>Project Description: The communications goal for mobilizations is to reach our primary target demographic. As part of a proven strategy, this grant funded paid media as a component of the DUI HVE campaigns. Paid media includes TV, radio and online ads, and outdoor billboards.</p> <p>Results: An extensive buy plan was created and delivered by our media buyer contractor for our two statewide DUI HVE campaigns, Holiday and August Drive Sober or Get Pulled Over (DSOGPO), as well as local patrols and Target Zero Teams throughout the year. Buys included TV, radio, digital, and outdoor advertising.</p> | | |
| Fund Source 405b | Amount Approved \$1,517,000 | Amount Expended \$1,309,902 |

| Grant Recipient WSP | | Federal Project # M5X15-02 (M6X15-02) | Program Manager Angie Ward | |
|--|-------------|---|-------------------------------|------------------------------|
| Project Description: The Impaired Driving HVE project funds overtime for the WSP to participate in two statewide mobilizations and local flex patrols with the goal of reducing impaired driving fatalities and serious injuries. This grant works in concert with the local law enforcement overtime grant PT15-05 and is dependent upon the media support in projects CP15-15, K2PM15-01, and M1*PM15-01. | | | | |
| Results: | | | | |
| M5X 15-02 | Holiday DUI | Labor Day DSOGPO | Local Flex | |
| Overtime Hours | 2866 | 1405 | 1856 | |
| Contacts | 5508 | 2956 | 3405 | |
| Citations | 2167 | 1366 | 1343 | |
| DUI Arrests | 168 | 56 | 58 | |
| Speed Citations | 690 | 597 | 500 | |
| Occupant Protection Citations | 87 | 72 | 126 | |
| Fund Source 405d | | Amount Approved \$476,000 | | Amount Expended \$417,965 |

| Grant Recipient WTSC | | Federal Project # PT15-05 | Program Manager Angie Ward | |
|--|-------------|------------------------------|-------------------------------|------------------------------|
| Project Description: The Impaired Driving HVE project funds overtime for local law enforcement agencies to participate in two statewide mobilizations and local flex patrols with the goal of reducing impaired driving fatalities and serious injuries. This grant works in concert with the WSP overtime grants PT15-02 and M6X15-02, and is dependent upon the media support in projects CP15-15 and M6X15-07. | | | | |
| Results: | | | | |
| PT 15-05 | Holiday DUI | Labor Day DSOGPO | Local Flex | |
| Overtime Hours | 2,914 | 1,961 | 1,601 | |
| Contacts | 6,243 | 4,367 | 4,378 | |
| Citations | 2,482 | 1,760 | 2,820 | |
| DUI Arrests | 224 | 142 | 41 | |
| Speed Citations | 756 | 545 | 504 | |
| Occupant Protection Citations | 36 | 41 | 168 | |
| Fund Source 402 | | Amount Approved \$800,000 | | Amount Expended \$475,982 |

Local Community Impaired Driving Projects

| | | |
|--|-------------------------------|----------------------------------|
| Grant Recipient Liquor and Cannabis Board | Federal Project # M5X15-05 | Program Manager Edica Esqueda |
| <p>Project Description: The Responsible Vendor Program (RVP) is designed to promote the responsible sale of alcohol by encouraging retailers to adopt and enforce best practices. To join the program, a retailer must establish house policies addressing alcohol sales, post signs to deter illegal purchase of alcohol, adopt and maintain responsible alcohol management policies, train employees prior to selling alcohol, and refresher training for employees at least once annually. Participating retailers may defer their first public safety violation for two years. One element of the RVP project is the development of a multilingual educational tool that retailers can use to train employees.</p> <p>Results: Washington’s Responsible Alcohol Sales online training course was launched in June 2015. This highly interactive course is accessible via multiple mobile devices including computers, tablets, and smart phones. It is available in English, Korean, and Spanish. The course provides exercises such as ID checking and identifying non-conventionally packaged alcoholic products. Participants demonstrate their understanding of the materials by taking a test at the end of the course. As of September 2015, 630 people completed the course. More are taking the course each day. It is one of the most widely used voluntary educational programs for alcohol sales in Washington State. The Washington State Liquor and Cannabis Board also created and distributed signs to deter illegal alcohol purchase. These signs are posted for public viewing at retail locations.</p> | | |
| Fund Source 405d | Amount Approved \$70,000 | Amount Expended \$69,524 |

| | | |
|--|-------------------------------|-----------------------------------|
| Grant Recipient Thurston County Prosecutor’s Office | Federal Project # M6X15-08 | Program Manager Shelly Baldwin |
| <p>Project Description: The Thurston County Prosecutor’s Office and the Thurston County Target Zero Taskforce will conduct eight Party Intervention Patrols (PIP) and four alcohol compliance checks in order to reduce the number of fatal and serious injury crashes involving young drivers, ages 16-20. The project uses multi-jurisdictional, high-visibility enforcement backed by paid and earned media campaigns, brief intervention and screening of youth arrested, and publicized alcohol vendor compliance checks, which are all listed as best practices in the Target Zero Plan Patrols.</p> <p>Results: The project completed six PIPs with the task force working in partnership with Olympia, Lacey, and Yelm Police Departments, the Thurston County Sherriff’s Office, the WSP and the Liquor and Cannabis Control Board (LCB). The project also conducted highly-publicized underage alcohol compliance checks maximizing the law enforcement partnerships. Teams consisting of law enforcement, liquor enforcement and underage operatives visited 312 restaurants, bars, grocery stores and gas stations and found 49 of them sold alcohol to the underage operative. The task force distributed a news release about the checks and published the list of stores that were non-compliant.</p> | | |
| Fund Source 405d | Amount Approved \$89,799 | Amount Expended \$54,446 |

Target Zero Teams Projects

| Grant Recipient Target Zero Teams – Local Law Enforcement West Counties | | Federal Project # PT15-06 | Program Manager Shelly Baldwin | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|-------|------------------------------|-----------------------------------|------------------------------|------------|--------|-------|----------|-----|-------|------------|------|-----|-----|----|-----|---|--------|-----|-----|----|----|---|-----------|-----|-------|----|----|---|--------------|-------|-------|-----|-----|---|
| <p>Project Description: Target Zero Teams in King, Pierce, and Snohomish Counties will focus on high-visibility, multi-jurisdictional enforcement patrols backed by media outreach designed to let the public know about the increased enforcement, increasing their perception of being caught if they should chose to drive impaired. The patrols will follow a strict schedule and will reinforce publicity efforts. Media efforts will provide educational information quarterly in high fatality and serious injury locations by use of billboards, bus tail ads, variable message boards, public service announcements, and earned media events. This project will utilize the Home Safe Bar Program education and compliance visits by local law enforcement officers and LCB officers on the evenings of enforcement patrols in high fatality and serious injury collisions areas. The program will take place monthly in at least one of the three counties. The project will promote ride-alongs by area media and generate public service announcements by area law enforcement. All local efforts will be reviewed and evaluated at monthly local task force meetings. The task force is comprised of representatives from engineering, law enforcement, education, prevention, health, insurance, and citizens working toward Target Zero goals.</p> <p>Results:</p> <table border="1"> <thead> <tr> <th>County</th> <th>Hours</th> <th>Contacts</th> <th>DUI</th> <th>Speed</th> <th>Seat Belts</th> </tr> </thead> <tbody> <tr> <td>King</td> <td>555</td> <td>996</td> <td>62</td> <td>132</td> <td>2</td> </tr> <tr> <td>Pierce</td> <td>800</td> <td>573</td> <td>30</td> <td>84</td> <td>0</td> </tr> <tr> <td>Snohomish</td> <td>590</td> <td>1,295</td> <td>31</td> <td>52</td> <td>5</td> </tr> <tr> <td>Total</td> <td>1,945</td> <td>2,864</td> <td>123</td> <td>268</td> <td>7</td> </tr> </tbody> </table> | | | | | | County | Hours | Contacts | DUI | Speed | Seat Belts | King | 555 | 996 | 62 | 132 | 2 | Pierce | 800 | 573 | 30 | 84 | 0 | Snohomish | 590 | 1,295 | 31 | 52 | 5 | Total | 1,945 | 2,864 | 123 | 268 | 7 |
| County | Hours | Contacts | DUI | Speed | Seat Belts | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| King | 555 | 996 | 62 | 132 | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pierce | 800 | 573 | 30 | 84 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Snohomish | 590 | 1,295 | 31 | 52 | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total | 1,945 | 2,864 | 123 | 268 | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fund Source 402 | | Amount Approved \$309,000 | | Amount Expended \$239,208 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Grant Recipient | Federal Project # | Program Manager | | | | | | | | | | | | | | | | | | | | | | | | |
|--|------------------------------|-----------------------------|------------|------------|------------|-----|-------|------------|---------|-----|-------|----|----|---|--------|-----|-----|----|----|----|--------------|--------------|--------------|------------|------------|-----------|
| Target Zero Teams—Local Law Enforcement East Counties | PT15-03 | Shelly Baldwin | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Project Description: TZT in Yakima and Spokane Counties will focus on high-visibility, multi-jurisdictional enforcement patrols backed by media outreach designed to let the public know about the increased enforcement, increasing their perception of being caught if they should chose to drive impaired. The patrols will follow a strict schedule and will reinforce publicity efforts. Media efforts will provide educational information quarterly in high fatality and serious injury locations by use of billboards, bus tail ads, variable message boards, public service announcements, and earned media events. This project will utilize the Home Safe Bar Program education and compliance visits by local law enforcement officers and LCB officers on the evenings of enforcement patrols in high fatality and serious injury collisions areas. The program will take place monthly in at least one of the three counties. The project will promote ride-alongs by area media and generate public service announcements by area law enforcement. All local efforts will be reviewed and evaluated at monthly local task force meetings. The task force is comprised of representatives from engineering, law enforcement, education, prevention, health, insurance, and citizens working toward Target Zero goals.</p> <p>Results:</p> <table border="1"> <thead> <tr> <th>County</th> <th>Hours</th> <th>Contacts</th> <th>DUI</th> <th>Speed</th> <th>Seat Belts</th> </tr> </thead> <tbody> <tr> <td>Spokane</td> <td>784</td> <td>1,250</td> <td>96</td> <td>62</td> <td>1</td> </tr> <tr> <td>Yakima</td> <td>555</td> <td>967</td> <td>87</td> <td>49</td> <td>11</td> </tr> <tr> <td>Total</td> <td>1,339</td> <td>2,217</td> <td>183</td> <td>111</td> <td>12</td> </tr> </tbody> </table> | | | County | Hours | Contacts | DUI | Speed | Seat Belts | Spokane | 784 | 1,250 | 96 | 62 | 1 | Yakima | 555 | 967 | 87 | 49 | 11 | Total | 1,339 | 2,217 | 183 | 111 | 12 |
| County | Hours | Contacts | DUI | Speed | Seat Belts | | | | | | | | | | | | | | | | | | | | | |
| Spokane | 784 | 1,250 | 96 | 62 | 1 | | | | | | | | | | | | | | | | | | | | | |
| Yakima | 555 | 967 | 87 | 49 | 11 | | | | | | | | | | | | | | | | | | | | | |
| Total | 1,339 | 2,217 | 183 | 111 | 12 | | | | | | | | | | | | | | | | | | | | | |
| Fund Source 402 | Amount Approved \$220,000 | Amount Expended \$93,833 | | | | | | | | | | | | | | | | | | | | | | | | |

| Grant Recipient | Federal Project # | Program Manager | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------------|--------------------------------|---------------|------------------|------------|---------------|-------|------------|--------------------|-------|------|-----|-----|-----|-------------------|-------|------|-----|-----|-----|--------------|---------------|---------------|------------|--------------|------------|
| Washington State Patrol | M5X15-03, M6X15-01 | Shelly Baldwin | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Project Description: The WSP will conduct the final 9 months of the 24-month TZT in the Eastern Washington demonstration project. Conducted in Spokane and Yakima Counties, the project employs 12 troopers and two sergeants to provide intense, HVE in areas identified based on geographical analysis of fatal and serious injury crash data. The WSP will coordinate patrols, media and education with the counties' Target Zero Manager and local TZT planning teams.</p> <p>Results:</p> <table border="1"> <thead> <tr> <th>County</th> <th>Productive Hours</th> <th>Contacts</th> <th>DUI Minor DUI</th> <th>Speed</th> <th>Seat Belts</th> </tr> </thead> <tbody> <tr> <td>District 4 Spokane</td> <td>7,181</td> <td>4924</td> <td>586</td> <td>697</td> <td>390</td> </tr> <tr> <td>District 3 Yakima</td> <td>6,052</td> <td>6348</td> <td>262</td> <td>953</td> <td>139</td> </tr> <tr> <td>Total</td> <td>13,233</td> <td>11,272</td> <td>848</td> <td>1,650</td> <td>529</td> </tr> </tbody> </table> <p>In addition to the chart above, the WSP Target Zero Teams made 616 driving while suspended, 609 aggressive drivers, 529 seat belt violations, 524 drivers with no insurance, and 127 cell phone/texting citations. In addition, these stops resulted in 354 felony or misdemeanor arrests or warrants, and 2 stolen vehicles recovered.</p> | | | County | Productive Hours | Contacts | DUI Minor DUI | Speed | Seat Belts | District 4 Spokane | 7,181 | 4924 | 586 | 697 | 390 | District 3 Yakima | 6,052 | 6348 | 262 | 953 | 139 | Total | 13,233 | 11,272 | 848 | 1,650 | 529 |
| County | Productive Hours | Contacts | DUI Minor DUI | Speed | Seat Belts | | | | | | | | | | | | | | | | | | | | | |
| District 4 Spokane | 7,181 | 4924 | 586 | 697 | 390 | | | | | | | | | | | | | | | | | | | | | |
| District 3 Yakima | 6,052 | 6348 | 262 | 953 | 139 | | | | | | | | | | | | | | | | | | | | | |
| Total | 13,233 | 11,272 | 848 | 1,650 | 529 | | | | | | | | | | | | | | | | | | | | | |
| Fund Source 405d | Amount Approved \$1,117,700 | Amount Expended \$1,063,787 | | | | | | | | | | | | | | | | | | | | | | | | |

Washington State Patrol – Impaired Driving Section Projects

| Grant Recipient Washington State Patrol | Federal Project # M5X15-04 | Program Manager Mark Medalen |
|--|-------------------------------|---------------------------------|
| <p>Project Description: The WSP Impaired Driving Section (IDS) provides support to all law enforcement agencies in Washington through a combined effort of strong Ignition Interlock, Standard Field Sobriety Testing (SFST), Drug Recognition Expert (DRE) and Mobile Impaired Driving Unit (MIDU) programs. Programs are measured and reported based on number of trainings, emphasis patrols, interlocks installed, MIDU activity, and regional reports. Ultimately, the success of the IDS is based on the reduction of serious injury and fatality collisions involving an impaired driver.</p> <p>Results: The DRE program successfully met its training goals during the FFY 2015 grant year. They completed two full DRE schools, providing a total of 20 new DREs across the state of Washington. Six DREs attended transitional instructor school, and many of them completed their student teaching and are now able to reach out to more areas of our community with training classes in the future.</p> <p>DRE in-service was held in conjunction with other members of the impaired driving section to help offer continuing education to our DREs while respecting the need to be lean and efficient with our budget.</p> <p>The number of Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Impairment Training for Educational Professionals (DITEP) classes provided across the state increases monthly. There were 29 ARIDE classes with 298 students. There were 10 DITEP classes with 223 students. At the current rate, we could see the program doing almost twice as many classes as in previous years.</p> <p>The SFST program provided quality statewide SFST Basic and SFST Refresher classes. They held a statewide DUI Symposium with over 300 attendees. The program could not be sustained at the previous level of operation without its own State Coordinator. Quality training was still provided using CJTC and strong SFST instructors at the regional level. The SFST Program continued to work in conjunction with the other programs within the Impaired Driving Section.</p> <p>The MIDU was utilized on a regular basis, both for DUI processing, as well as an educational tool for tours and presentations. It was deployed for 33 emphasis patrols yielding 154 DUI and Boating under the Influence (BUI) arrests.</p> | | |
| Fund Source 405d | Amount Approved \$391,960 | Amount Expended \$316,759 |

| Grant Recipient | Federal Project # | Program Manager |
|---|-------------------|-----------------|
| King County Sheriff's Office | M5X15-09 | Mark Medalen |
| <p>Project Description: FFY 2015 saw Washington's Traffic Safety Resource Prosecutor (TSRP) program expand to the King County Sheriff's Office. The TSRP's have access to the state's experts in BAC testing, toxicology, SFST, Ignition Interlock, and DRE programs. These programs comprise the bulk of the issues, which make DUI cases scientifically complex and are often the area's defense counsel challenge. Easy access to these resources on behalf of statewide prosecutors is a tremendous benefit for our state's many prosecutors.</p> <p>Results: Hands-on training of 155.5 hours was provided to 1,448 class participants—law enforcement officers, prosecutors, and judges across the state in a variety of areas of impaired driving enforcement and legal updates.</p> <p>The state of DUI law is continually changing. The many legal changes and court opinions have created an even greater need for basic training for law enforcement officers and prosecutors as the fundamental protocol for enforcement and prosecution of DUIs and other impaired driving crimes has changed dramatically. The TSRP program is actively offering assistance at all levels from training, policy input, supporting programs to alleviate the strain of an increase in search warrants, legal argument and brief drafting, and legislative proposals.</p> | | |
| Fund Source | Amount Approved | Amount Expended |
| 405b | \$160,301 | \$90,110 |

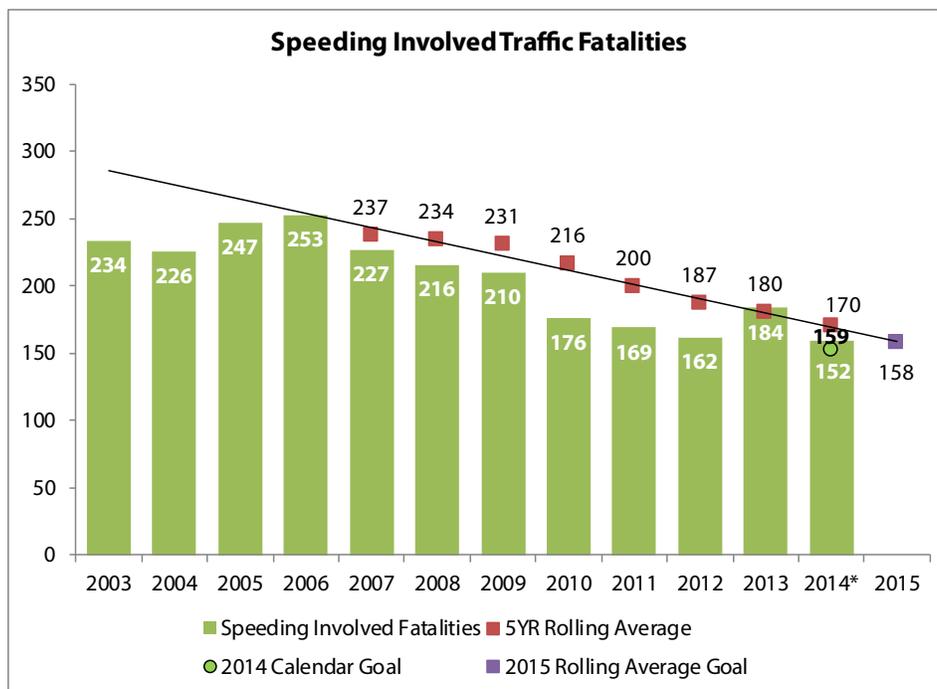
| Grant Recipient | Federal Project # | Program Manager |
|---|-------------------|-----------------|
| Washington State Patrol | M5X15-01 | Mark Medalen |
| <p>Project Description: The Washington State Patrol's Impaired Driving Section supports and houses one of the Traffic Safety Resource Prosecutors (TSRP) in Washington. The TSRPs have access to the state's experts in BAC testing, toxicology, Standardized Field Sobriety Testing, Ignition Interlock, and Drug Recognition Expert programs. These programs comprise the bulk of the issues, which make DUI cases scientifically complex and are often the area's defense counsel challenge. Easy access to these resources on behalf of statewide prosecutors is a tremendous benefit for our state's many prosecutors.</p> <p>Results: FFY 2015 continued the very active demand for the specialized services of the TSRP program. Hands-on training of 171 hours was provided to 3,290 participants—law enforcement officers, prosecutors, and judges across the state in a variety of areas of impaired driving enforcement and legal updates.</p> <p>The state of DUI law is continually changing. The many legal changes and court opinions have created an even greater need for basic training for law enforcement officers and prosecutors as the fundamental protocol for enforcement and prosecution of DUIs and other impaired driving crimes has changed dramatically. The TSRP program is actively offering assistance at all levels from training, policy input, supporting programs to alleviate the strain of an increase in search warrants, legal argument and brief drafting, and legislative proposals.</p> | | |
| Fund Source | Amount Approved | Amount Expended |
| 405d | \$166,416 | \$168,938 |

Speeding

Problem Statement

From 2012-2014, speeding was a factor in 37.8 percent of traffic fatalities and 26.5 percent of serious injuries. Speeding involved fatalities decreased 9 percent in 2012-2014 (505) compared to 2009-2011 (555). During this same time period, speeding involved serious injuries decreased by 23.7 percent (2,128 to 1,624).

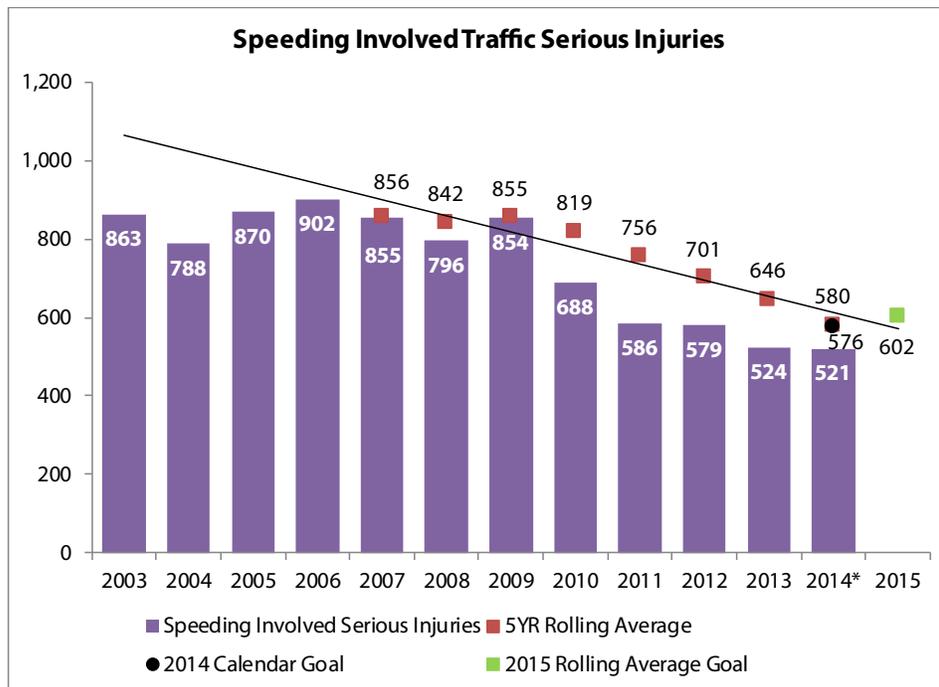
Performance Measures



Source: WA FARS

Outcome Measure: Reduce the five-year rolling average of speeding involved fatalities to 158 by December 31, 2015.

Performance Report: In 2014, there 159 speeding involved fatalities, missing the HSP 2014 goal of 152 by 4.6 percent.



Outcome Measure: Reduce the five-year rolling average of speeding involved serious injuries to 602 by December 31, 2015.

Performance Report: In 2014, there were 521 speeding involved serious injuries, achieving the HSP 2014 goal of 576 by 9.5 percent.

Projects

| Grant Recipient | Federal Project # | Program Manager |
|--|-------------------|-----------------|
| Thurston County Prosecuting Attorney's Office | SE15-02 | Jonna VanDyk |
| <p>Project Description: During FFY 2015, the Thurston County Prosecuting Attorney's Office implemented a speed intervention project that included both paid and donated media outreach, mobile speed feedback signs, and localized speed enforcement. The patrols included the work of the WSP; the Thurston County Sheriff's Office; the Yelm, Olympia, and Tenino police departments; and the Chehalis Tribal Police Department.</p> <p>Results: Enforcement campaigns were conducted at three 2-week periods throughout the year. Public outreach through paid and donated radio ads was also conducted during these periods. Results of a knowledge and awareness survey conducted during the project, and completed by 440 residents of Thurston County, showed a strong (77 percent), favorable rating for the project, even though it included issuing speeding citations. The full project report is available by contacting the WTSC.</p> | | |
| Fund Source | Amount Approved | Amount Expended |
| 402 | \$40,000 | \$30,257 |

| Grant Recipient | Federal Project # | Program Manager |
|---|-------------------|-----------------|
| Kitsap County Sheriff's Office | M1*CP15-03 | Jonna VanDyk |
| <p>Project Description: During FFY 2015, the Kitsap County Sheriff's Office implemented a speed intervention project that included both paid and donated publicity, mobile speed feedback signs, and localized speed enforcement. The patrols included the work of the WSP; the Kitsap County Sheriff's Office; and the Bainbridge, Bremerton, Port Orchard and Poulsbo police departments.</p> <p>Results: Enforcement campaigns were conducted at three 2-week periods throughout the year. Public outreach through localized bus ads and public service announcements was also conducted during these periods. Results of a knowledge and awareness survey conducted during the project, and completed by 328 residents of Kitsap County, showed a strong (77 percent), favorable rating for the project, even though it included issuing speeding citations. The full project report is available by contacting the WTSC.</p> | | |
| Fund Source | Amount Approved | Amount Expended |
| 402 | \$40,000 | \$30,851 |

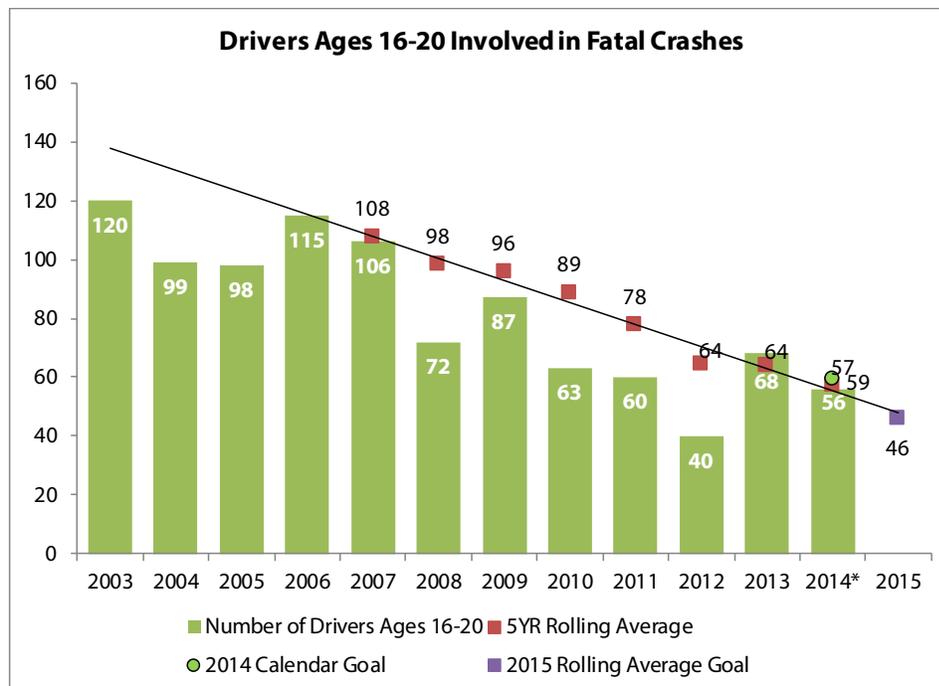
Young Drivers

Problem Statement

Among drivers involved in fatal collisions, drivers age 16 to 25 have higher incidences of speeding, improper passing, and impairment compared to drivers ages 26 and older.

From 2012-2014, 31.7 percent of traffic fatalities and 33.6 percent of serious injuries involved a driver age 16-25. Young driver involved fatalities decreased 13.1 percent compared to 2009-2011 (487 to 423). During this same time period, young driver involved serious injuries decreased by 25.5 percent (2,763 to 2,059).

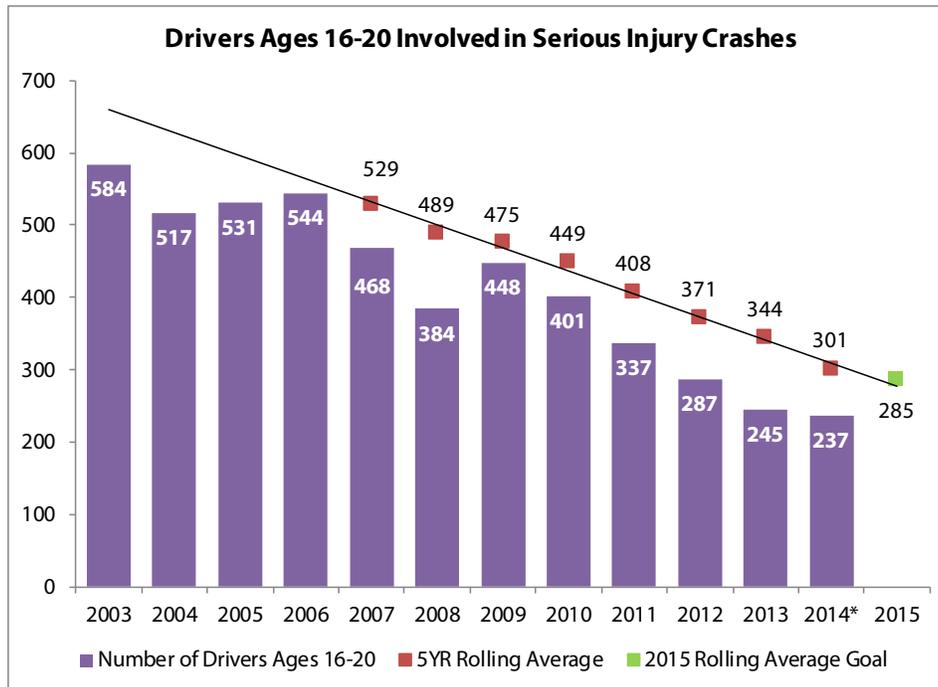
Performance Measures



Source: WA FARS

Outcome Measure: Reduce the five-year rolling average of drivers ages 16-20 involved in fatal crashes to 46 by December 31, 2015.

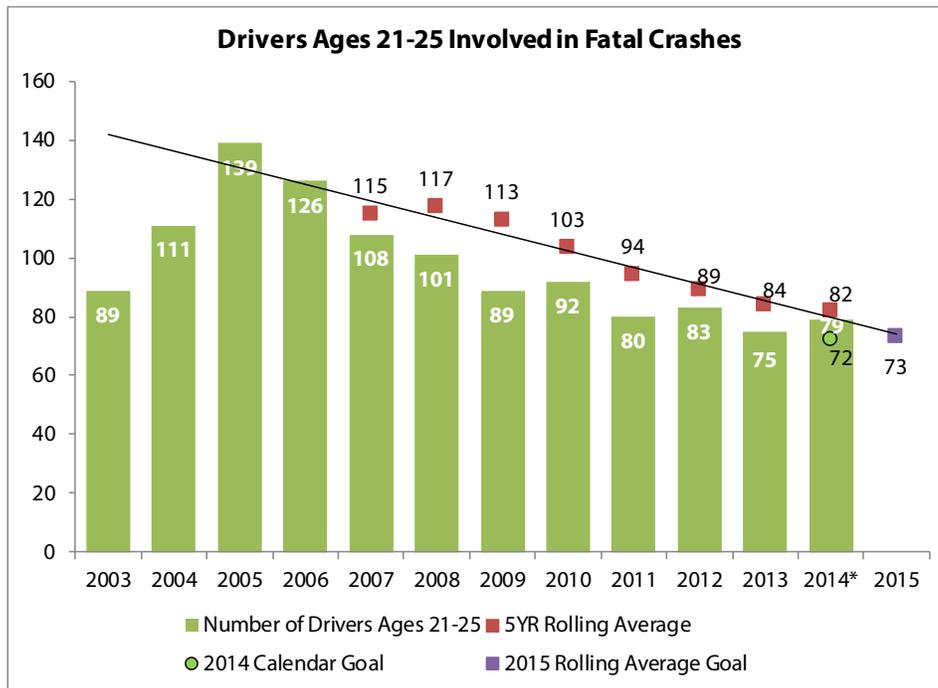
Performance Report: In 2014, there were 56 drivers ages 16-20 involved in fatal collisions, achieving the HSP 2014 goal of 59 by 5.1 percent.



Source: WSDOT

Outcome Measure: Reduce the five-year rolling average of drivers ages 16-20 involved in fatal crashes to 46 by December 31, 2015.

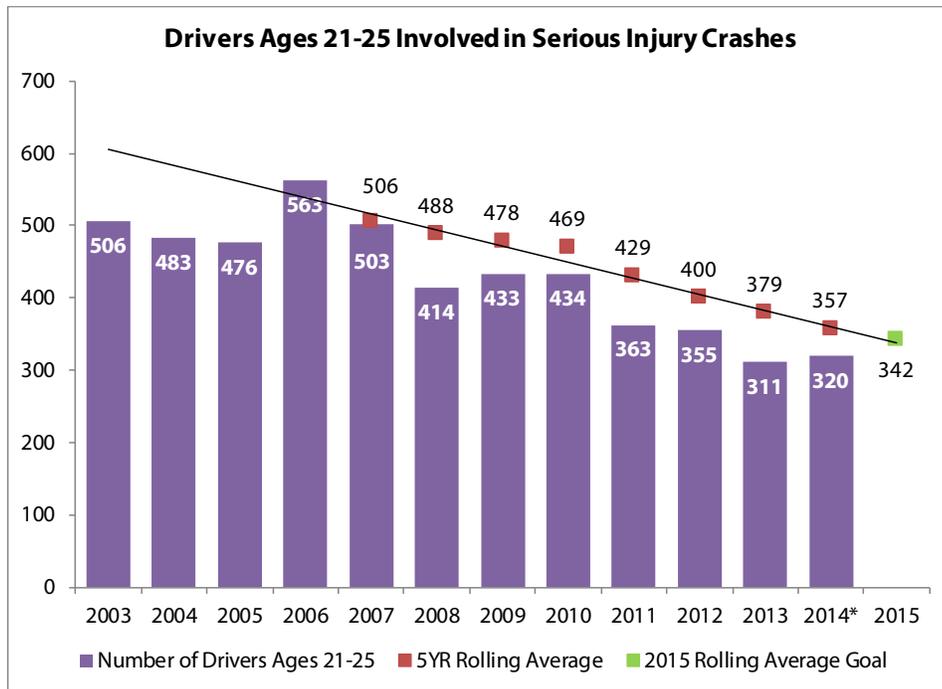
Performance Report: In 2014, there were 56 drivers ages 16-20 involved in fatal collisions, achieving the HSP 2014 goal of 59 by 5.1 percent.



Source: WA FARS

Outcome Measure: Reduce the five-year rolling average of drivers age 21-25 involved in fatal crashes to 73 by December 31, 2015.

Performance Report: In 2014, there were 79 drivers age 21-25 involved in fatal collisions, missing the HSP 2014 goal of 72 by 9.7 percent.



Source: WSDOT

Outcome Measure: Reduce the five-year rolling average of drivers age 21-25 involved in serious injury crashes to 342 by December 31, 2015.

Performance Report: New performance target set in 2015.

Projects

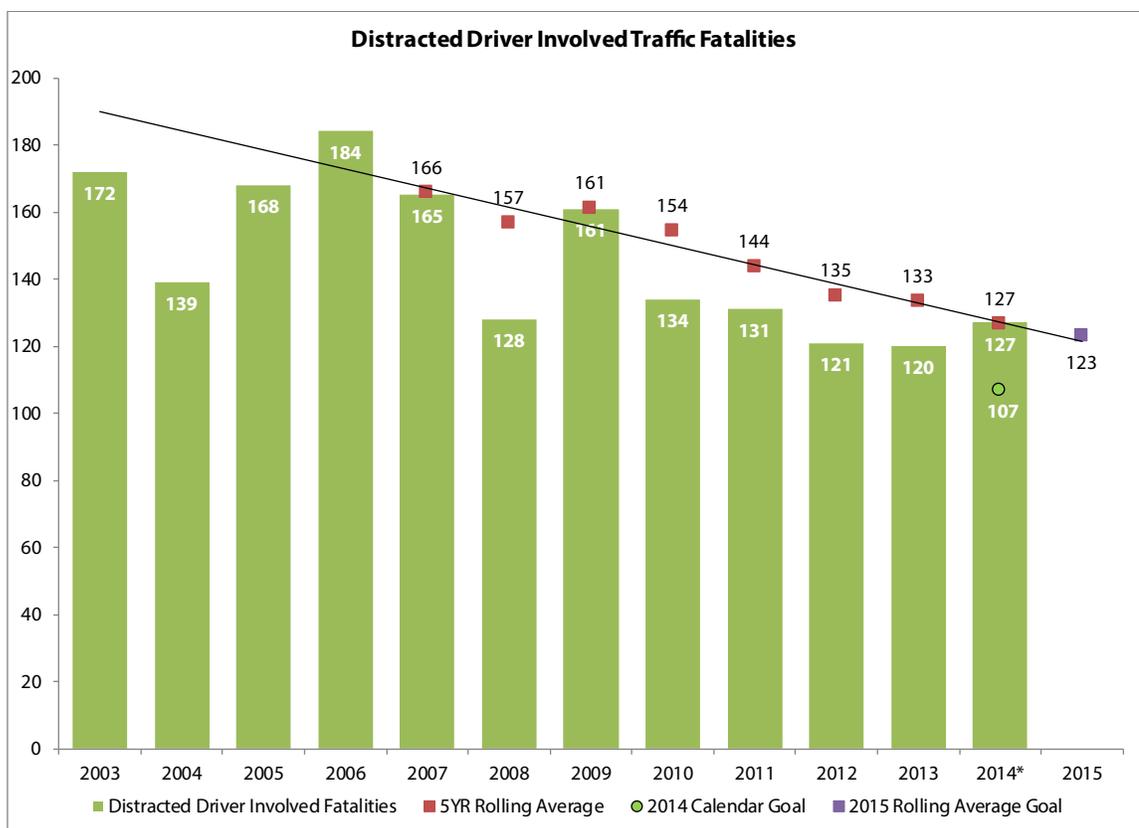
| | | |
|---|-------------------------------|-------------------------------|
| Grant Recipient Washington Traffic Safety Commission | Federal Project # CP15 -13 | Program Manager Angie Ward |
| <p>Project Description: Through the guidance of the Young Driver Task Force and as its work is coordinated around the Results Washington Young Driver Initiative, funds will support tasks directly connected to strategies in the Young Driver section of the Target Zero Plan, including: supporting DOL efforts to improve driver education, testing, and the drivers guide, parental involvement, and high visibility enforcement focused on young driver safety.</p> <p>Results: Target Zero “What’s Your Goal” video was translated into Spanish and distributed to over 400 driver education programs throughout the state. Updated Department of Licensing driver education curricula to align with Target Zero priorities. Funded advanced driver training for WTSC and DOL personnel to expand knowledge, awareness, and experience with United Kingdom driver education standards. Worked with an expanded Young Driver Task Force committee to distribute a statewide release aimed at parents of teen drivers.</p> | | |
| Fund Source 402 | Amount Approved \$50,000 | Amount Expended \$28,739 |

Distracted Driving

Problem Statement

From 2012-2014, speeding was a factor in 37.8 percent of traffic fatalities and 26.5 percent of serious injuries. Speeding involved fatalities decreased 9 percent in 2012-2014 (505) compared to 2009-2011 (555). During this same time period, speeding involved serious injuries decreased by 23.7 percent (2,128 to 1,624).

Performance Measures



Source: WA FARS

Outcome Measure: Reduce the five-year rolling average of distracted driver involved fatalities to 123 by December 31, 2015.

Performance Report: In 2014, there were 127 distracted driver involved fatalities, missing the HSP 2014 goal of 107 by 18.7 percent.

Projects

| Grant Recipient Washington Traffic Safety Commission | | Federal Project # DD15-02 | Program Manager Angie Ward | | | | | | | | | | | | | | |
|---|------------------------------|------------------------------|-------------------------------|----------|------------------------------|----------------|------|----------|------|-----------|------|-------------|----|-----------------|-----|-------------------------------|-----|
| <p>Project Description: The distracted driving mobilization project funds overtime for local law enforcement to participate in the national distracted driving mobilization with the goal of decreasing distracted driving and reducing fatalities and serious injuries. This grant works in concert with the WSP project, PT 15-02. Media for this campaign was provided by the national NHTSA air buy.</p> <p>Results:</p> <table border="1"> <thead> <tr> <th>DD 15-02</th> <th>Statewide Distracted Driving</th> </tr> </thead> <tbody> <tr> <td>Overtime Hours</td> <td>2139</td> </tr> <tr> <td>Contacts</td> <td>6435</td> </tr> <tr> <td>Citations</td> <td>4235</td> </tr> <tr> <td>DUI Arrests</td> <td>10</td> </tr> <tr> <td>Speed Citations</td> <td>629</td> </tr> <tr> <td>Occupant Protection Citations</td> <td>349</td> </tr> </tbody> </table> | | | | DD 15-02 | Statewide Distracted Driving | Overtime Hours | 2139 | Contacts | 6435 | Citations | 4235 | DUI Arrests | 10 | Speed Citations | 629 | Occupant Protection Citations | 349 |
| DD 15-02 | Statewide Distracted Driving | | | | | | | | | | | | | | | | |
| Overtime Hours | 2139 | | | | | | | | | | | | | | | | |
| Contacts | 6435 | | | | | | | | | | | | | | | | |
| Citations | 4235 | | | | | | | | | | | | | | | | |
| DUI Arrests | 10 | | | | | | | | | | | | | | | | |
| Speed Citations | 629 | | | | | | | | | | | | | | | | |
| Occupant Protection Citations | 349 | | | | | | | | | | | | | | | | |
| Fund Source 402 | Amount Approved \$195,000 | Amount Expended \$144,519 | | | | | | | | | | | | | | | |

| Grant Recipient Washington State Patrol | | Federal Project # PT 15-02 | Program Manager Angie Ward | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------------|--------------------------------------|--------------------------------------|--|----------|----------------------------------|--------------------------|------------------------------|----------------|-----|------|-----|----------|------|------|------|-----------|-----|------|------|-------------|---|---|---|-----------------|----|-----|-----|-------------------------------|-----|-----|-----|------------------------------|----|-----|-----|
| <p>Project Description: This project funded HVE overtime for WSP to participate in one national mobilization with the goal of reducing distracted driving, corridor projects in Seattle and Yakima, as well as seat belt and distracted driving flex patrols on the local level coordinated by Target Zero Managers and including local law enforcement. This project is part of the larger WSP block grant.</p> <p>Results:</p> <table border="1"> <thead> <tr> <th>PT 15-02</th> <th>Yakima/Seattle Corridor Projects</th> <th>Distracted/SB Local Flex</th> <th>Statewide Distracted Driving</th> </tr> </thead> <tbody> <tr> <td>Overtime Hours</td> <td>507</td> <td>1633</td> <td>807</td> </tr> <tr> <td>Contacts</td> <td>1148</td> <td>3583</td> <td>2125</td> </tr> <tr> <td>Citations</td> <td>537</td> <td>2538</td> <td>1542</td> </tr> <tr> <td>DUI Arrests</td> <td>1</td> <td>6</td> <td>4</td> </tr> <tr> <td>Speed Citations</td> <td>89</td> <td>266</td> <td>366</td> </tr> <tr> <td>Occupant Protection Citations</td> <td>122</td> <td>620</td> <td>267</td> </tr> <tr> <td>Cell Phone/Texting Citations</td> <td>82</td> <td>374</td> <td>363</td> </tr> </tbody> </table> | | | | | PT 15-02 | Yakima/Seattle Corridor Projects | Distracted/SB Local Flex | Statewide Distracted Driving | Overtime Hours | 507 | 1633 | 807 | Contacts | 1148 | 3583 | 2125 | Citations | 537 | 2538 | 1542 | DUI Arrests | 1 | 6 | 4 | Speed Citations | 89 | 266 | 366 | Occupant Protection Citations | 122 | 620 | 267 | Cell Phone/Texting Citations | 82 | 374 | 363 |
| PT 15-02 | Yakima/Seattle Corridor Projects | Distracted/SB Local Flex | Statewide Distracted Driving | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Overtime Hours | 507 | 1633 | 807 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Contacts | 1148 | 3583 | 2125 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Citations | 537 | 2538 | 1542 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DUI Arrests | 1 | 6 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Speed Citations | 89 | 266 | 366 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Occupant Protection Citations | 122 | 620 | 267 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cell Phone/Texting Citations | 82 | 374 | 363 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fund Source 402 | | Amount Approved \$60,000 (for DD) | Amount Expended \$51,797 (for DD) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Grant Recipient
Public Health Seattle King County

Federal Project #
M1*DD15-01

Program Manager
Angie Ward

Project Description: Multi-jurisdictional, HVE addressing distracted driving will be coordinated by the North King County Target Zero Manager. Enforcement patrols will be preceded by a paid and earned media campaign. Law enforcement officers will support media outreach by providing interviews, quotes, and ride-along opportunities. The program will be assisted by community partners from local government, health and traffic safety organizations, schools, and local businesses to aid in developing educational resources and to increase message reach. Observed cell phone use (talking and texting) will be measured by the Harborview Injury Prevention & Research Center and by the WTSC's annual observation survey.

Results: The enforcement work paired with community education and outreach through media releases, law enforcement interviews, social media posts, bus ads, and traffic report sponsorship reports helped the Task Force accomplish the three goals of the project. Goal 1: Decrease unsafe driving behaviors related to cell phone distraction; Goal 2: Increase the number of contacts by law enforcement officers and troopers for cell phone use; Goal 3: Increase motorist perception that using a handheld cell phone or texting while driving will result in a citation. Due to the staffing challenges in September, future cell phone distraction overtime work in the county will be conducted earlier in the summer to foster greater participation among agencies. Agency leadership and traffic officers supported the project and shared with the Target Zero Manager that this was a priority issue even though their involvement during Phase 2 was severely limited.

Cell phone usage observational surveys were explored with the Harborview Injury Prevention & Research Center and unfortunately funding limitations did not allow additional surveys to be conducted. The Task Force will rely on results from the annual state survey for county driver usage data. Public surveys of drivers regarding distraction for the project were unable to be conducted. Project staff planned to utilize Washington State Department of Licensing offices, but were unable to gain approval to work at these facilities.

Results of the enforcement campaign were strong overall with agencies averaging over 3 contacts per hour. Phase 1 of enforcement (May 31 – June 13, 2015) and Phase 2 (September 13 – 26, 2015) produced the following activity:

| King County Cell Phone Distraction Enforcement Results | | | | | | |
|---|--------------|-----------------|--------------|--------------------------|--------------------|------------------------|
| Phase 1 & 2 | | | | | | |
| # Contacts | # NOI | Warnings | # DUI | # Cell Phone Cit. | # Text Cit. | # Officer Hours |
| 1281 | 1086 | 381 | 3 | 390 | 152 | 381 |

Continued on next page...

Fund Source
405b

Amount Approved
\$75,000

Amount Expended
\$43,824

| | | |
|--|---------------------------------|-------------------------------|
| Grant Recipient Public Health Seattle King County | Federal Project # M1*DD15-01 | Program Manager Angie Ward |
|--|---------------------------------|-------------------------------|

The following bus ads were developed with Titan 360 and ran on bus routes that went through jurisdictions with participating law enforcement agencies. These ads were visible during both phases of enforcement. Detailed summary reports (with bus numbers) provided by Titan 360 are included with this report.



The following traffic report sponsorships were developed with Total Traffic and ran during both phases of enforcement:

10 Second: This traffic report brought to you by...

The King County Target Zero Task Force wants to remind you that cell phone patrols are on now! Texting or talking while driving can cost you \$124.

15 Second: This traffic report brought to you by...

The King County Target Zero Task Force wants to remind you that cell phone distraction patrols are on now! Texting or talking while driving can cost you \$124 or worse if you're in a crash.

| | | |
|---------------------|-----------------------------|-----------------------------|
| Fund Source 405b | Amount Approved \$75,000 | Amount Expended \$43,824 |
|---------------------|-----------------------------|-----------------------------|

Traffic Records

Problem Statement

Timely, accurate, integrated, and accessible data are the foundation of Target Zero. This data serves as the critical link in identifying problems, selecting appropriate countermeasures, and evaluating performance. Washington's information and decision support systems, collectively referred to as traffic records, provide key information to identify problems and support decisions regarding public and transportation safety. Information derived from these systems is central to enhancing management and accountability in public service by gauging progress toward key measures of performance. The Washington Traffic Records Committee (TRC) is a partnership of state, local, and federal interests from the transportation, law enforcement, criminal justice, and health fields. This statewide stakeholder forum was created to foster collaboration and to facilitate the planning, coordination and implementation of projects to improve the state's traffic records system.

Performance Measures

Washington's TRC tracks several key measures of performance intended to clearly document progress in improving traffic records systems. Several of these measures are submitted to NHTSA each year in order to qualify for Section 408 incentive grants. NHTSA validated that Washington had shown "demonstrable progress" for FFY 2015 as illustrated in the following measures:

| Measure | Baseline | Actual |
|---|----------------------|----------------------|
| 1. Crash – Timeliness The average number of days from the time of a collision until data is available in the statewide database for analysis and reporting (WSDOT). | 7/2013-6/2014 | 7/2014-6/2015 |
| | 33 Days | 15 Days |

| Measure | Baseline | | Actual | |
|--|---------------|--|---------------|--|
| | 6/2014 | | 6/2015 | |
| 2. Roadway – Completeness The percent of statewide public road miles identified on the state's base-map (WSDOT). | 100% | 7,054 of 7,054 State Highway total miles | 100% | 7,055 of 7,055 State Highway total Miles |
| | 100% | 39,232 of 39,232 County Roads | 100% | 39,168 of 39,168 County Road Miles |
| | 84% | 15,700 of 18,672 City Streets | 99% | 17,970 of 18,084 City Street Miles |
| | 98% | 8,414 of 8,555 Other State Gov Agencies | 100% | 8,262 of 8,262 Other State Agency Road Miles |
| | 6% | 498 of 8,934 Fed Gov Agencies | 6% | 498 of 8,848 Fed Gov Agency Road Miles |
| | 86% | 70,898 of 82,447 Total Public Roads | 90% | 72,953 of 81,417 Total Public Road Miles |

Projects

| | | |
|---|------------------------------|-------------------------------|
| Grant Recipient Washington Traffic Safety Commission | Federal Project # TR15-02 | Program Manager Staci Hoff |
| <p>Project Description: Washington’s Target Zero Plan is data driven. The Research and Data Division of the Washington Traffic Safety Commission seeks to provide customers timely, accurate, and appropriate access to data. The state uses this data to identify emerging traffic safety trends, conduct research and analysis, and evaluate the effectiveness of various traffic safety countermeasure projects. This research and analytical support for traffic safety professionals statewide is vital to achieve the Target Zero vision. These funds cover the costs of conducting the statewide seat belt and distracted driving observation surveys and adding additional questions on the Behavioral Risk Factor Surveillance Survey.</p> <p>Results: The results of the 2014 BRFSS traffic safety module have been analyzed and included in this annual report. On the 2015 BRFSS, we continued the collection of cell phone use while driving and driving after marijuana use, and added a marketing question to evaluate the reach of our mobilization campaigns. Those 2015 data will be available late in 2016. The 2015 seat belt observation survey was conducted in July and marked the second year in a row that data was collected on mobile iPad units. The 2015 seat belt use report will be released in March 2016. The Research and Data Division developed and employed methodology for the random selection of intersection sites for observing distracted driving behavior. In total, 300 intersections comprising a representative state sample in every county were selected for observations. All 300 sites have been mapped and observation direction assigned. Data collection at these sites will begin in April/May 2016.</p> | | |
| Fund Source 402 | Amount Approved \$140,000 | Amount Expended \$141,247 |

| | | |
|--|--------------------------------|--------------------------------|
| Grant Recipient Washington Traffic Safety Commission | Federal Project # M3DA15-01 | Program Manager Debi Besser |
| <p>Project Description: This Traffic Records Grant is a package of 23 projects, approved by the Washington TRC, that support improvements in Washington State's six traffic-related data systems - Crash, Roadway, Vehicle, Driver, Citation & Adjudication, and Injury Surveillance.</p> <p>Results: Results for each of the individual project are listed in the table on the following pages.</p> | | |
| Fund Source 405c | Amount Approved \$1,586,123 | Amount Expended \$1,061,987 |

| Project Description | Subgrantee | Amount Approved | Amount Expended | Project Results |
|--|--------------------------------------|-----------------|-----------------|---|
| Hardware (scanners, printers) for Local Law Enforcement | WASPC | \$155,000 | \$155,000 | 166 scanners and 187 printers provided to local law enforcement to support use of SECTOR |
| Local Law Enforcement SECTOR implementation Support | WASPC | \$30,000 | \$24,763 | Coordinated training facilities and registration for 222 law enforcement personnel, to enable their use of SECTOR. |
| SECTOR implementation | Seattle PD | \$15,000 | \$0 | No funds were expended due to timing issues. |
| SECTOR enhancements, based on eTRIP Governance Team priorities | WSP | \$180,000 | \$114,600 | Gathered requirements and programmed significant functional improvements to SECTOR's Back Office, including bug fixes, improved reports, screen views, MS Access data extracts, and menu updates. |
| SECTOR training administrators | WTSC (Johansen Collision Consulting) | \$50,000 | \$41,132 | Delivered training to 222 law enforcement personnel, to enable their use of SECTOR. |
| Online Toxicology Case Submission & Reporting Portal | WSP Toxicology Lab | \$36,000 | \$1,171 | No funds were expended, due to requirements changing between approval and contract execution. |
| Statewide emergency department data system | DOH Public Health Lab | \$101,200 | \$88,037 | Created a module within ESSENCE (Washington's emergency department data system) to enable the query and analysis of emergency department codes related to motor vehicle collisions. |

| Project Description | Subgrantee | Amount Approved | Amount Expended | Project Results |
|---|------------------------------|-----------------|-----------------|---|
| WEMIS enhancements | DOH Community Health Systems | \$134,000 | \$131,034 | Developed reporting dashboards and provided on-site and web-based training to local EMS organizations across the state, to encourage them to voluntarily begin providing the needed EMS data to the state, in the latest format wherever possible. |
| CRAB Mobility Systemic Safety Project selection | CRAB | \$94,500 | \$58,757 | Created safety project selection tool in CRAB's Mobility system, complete with additional data elements and a dynamic decision tree. Based upon the FHWA model, this tool enables local public works departments to select the most effective countermeasure for their identified problems. The tool was introduced to local jurisdictions and training was provided. |
| Intersection data enhancement | WSDOT | \$150,000 | \$0 | No funds were expended, due to delayed in completing a prerequisite project. |
| Collision data portal | WSDOT | \$100,000 | \$85,674 | A crash data portal was released to the public providing 21 of the most frequently requested crash data reports, displayed on tables, charts and sometimes maps. Additional reports can be added to the portal as requested by customers. |

| Project Description | Subgrantee | Amount Approved | Amount Expended | Project Results |
|--|----------------------------------|-----------------|-----------------|--|
| Roadway data system integration phase I: Planning and requirements | WSDOT (in cooperation with CRAB) | \$112,000 | \$112,000 | After extensive study of the two overlapping roadway systems of WSDSOT and CRAB, a report was generated detailing potential solutions for implementing a GIS based system for maintaining and integrating similarly collected and maintained road inventory data, and easing reporting requirements for counties. |
| SECTOR law table for municipalities | WSP ITD | \$50,000 | \$50,000 | Added functionality to SECTOR to allow non-JIS agencies, such as tribal police and local municipalities to easily upload and maintain their laws in SECTOR law tables, in an efficient and user-friendly manner. This allows additional tickets to be written electronically, and reduces the number of paper tickets that have to be hand-entered by DOL. |
| SECTOR prosecutor training | WTSC | \$40,000 | \$0 | A prosecutor trainer was identified and a contract was generated, but due to logistics issues, no trainer was actually delivered in FFY2015, so no funds were expended. |
| Emerging traffic records projects | WTSC | \$40,000 | \$0 | There were no emerging projects, so no funds were expended. |
| Washington Traffic Records Strategic Plan Update | WTSC | \$50,000 | \$37,601 | Based on facilitated sessions and individual discussions, an updated TRC Strategic Plan was published to guide TRC decisions over the next 3-5 years. An updated eTRIP Strategic Plan was published as well. |

| Project Description | Subgrantee | Amount Approved | Amount Expended | Project Results |
|--|------------|-----------------|-----------------|--|
| Technical assistance and training | WTSC | \$30,000 | \$1,840 | 12 members of the TRC and eTRIP committees attended the International Traffic Records Forum in St. Louis, MO to enhance their traffic records systems knowledge and learn about other states' best practices. |
| Projects to address priorities identified in the 2014 Traffic Records Program Assessment | WTSC | \$140,300 | \$24,997 | The one project approved under this grant was for WSP to create an application to enable the on-line submission of citizen crash reports, improving the data quality and quantity of data from crashes that do not meet the \$1000 damage threshold. |
| TRC Website Revision | WTSC | \$60,000 | \$32,770 | Minor updates to the Traffic Records Committee website to enable information sharing and collaboration |
| Part II SECTOR Sustainability Study | WTSC | \$25,000 | \$21,870 | The final phase of this project identified possible approaches to maintaining the long-term sustainability and enhancement of the SECTOR program. |

Additional Traffic Records Projects

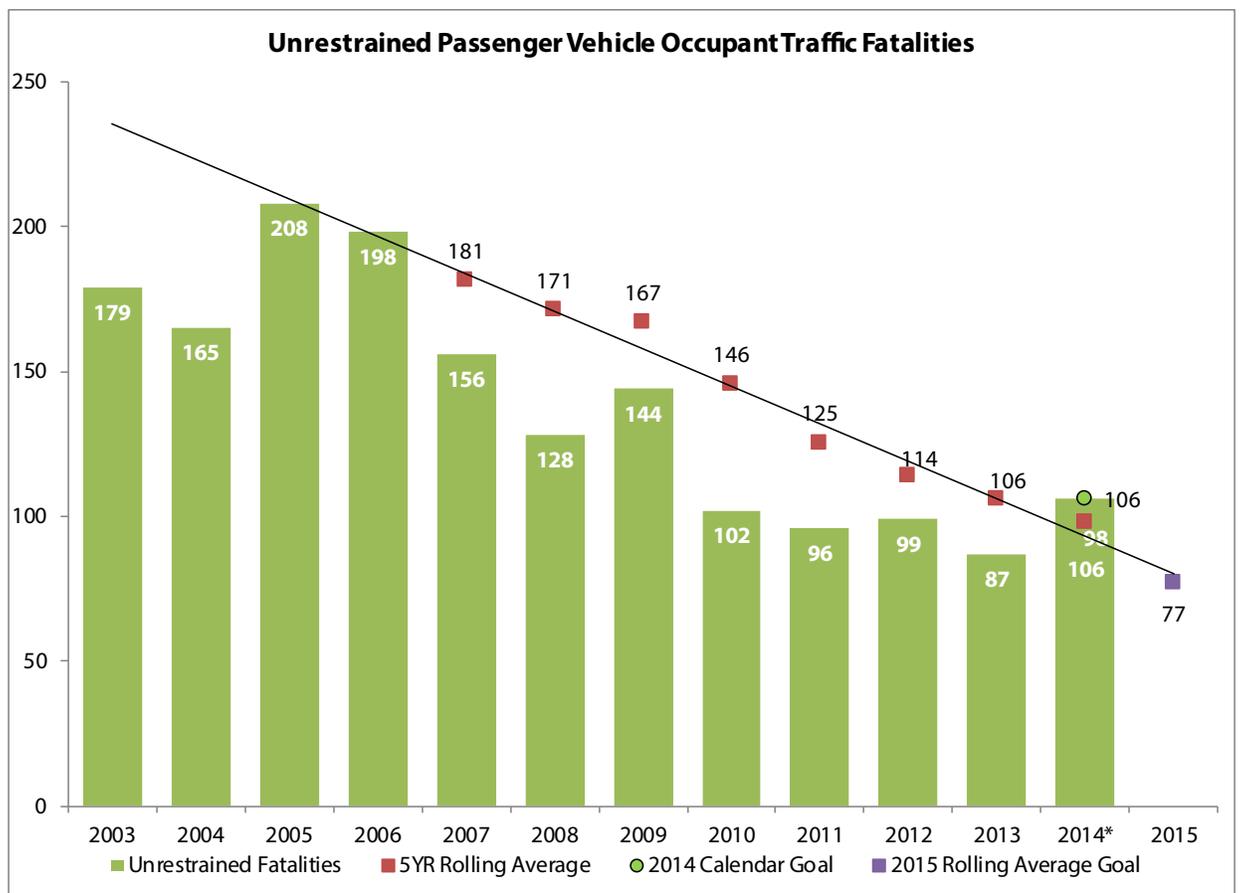
| Project Number | Project Description | Subgrantee | Amount Approved | Amount Expended | Project Results |
|----------------|---|------------|-----------------|-----------------|--|
| M3DA15-02 | FARS maintenance | WTSC | \$40,000 | \$27,653 | Supported an FTE to ensure quality and timely data submissions to the federal FARS database |
| M3DA15-03 | Geospatial analysis of statewide fatality & serious injury collision data | WTSC | \$85,000 | \$80,302 | Generated data products utilizing advanced GIS mapping to support various program areas, and supported new GIS project development. |
| M3DA15-04 | Data Integration Team – linking datasets | WTSC | \$115,000 | \$26,821 | Hired a Data Integration Specialist, who was trained on SAS DataFlux and began developing approaches to developing an integrated traffic records system, beginning with crash and hospital data. |

Occupant Protection

Problem Statement

From 2012-2014 21.9 percent of fatally injured persons and 10.2 percent of seriously injured persons were not restrained at the time of the crash. Unrestrained passenger fatalities decreased 14.6 percent in 2012-2014 (292) compared with 2009-2011 (342). During this same period, unrestrained passenger serious injuries decreased by 18 percent (763 to 626).

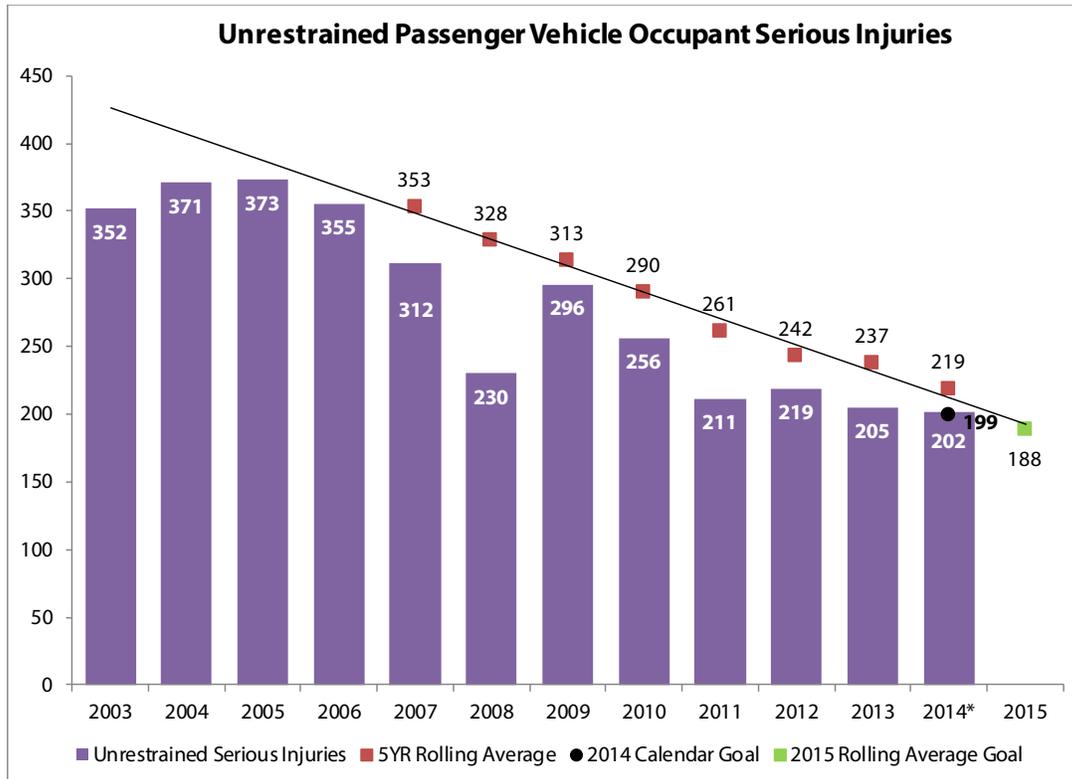
Performance Measures



Source: WA FARS

Outcome Measure: Reduce the five-year rolling average of unrestrained vehicle occupant fatalities to 77 by December 31, 2015.

Performance Report: In 2014, there were 106 unrestrained passenger fatalities, missing the HSP 2014 goal of 98 by 8.2 percent.



Outcome Measure: Reduce the five-year rolling average of unrestrained vehicle occupant serious injuries to 188 by December 31, 2015.

Performance Report: In 2014, there were 202 unrestrained passenger serious injuries, missing the HSP 2014 goal of 199 by 1.5 percent.

Projects

| Grant Recipient | Federal Project # | Program Manager | | | | | | | | | | | | | | |
|--|------------------------------|-----------------|--------------|------------------------------|----------------|------|----------|------|-----------|------|-------------|----|-----------------|-----|-------------------------------|------|
| Washington State Patrol | M1HVE 15 -01 | Angie Ward | | | | | | | | | | | | | | |
| <p>Project Description: The seat belt mobilization project funds overtime for WSP to participate in the statewide seat belt mobilization with the goal of increasing restraint use and reducing vehicle occupant fatalities and serious injuries. This grant works in concert with the local law enforcement agencies' project, M1HVE15-02, and is dependent upon the media support outlined in projects K2PM15-01, M1*PM15-01, and CP15-05.</p> <p>Results:</p> <table border="1"> <thead> <tr> <th>M1HVE 15 -01</th> <th>Statewide Click it Or Ticket</th> </tr> </thead> <tbody> <tr> <td>Overtime Hours</td> <td>1712</td> </tr> <tr> <td>Contacts</td> <td>4318</td> </tr> <tr> <td>Citations</td> <td>3233</td> </tr> <tr> <td>DUI Arrests</td> <td>13</td> </tr> <tr> <td>Speed Citations</td> <td>802</td> </tr> <tr> <td>Occupant Protection Citations</td> <td>1108</td> </tr> </tbody> </table> | | | M1HVE 15 -01 | Statewide Click it Or Ticket | Overtime Hours | 1712 | Contacts | 4318 | Citations | 3233 | DUI Arrests | 13 | Speed Citations | 802 | Occupant Protection Citations | 1108 |
| M1HVE 15 -01 | Statewide Click it Or Ticket | | | | | | | | | | | | | | | |
| Overtime Hours | 1712 | | | | | | | | | | | | | | | |
| Contacts | 4318 | | | | | | | | | | | | | | | |
| Citations | 3233 | | | | | | | | | | | | | | | |
| DUI Arrests | 13 | | | | | | | | | | | | | | | |
| Speed Citations | 802 | | | | | | | | | | | | | | | |
| Occupant Protection Citations | 1108 | | | | | | | | | | | | | | | |
| Fund Source | Amount Approved | Amount Expended | | | | | | | | | | | | | | |
| 405b | \$133,500 | \$108,555 | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | |
|--|------------------------------|----------------------------------|-------------------------------|-------------|------------------------------|----------------|------|----------|------|-----------|------|-------------|---|-----------------|-----|-------------------------------|------|
| Grant Recipient Washington Traffic Safety Commission | | Federal Project # M1HVE 15-02 | Program Manager Angie Ward | | | | | | | | | | | | | | |
| <p>Project Description: The seat belt mobilization project funds overtime for local law enforcement agencies to participate in the statewide seat belt mobilization with the goal of increasing restraint use and reducing vehicle occupant fatalities and serious injuries. This grant works in concert with the WSP Mobilization project, M1HVE15-01, and is dependent upon the media support outlined in projects K2PM15-01, M1*PM15-01, and CP15-05.</p> <p>Results:</p> <table border="1"> <tr> <td>M1HVE 15-02</td> <td>Statewide Click it Or Ticket</td> </tr> <tr> <td>Overtime Hours</td> <td>1523</td> </tr> <tr> <td>Contacts</td> <td>4747</td> </tr> <tr> <td>Citations</td> <td>3132</td> </tr> <tr> <td>DUI Arrests</td> <td>7</td> </tr> <tr> <td>Speed Citations</td> <td>586</td> </tr> <tr> <td>Occupant Protection Citations</td> <td>1047</td> </tr> </table> | | | | M1HVE 15-02 | Statewide Click it Or Ticket | Overtime Hours | 1523 | Contacts | 4747 | Citations | 3132 | DUI Arrests | 7 | Speed Citations | 586 | Occupant Protection Citations | 1047 |
| M1HVE 15-02 | Statewide Click it Or Ticket | | | | | | | | | | | | | | | | |
| Overtime Hours | 1523 | | | | | | | | | | | | | | | | |
| Contacts | 4747 | | | | | | | | | | | | | | | | |
| Citations | 3132 | | | | | | | | | | | | | | | | |
| DUI Arrests | 7 | | | | | | | | | | | | | | | | |
| Speed Citations | 586 | | | | | | | | | | | | | | | | |
| Occupant Protection Citations | 1047 | | | | | | | | | | | | | | | | |
| Fund Source 405b | Amount Approved \$130,000 | Amount Expended \$108,818 | | | | | | | | | | | | | | | |

| | | | |
|--|------------------------------|---|-----------------------------------|
| Grant Recipient WTSC | | Federal Project # K2PM15-01, M1*PM15-01 | Program Manager Erica Stineman |
| <p>Project Description: The communications goal for mobilizations is to reach our primary target demographic. As part of a proven strategy, this grant funded paid media as a component of the seat belt High Visibility Enforcement campaigns. Paid media includes TV, radio and online ads, and outdoor billboards.</p> <p>Results: An extensive buy plan was created and delivered by our media buyer contractor for the Click It or Ticket High Visibility Enforcement campaign as well as local patrols throughout the year. Buys included TV, radio, digital, and outdoor advertising.</p> | | | |
| Fund Source 402, 405b | Amount Approved \$321,062 | Amount Expended \$318,061 | |

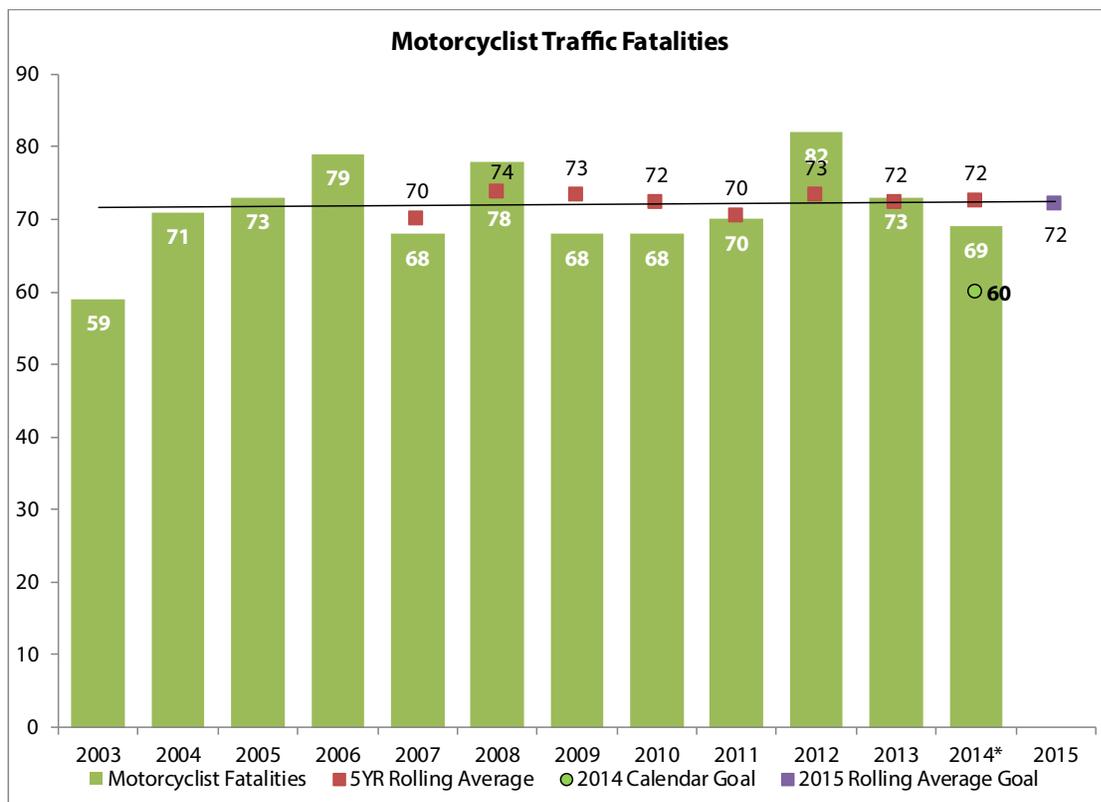
Motorcycles

Problem Statement

From 2012-2014, motorcyclist fatalities comprised 16.8 percent of statewide traffic fatalities. This represents an 8.7 percent increase in motorcyclist fatalities (224) from 2009-2011 (206). During this same time period, motorcyclist serious injuries decreased by 9.6 percent (1,230 to 1,112). From 2012-2014, 29.6 percent of fatal motorcyclists were alcohol impaired and 33.8 percent were drug positive.

(Note – Motorcycles are no longer the only person group who have higher drug impairment than alcohol. From 2012-2014, among non-motorcycle drivers, 30.7 percent were impaired by alcohol and 39.9 percent were impaired by drugs. Among motorcycle drivers, 29.6 percent were impaired by alcohol and 33.8 percent impaired by drugs).

Performance Measures

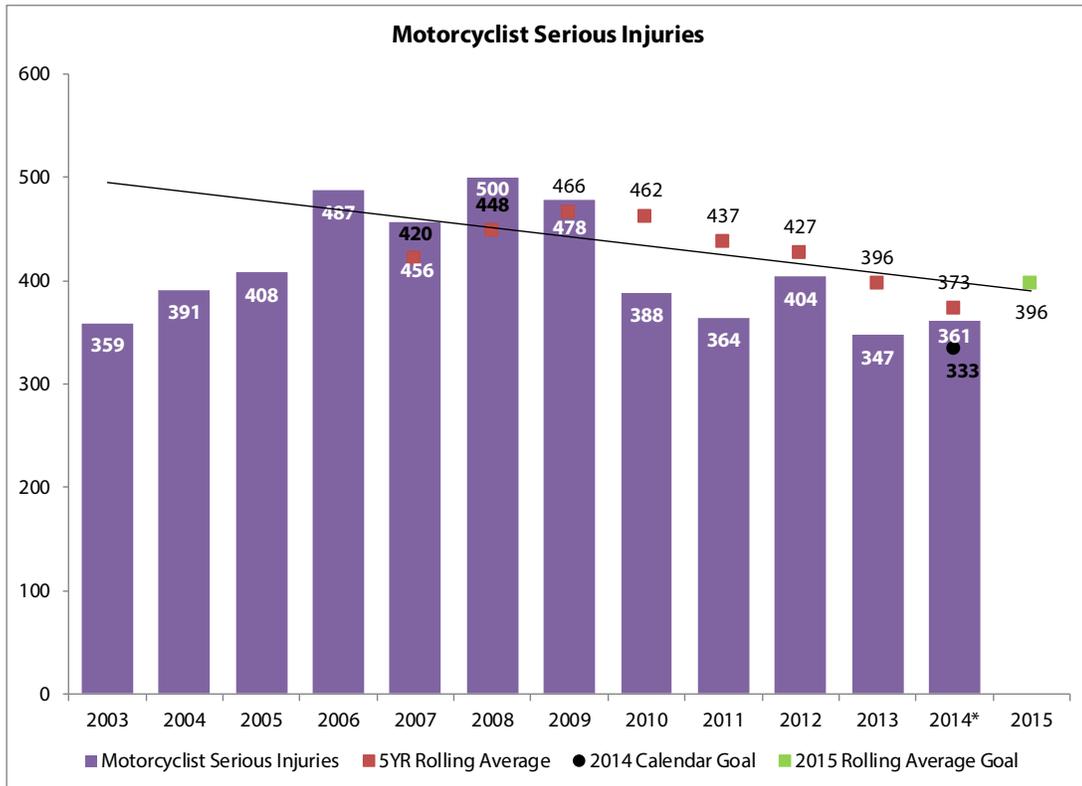


Source: WA FARS

Outcome Measure: Maintain the five-year rolling average of motorcyclist fatalities from the previous year (72) by December 31, 2015.

Performance Report: In 2014, there were 69 motorcyclist fatalities, missing the HSP 2014 goal of 60 by 15 percent. Among the motorcyclist fatalities, 4 were unhelmeted and 14 were unendorsed.

| Grant Recipient Bonney Lake Police Department | Federal Project # M1CPS15-01 | Program Manager MJ Haught |
|---|---------------------------------|------------------------------|
| <p>Project Description: Correct use of child restraints offers the best protection for vehicle child occupants. In 2012, among children under the age of 5 in vehicles, an estimated 284 lives were saved by child restraints. An additional 58 children could have lived if car seat use was 100 percent. Car seats reduce the risk of fatal injuries by 71 percent for infants and by 54 percent for toddlers in vehicles.</p> <p>The goals of Washington’s CPS Program:</p> <ol style="list-style-type: none"> 1. Maintain and support an active network of child restraint inspection stations. 2. Maintain a sufficient number of child passenger safety technicians (CPSTs). 3. Increase driver awareness and enforcement of Washington’s child restraint law. <p>CPS efforts focus on direct involvement by the project manager with the local CPS team leader network. This network of active safety advocates consists of 20 TZMs, 16 SafeKids Coalitions, and four local child passenger safety teams.</p> <p>Results: During the FFY 2014-2015 the following was offered:</p> <ul style="list-style-type: none"> • 2 Renewal courses; King and Pierce County; recertifying five technicians. • 11 Child Passenger Safety Technician (CPST) training courses were offered throughout Washington. • 87 participants to obtain car seat technician certification. <p>The CPST classes were held in the following counties: Clark, King, Kitsap, Pierce (3), Skagit, Snohomish, Spokane, Thurston and Yakima.</p> <p>With the above trainings, Washington currently has 422 nationally certified car seat technicians; 22 of which are certified instructors and 6 are technician proxy. This shows a slight decrease from 2013-2014 with 441.</p> <p>A grant process was made available to the local CPS team leaders to help address the uniqueness within their community. The following activities were supported by this grant process:</p> <ul style="list-style-type: none"> • CPS technician support \$47,538.52 Costs may include certification course, continuing education unit classes, instructors to conduct seat sign-offs, latch manuals, training seats and dolls. • Purchase of car/booster seats \$24,472.68 For distribution by donation and targeting families with a demonstrated financial need. • CPS messaging \$11,541.69 SafeRideNews fact sheets, banner with safety message. • Car seat inspection stations \$295.41 Styrofoam noodles, clipboards, storage bin for supplies, locking clips, signage. <p>Between October 1, 2014 and September 30, 2015, CPS technicians representing the 34 active teams in Washington reached their communities in 4,913 different child passenger safety events.</p> <ul style="list-style-type: none"> • 6,981 car seats were inspected • 1,882 seats provided to families in need • 74,732 people were reached with education • 50,437 pieces of educational material distributed <p>The Project Manager of Washington’s CPS program participated in 85 activities; reached 182,310 through various media outlets; and distributed 306 pieces of material.</p> | | |
| Fund Source 405b | Amount Approved \$264,500 | Amount Expended \$223,015 |



Source: WSDOT

Outcome Measure: Reduce the five-year rolling average of motorcyclist serious injuries to 396 by December 31, 2015.

Performance Report: In 2014, there were 361 motorcyclist serious injuries, missing the HSP 2014 goal of 333 by 8.4 percent.

Projects

| Grant Recipient Department of Licensing | Federal Project # M9MT15-01 | Program Manager Mark Medalen |
|---|--------------------------------|---------------------------------|
| <p>Project Description: DOL administers the Washington Motorcycle Safety Program responsible for providing rider training and education programs throughout the state to increase motorcycle safety on Washington's roads. Training and motorist awareness programs are implemented following the NHTSA recommendations and funding eligibility.</p> <p>Results from DOL's Final Report:</p> <p>Project 1: Instructor Prep, Updates, and Oversight</p> <p>The goal of this project was to increase rider training and endorsement by training new instructors, and ensuring the quality and consistency of training by providing continuing education and monitoring of instructor performance throughout the state.</p> <p>During the grant year, we were able to successfully train 18 new instructors who went on to earn their instructor certification and have already begun teaching courses. Our data shows us that in:</p> <ul style="list-style-type: none"> ○ January - September 2014, we trained 13,882 students ○ January - September 2015, we trained 14,353 students <p>This is an increase of 471 students or 3% in 2015. Recent surveys of other state's training totals for 2014 compared to 2015 are showing more often a decrease in the number of students trained this year while we have seen an increase.</p> <p>During our instructor updates, we provided continuing education on a variety of motorcycle training and testing topics to 197 of our instructors. The surveys completed after the updates showed:</p> <ul style="list-style-type: none"> ○ 92% of attendees found that the update content and information helped improve their understanding/abilities, and ○ 94% of attendees felt the update was valuable for them. <p>We completed Quality Assurance Visits (QAVs) at 5 training school locations on 10 instructors during the grant period. Although we hoped to complete QAVs at all 13 of our training providers, changes in program staffing, other activities, and contractor training schedules prevented us from getting to every location. However, the QAVs we did complete provided us with great insight into the training and testing being provided across the state and we were impressed with the quality of training and testing. We were also able to gather ideas of areas to provide additional training and clarity to our instructors to further improve training and testing. CONTINUED ON NEXT PAGE</p> | | |
| Fund Source MAP 21 405f | Amount Approved \$89,800 | Amount Expended \$53,855 |

| Grant Recipient Department of Licensing | Federal Project # M9MT15-01 (cont'd) | Program Manager Mark Medalen |
|--|---|---------------------------------|
| <p>Project 2: Young Riders Video</p> <p>The goal of this project was to decrease fatalities and accidents for young riders and increase the number of endorsed riders in this age category. We were excited that the final product was done in such a way that it will reach all riders, not just young riders, hopefully expanding the impact further than we originally thought. The video and 2 short PSAs were completed and released on September 30, 2015. We will monitor fatality data and training numbers over the coming years to see what impact the video and messaging had on the riding community. It is currently too early to review this data for impact evaluation.</p> <p>https://www.youtube.com/watch?v=v3Heulalu7A&feature=youtu.be&list=PLuNmXnQs8K_joHV04c7Uu8fuxWKhMpYh5</p> <p>Project 3: SMSA Conference</p> <p>The goal of this project was to connect and collaborate with other state motorcycle safety programs and the SMSA organization to improve the WA Motorcycle Safety Program and rider safety. Although we faced some unexpected challenges with this project during the grant period due to conference scheduling, I strongly believe that we were able to accomplish our goal with our adjusted project plan. We were able to send one of our program staff to a specialized train-the-trainer course with a national curriculum provider where they completed a grueling 2-week training program with individuals from many other state training programs. Our staffer was then able to come back to our program and suggest and implement changes and best practices for our state to improve the training we are providing to instructors and that our instructors provide to students.</p> <p>Project 4: Training Video</p> <p>The goal of this project was to increase motorist awareness of motorcycles and decrease the number of motorist-caused motorcycle crashes and fatalities. We have been very excited to see that many of the driver training programs throughout Washington have adopted the training video and materials for use in their driver training curriculum, as well the video is being utilized in many other states and countries. Although originally made for use in Washington, the messaging is important and relevant for all drivers regardless of their location. In today's world where people are so mobile between states and countries, there is great benefit to drivers everywhere getting the message. You never know when someone will end up as a driver on Washington roadways.</p> <p>Link to video file: http://www.youtube.com/watch?v=b3T7u4ZJ1Y Link to companion learning materials: http://www.dol.wa.gov/business/drivertraining/dtresources.html</p> | | |
| Fund Source MAP 21 405f | Amount Approved \$89,800 | Amount Expended \$53,855 |

| | | |
|--|--------------------------------------|---|
| <p>Grant Recipient Washington Traffic Safety Commission</p> | <p>Federal Project # MC15-02</p> | <p>Program Manager Mark Medalen</p> |
| <p>Project Description: This grant will follow the data and address those motorcycle safety issues and crash-contributing factors not covered by NHTSA 2010 funding regulations in MAP-21. These issues include impaired riding, speeding, rider awareness, and messaging addressed through a high visibility enforcement (HVE) project in Pierce, King, and Snohomish counties, which includes education (program branding and messages) combined with law enforcement patrols. This report covers the law enforcement section of the HVE. The media buy and messaging report of this HVE campaign is included in the Paid Media section of this annual report.</p> <p>Results: Purchased media including billboards, live radio reads, and social media ads accompanied the high visibility enforcement (HVE) in July and August of 2015 in Pierce, King, and Snohomish counties. A news release was distributed to media outlets gaining good coverage for the patrols. A successful kickoff event was held at Hinshaw’s Motorcycle Store in Auburn where traffic safety professionals, law enforcement officers, and citizens gathered to discuss motorcycle safety issues.</p> <p>Overtime patrols occurred July 31-August 16, 2015. Patrol locations followed data maps that were created and distributed showing the fatal and serious injury motorcycle crashes in the three counties from 2010-2014. The three counties saw a combined total of 22 law enforcement agencies including Washington State Patrol (WSP) participate in the motorcycle safety enforcement. Snohomish (5), King (9), and Pierce (8). The stats are still being collected and Emphasis Patrol Activity Logs are available in this file, but preliminary results show traffic stops of both motorcycles and other motor vehicles for infractions/citations including speeding, impaired driving, reckless driving, equipment violations, seatbelts, and texting/cell phone usage. Citations were also written for no valid driver license, driving while license suspended, no motorcycle license endorsement, and no insurance. Motorcycles and motor vehicles were also impounded.</p> <p>The “It’s A Fine Line” campaign continues to gain social media followers online. The CMA performance reports show the growth each month where we are expanding our audience. The law enforcement campaign saw an increase in driver and rider awareness. Serious injury and fatality data for motorcycle riders in the three counties for July and August will be available in a month or two. We hope the education and enforcement had an impact and reduced crashes.</p> | | |
| <p>Fund Source 402</p> | <p>Amount Approved 100,000</p> | <p>Amount Expended \$70,747</p> |

Pedestrians & Bicycles

Problem Statement

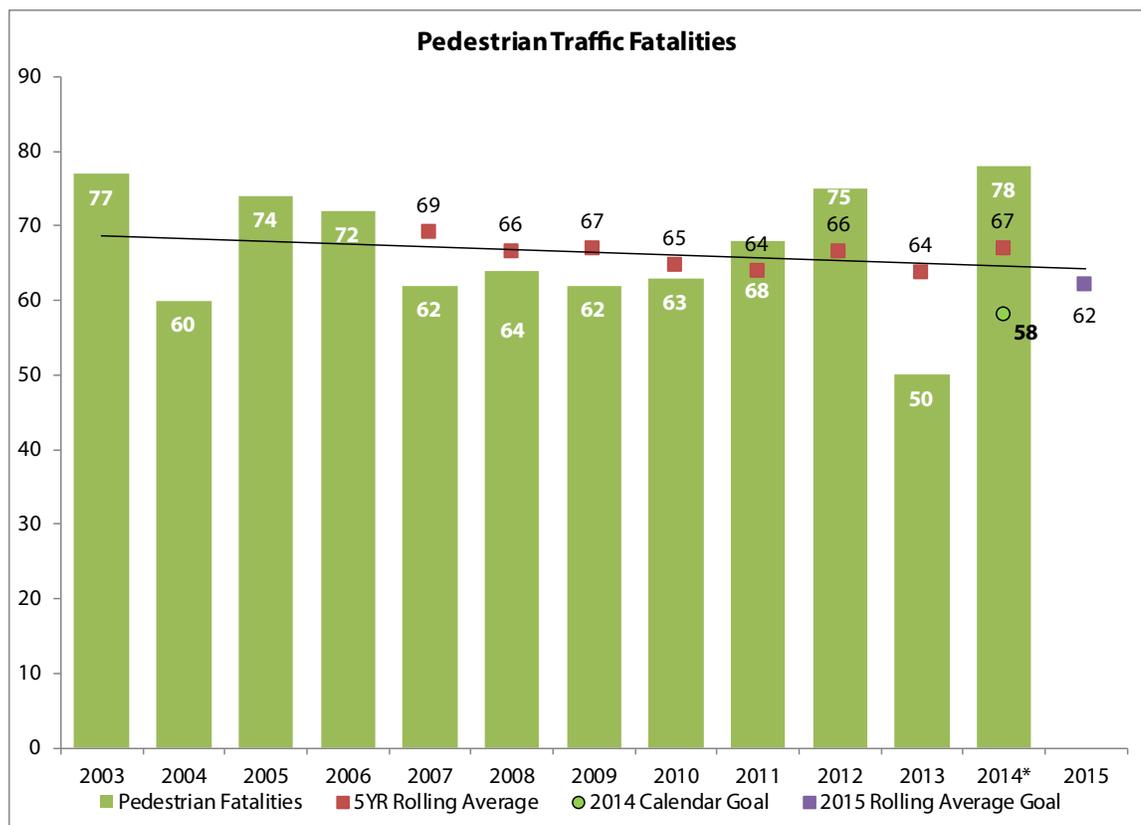
-Pedestrians-

From 2012-2014, pedestrians comprised 15.2 percent of statewide traffic fatalities. This represents a 5.2 percent increase in pedestrian fatalities (203) from 2009-2011 (193). During this same time period, pedestrian serious injuries increased by 3.9 percent (903 to 869).

-Bicycles-

From 2012-2014, bicyclists comprised 2.3 percent of statewide traffic fatalities. This represents a 15.4 percent increase in bicyclist fatalities (30) from 2009-2011 (26). During this same time period, bicyclist serious injuries decreased by 13.8 percent (341 to 294).

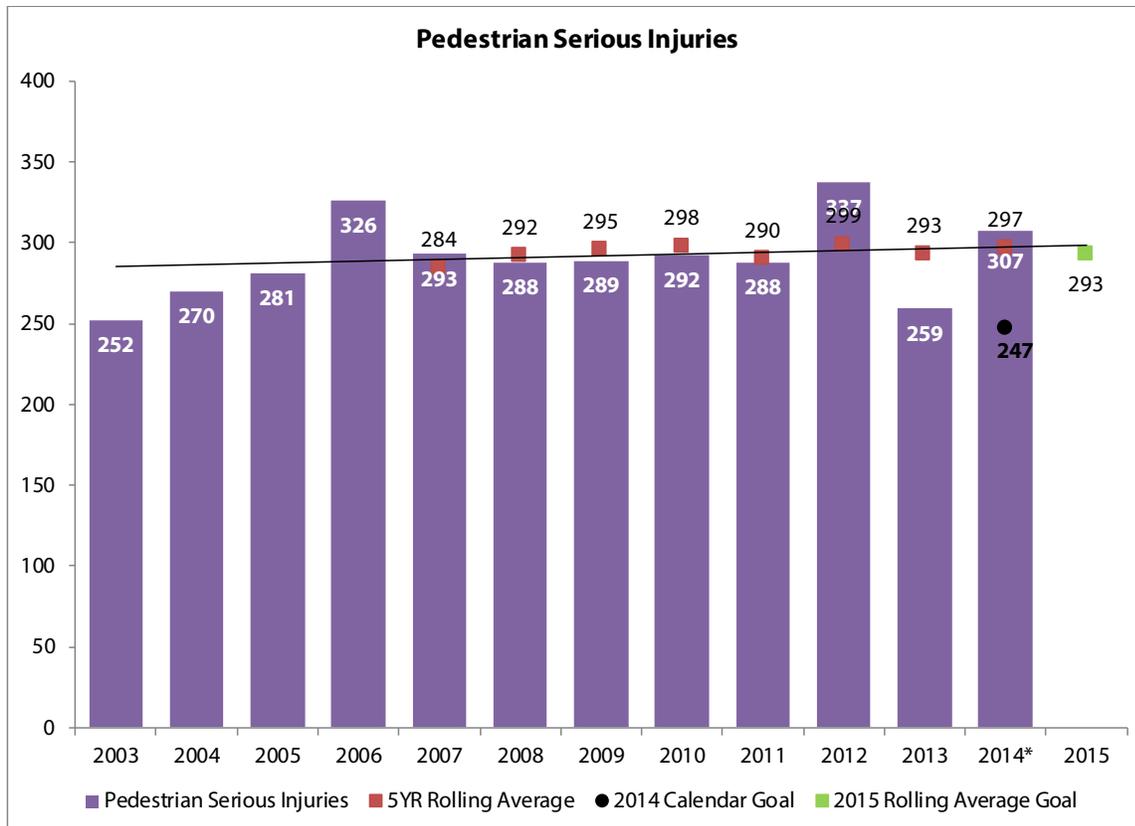
Performance Measures



Source: WA FARS

Outcome Measure: Reduce the five-year rolling average of pedestrian fatalities to 62 by December 31, 2015.

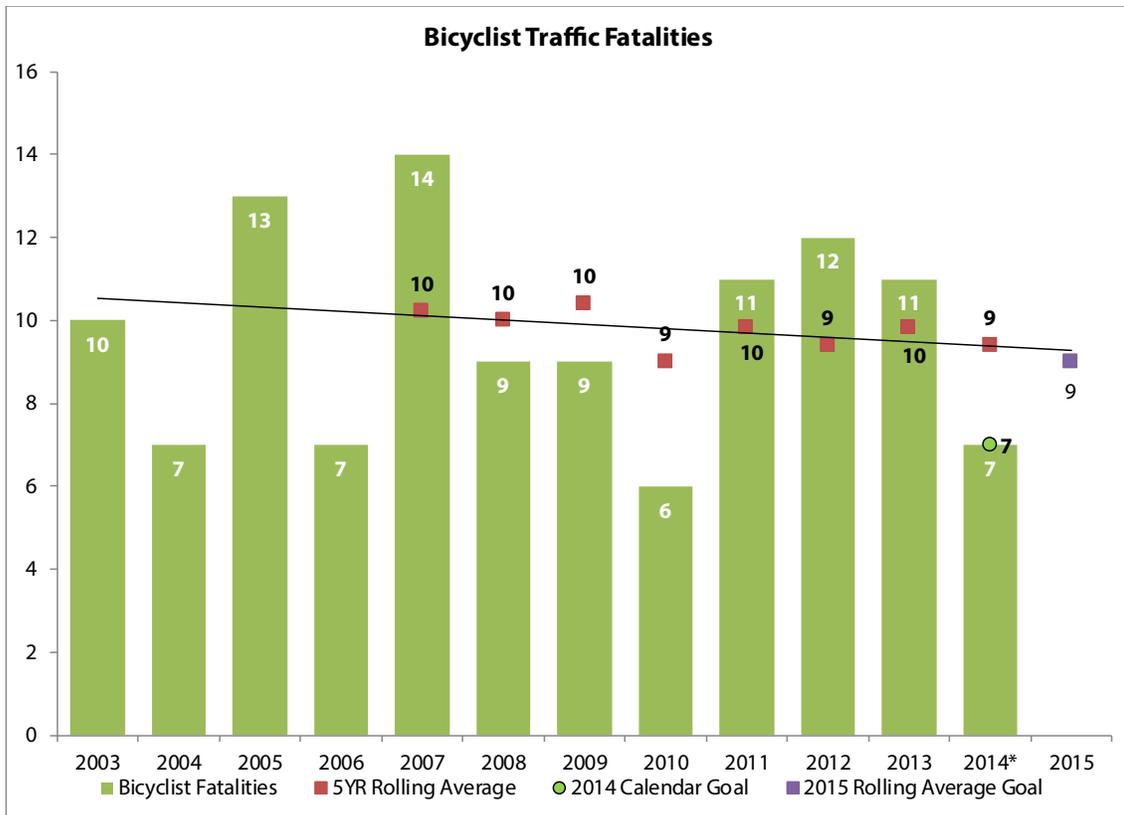
Performance Report: In 2014, there were 78 pedestrian fatalities, missing the HSP 2014 goal of 58 by 34.5 percent.



Source: WSDOT

Outcome Measure: Reduce the five-year rolling average of pedestrian serious injuries to 293 by December 31, 2015.

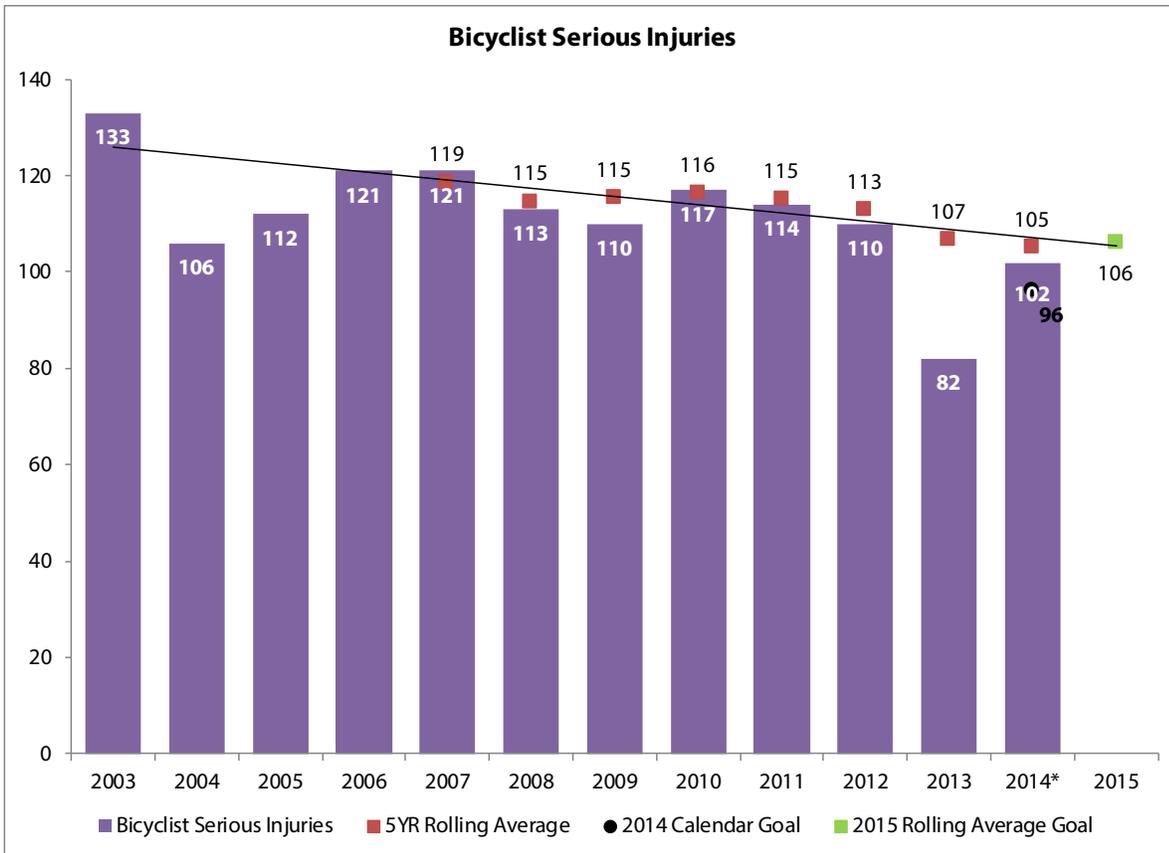
Performance Report: In 2014, there were 307 serious injuries, missing the HSP 2014 goal of 247 by 24.3 percent.



Source: WA FARS

Outcome Measure: Maintain the five-year rolling average of bicyclist fatalities from the previous year (9) by December 31, 2015.

Performance Report: In 2014, there were 7 bicyclist fatalities, achieving the HSP 2014 goal of 7.



Source: WSDOT

Outcome Measure: Reduce the five-year rolling average of bicyclist serious injuries to 106 by December 31, 2015.

Performance Report: In 2014, there were 102 bicyclist serious injuries, missing the HSP 2014 goal of 96 by 6.3 percent.

Projects

| Grant Recipient Seattle Department of Transportation | Federal Project # PS15-02 | Program Manager MJ Haught |
|--|------------------------------|------------------------------|
| <p>Project Description: The Seattle Department of Transportation (SDOT) implemented the proven strategy of Pedestrian Safety Zones combining education, enforcement, and engineering countermeasures with locations based on data. Building on the work done during FFY2014 and using a data-driven approach, the focus of this year's work was to improve safety in pedestrian safety zones by reaching out to two targeted groups: older pedestrians (age 50 plus) and impaired pedestrians.</p> <p>Results: The results included extensive media outreach, in-person outreach, and enforcement activities in our pedestrian safety zones.</p> <p>SDOT and their consultant team partnered with AARP Seattle and the KOMO media family to develop public service announcements (PSA) related to pedestrian safety. This partnership included a wide range of media formats that allowed messaging to be distributed through the following mechanisms:</p> <ul style="list-style-type: none"> • Traditional television – KOMO TV, Univision • Radio – KOMO AM 1000, KPLZ-FM, KVI-AM • Online – komonews.com, KOMO Facebook, SDOT Blog, www.seattle.gov/transportation/ <p>This partnership included support from KOMO TV's traffic reporter Paris Jackson, as well as on-air talent from Univision for the Spanish language version television spots. The PSAs for television and radio were filmed and recorded in August 2015.</p> <p>The KOMO TV public service announcements can be viewed on the SDOT YouTube channel:</p> <ul style="list-style-type: none"> • PSA#1 - https://www.youtube.com/watch?v=Yll35bJ5LPU • PSA#2 - https://www.youtube.com/watch?v=Me7wbxUkPQc <p>SDOT was able to reach many people in Seattle and across the region with these PSAs. Estimates for reach include:</p> <ul style="list-style-type: none"> • More than 2 million television impressions through KOMO TV • 500,000 television impressions through the Spanish language version that aired on Univision • 400,000+ impressions through radio outlets • 1.85 million online impressions via komonews.com <p>Outreach to deter collisions involving impaired pedestrians was a joint venture between SDOT and the Seattle Police Department (SPD). SDOT and SPD distributed coasters with impairment messaging to nightlife hotspots.</p> <p>The Seattle Police Department supported outreach efforts with pedestrian safety emphasis patrols and DUI emphasis patrols. Patrols included a mix of sustained enforcement activities in pedestrian safety zones as well as high visibility enforcement patrols. To help maximize our outreach efforts around enforcements, they used their network of 24 dynamic message signs to alert the public. SDOT estimates that these signs reach a minimum of 300,000 people per day when they are active. The signs would display messages like "Extra DUI patrols on Now" or "Pedestrian Safety Patrols – Rainier Ave S – tomorrow".</p> | | |
| Fund Source 402 | Amount Approved \$65,000 | Amount Expended \$37,482 |

| | | |
|---|------------------------------|------------------------------|
| Grant Recipient Snohomish County | Federal Project # PS15-03 | Program Manager MJ Haught |
| <p>Project Description: The Snohomish County DUI & Target Zero Task Force will use the funds to implement the proven strategy of Pedestrian Safety Zones, combining education, enforcement, and engineering countermeasures with locations based on data. These funds will be used for law enforcement overtime and educational materials supporting the enforcement.</p> <p>Results: Due to the grant recipient's Project Manager separation from service, Snohomish County relinquished the funding before the fiscal year began.</p> | | |
| Fund Source 402 | Amount Approved \$50,000 | Amount Expended \$0 |

| | | |
|--|------------------------------|------------------------------|
| Cooper Jones Committee | Federal Project # PS15-04 | Program Manager MJ Haught |
| <p>Project Description: Funds are made available in cooperation with stakeholders and independent representatives to promote bicycle and pedestrian safety, meeting the requirement of RCW 43.59.150.</p> | | |
| Fund Source 402 | Amount Approved \$2,000 | Amount Expended \$504 |

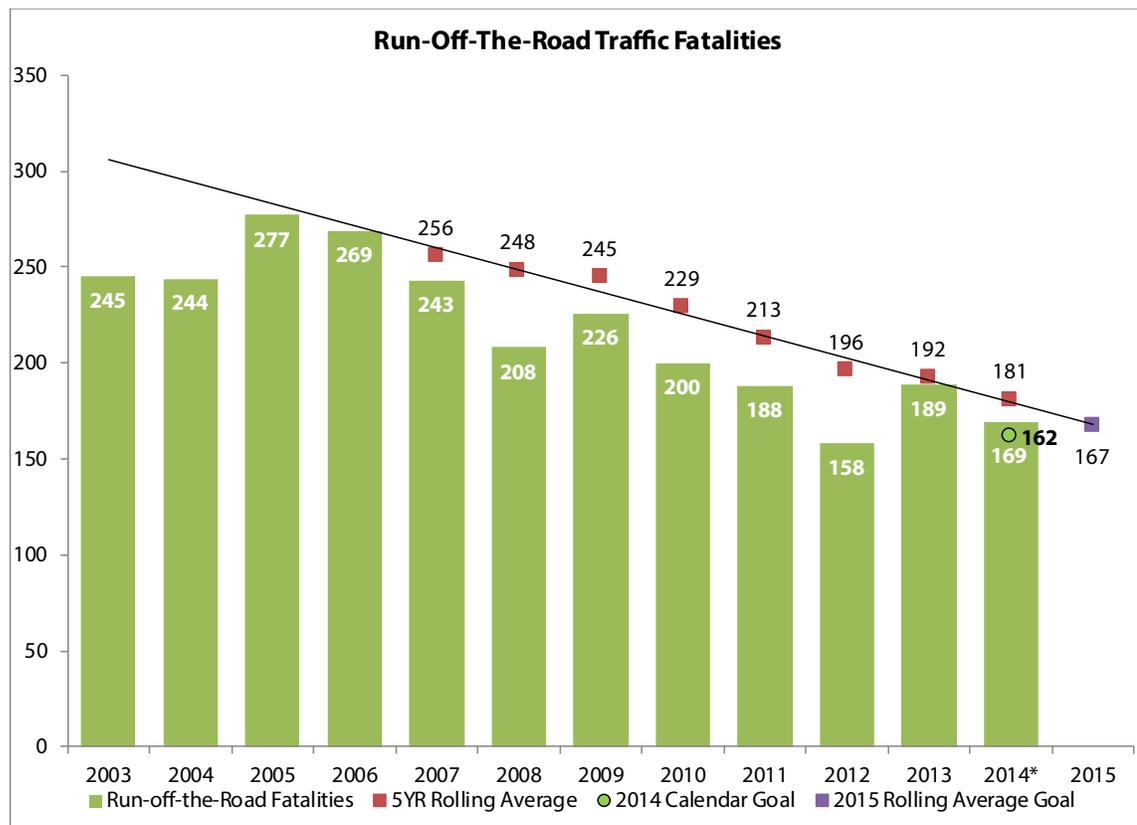
Roadway & Engineering

Problem Statement

From 2012-2014, 38.6 percent of traffic fatalities and 28.5 percent of serious injuries involved a run-off-the-road event. Run-off-the-road fatalities decreased by 16 percent compared to 2009-2011 (614 to 516). During this same time period, run-off-the-road serious injuries decreased by 19.2 percent (2,159 to 1,745).

From 2012-2014, 20.7 percent of traffic fatalities and 34.7 percent of serious injuries were intersection related. Intersection related fatalities decreased 4.8 percent compared to 2009-2011 (290 to 276). During this same time period, intersection related serious injuries decreased by 14.1 percent (2,474 to 2,125).

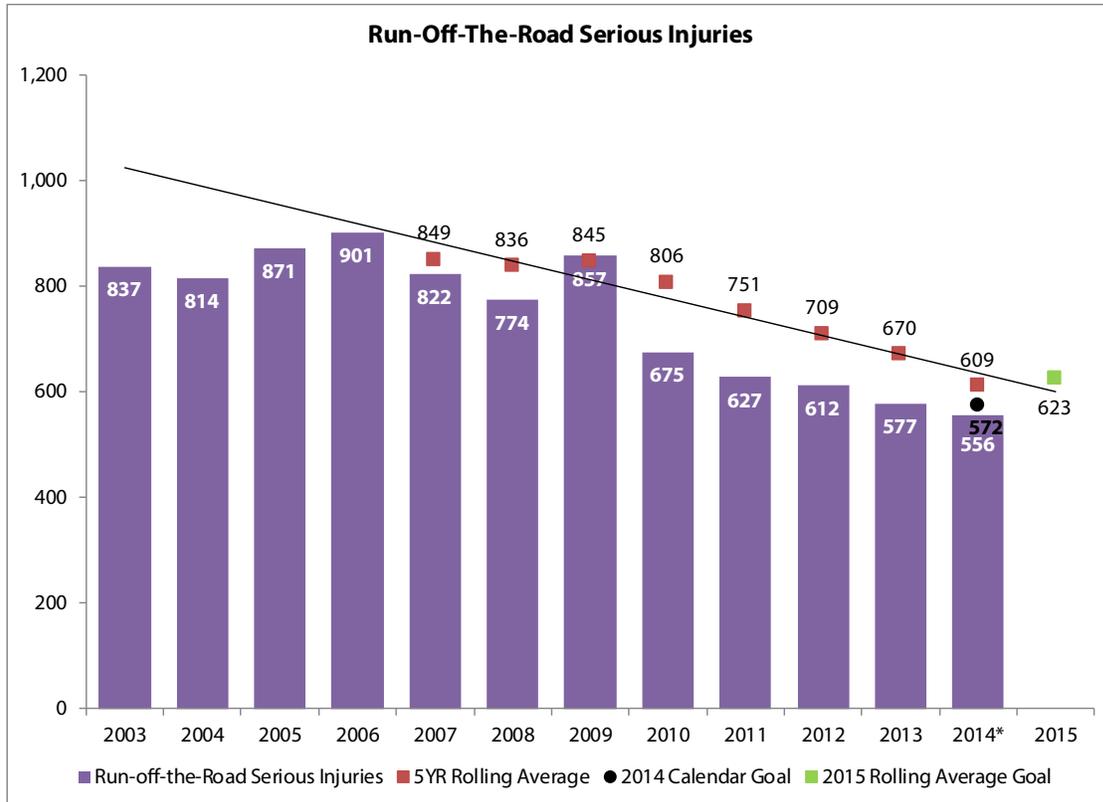
Performance Measures



Source: WA FARS

Outcome Measure: Reduce the five-year rolling average of run-off-the-road fatalities to 167 by December 31, 2015.

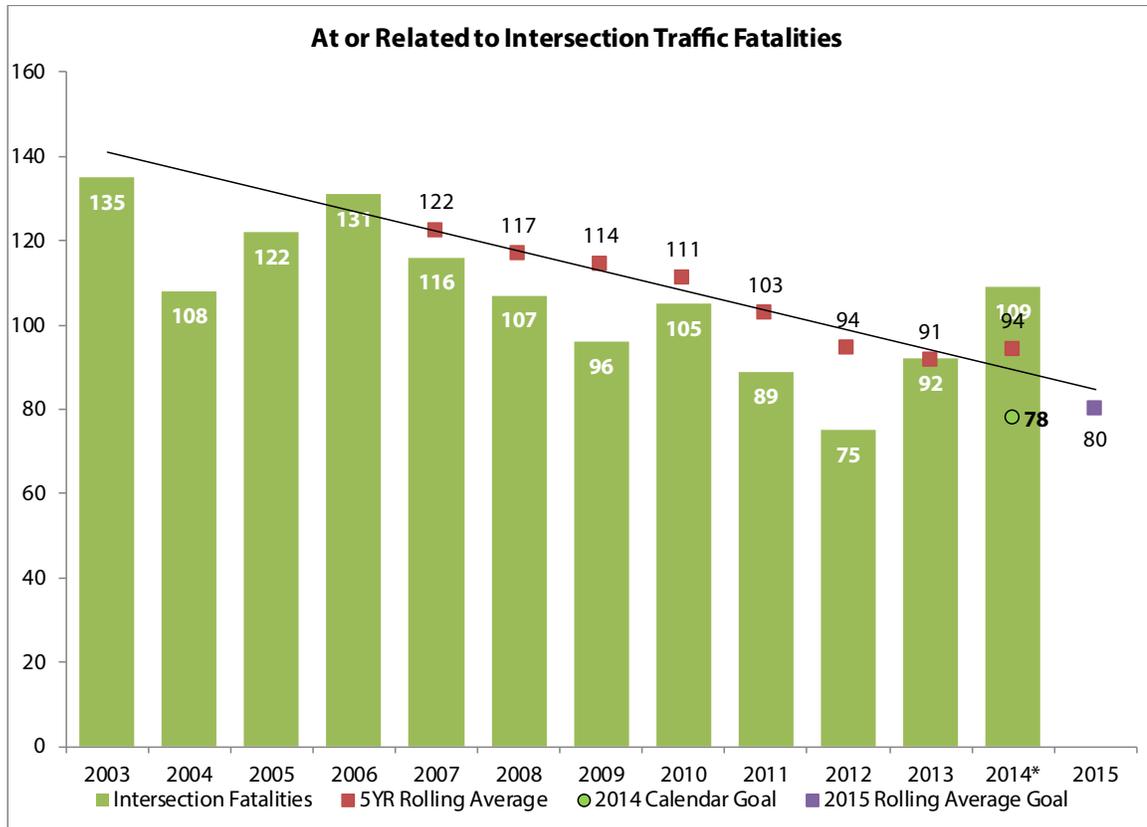
Performance Report: In 2014, there were 169 run-off-the-road fatalities, missing the HSP 2014 goal of 162 by 4.3 percent.



Source: WSDOT

Outcome Measure: Reduce the five-year rolling average of run-off-the-road serious injuries to 623 by December 31, 2015.

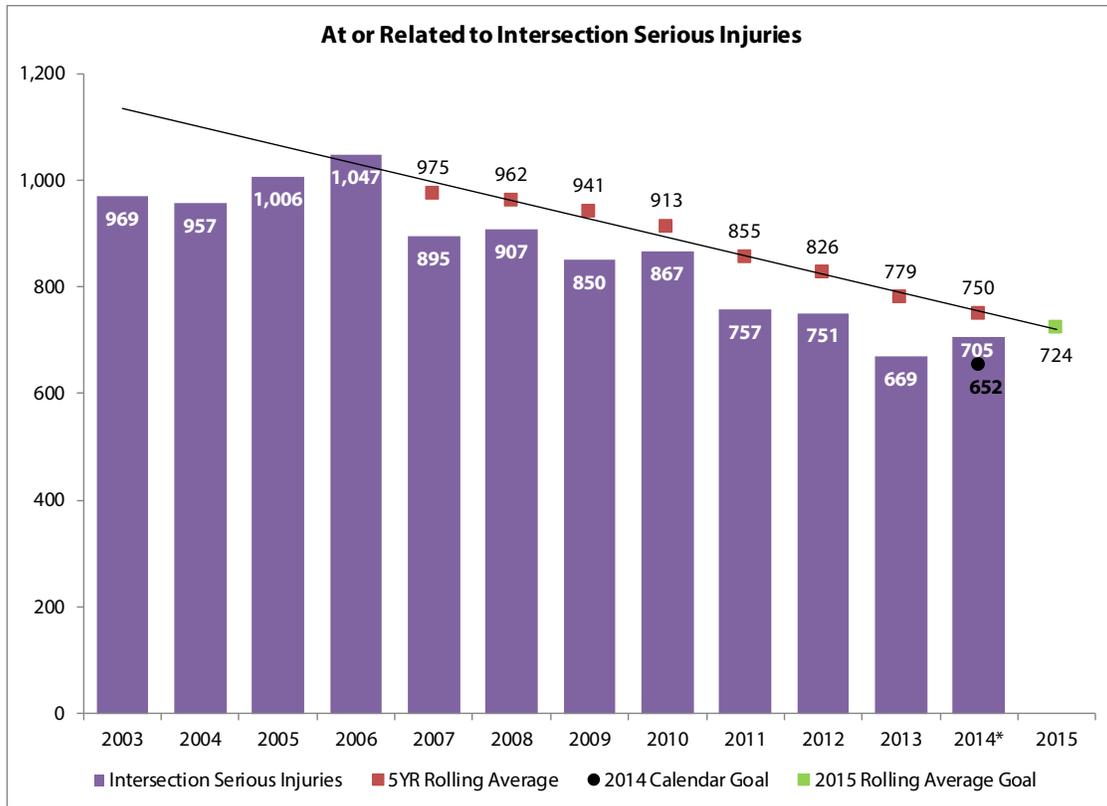
Performance Report: In 2014, there were 556 run-off-the-road serious injuries, achieving the HSP 2014 goal of 552 by 2.8 percent.



Source: WA FARS

Outcome Measure: Reduce the five-year rolling average of intersection-related fatalities to 80 by December 31, 2015.

Performance Report: In 2014, there were 109 intersection-related fatalities, missing the HSP 2014 goal of 78 by 39.7 percent.



Source: WSDOT

Outcome Measure: Reduce the five-year rolling average of intersection-related serious injuries to 724 by December 31, 2015.

Performance Report: In 2014, there were 705 intersection-related serious injuries, missing the HSP 2014 goal of 652 by 8.1 percent.

Projects

| | | |
|---|---------------------------------|---------------------------------|
| Grant Recipient Washington State Department of Transportation | Federal Project # 164HE15-01 | Program Manager Mark Medalen |
| <p>Project Description: This grant funds critical traffic safety engineering projects carried out by the WSDOT. Individual projects selected for this funding address high-priority roadway problems to improve safety and reduce traffic fatalities and serious injuries. Current projects include interchange improvements at US2/Bickford Avenue and SR 195/Spokane-Cheney Road.</p> <p>Results: Results can be viewed in the Construction Status Report on the following pages.</p> | | |
| Fund Source 164HE | Amount Approved \$9,161,405 | Amount Expended \$8,769,170 |

Construction Status Report

PIN: 619509K Title: US 195/Cheney-Spokane Rd – New Interchange

REGION
Eastern

PROJECT ENGINEER
Chad Simonson

CURRENT PROJECT PHASE
Construction

PROJECT DESCRIPTION

A number of severe collisions have occurred at the intersection of US 195 and Cheney-Spokane Road. Constructing a new interchange will enhance safety by reducing the number of severe collisions at this intersection.

| BUDGET COMPARISON (\$ in Thousands) | | | | | | | | |
|-------------------------------------|---------------|--------------------|----------------------|----------------|----------------------|--------------------|----------------------|----------------|
| 13-15 Project Budget | | | | | Total Project Budget | | | |
| Phase | Delivery Plan | Last Approved LAPR | Current Plan CURR-DM | LAPR – CURR-DM | Delivery Plan | Last Approved LAPR | Current Plan CURR-DM | LAPR – CURR-DM |
| PE | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| RW | \$0 | \$626 | \$626 | \$0 | \$0 | \$626 | \$626 | \$0 |
| CN | \$6,762 | \$6,392 | \$6,392 | \$0 | \$7,048 | \$6,679 | \$6,679 | \$0 |
| Total | \$6,762 | \$7,019 | \$7,019 | \$0 | \$7,048 | \$7,305 | \$7,305 | \$0 |

Note: Highlight increases over the Last Approved amount(s) with **red text**. Positive amounts indicate an increase in cost.

| SCHEDULE COMPARISON | | | | |
|---|---------------|----------|----------|----------------|
| Milestone | Delivery Plan | LAPR | CURR-DM | Attained |
| Ad | Sep 2012 | Sep 2012 | Sep 2012 | On time |
| OC | Aug 2014 | Aug 2014 | May 2014 | 3 months early |
| . | | | | |
| <i>Note: Highlight an increase over the Last Approved dates with red text. Positive numbers indicate a delay.</i> | | | | |
| SUMMARY OF PROJECT HIGHLIGHTS | | | | |

DESIGN STRATEGIES & ELEMENTS:

Section 164 funds were used to design and buy right of way for a new interchange at the junction of US 195 and Cheney-Spokane Road in the City of Spokane. Additionally \$2.5 million of Section 164 funds were used in FFY13 in the construction phase. WSDOT provided additional funds (federal HSIP and state MVA) to complete the funding of the construction phase.

BUDGET:

The only remaining original Section 164 funds are in the right of way phase. LAPR and current plan reflect \$613K in Section 164 funds to complete two parcels that were in condemnation as of the start of the biennium. One parcel has been settled and \$342K of Section 164 funds have been expended this biennium. The increase in LAPR from the Delivery Plan was to provide funds for construction risks on the project. The risks are in the earthwork quantities in the plans not being sufficient, leaving the project in a borrow situation that was unforeseen.

In May 2015 as part of the increase in the construction phase, prior 2013-15 CN expenditures were converted to Section 164 as requested by Firas Makhoul. To date, \$4,862,615 has been spent in the 13-15 biennium in the CN phase. These funds are not tied to an agreement.

SCHEDULE:

The new interchange was opened to traffic on May 23, 2014. The southbound on-ramp was opened to traffic on July 7, 2014. We are still actively pursuing resolution of the one remaining right of way parcel but it is not known when this will ultimately be resolved. In construction the project office is looking at requests for additional payments and determining the risk level in order to resolve outstanding issues particularly involving earthwork quantities.

Community Programs

Problem Statement Local Programs

The TZM network is guided by local task forces represented (ideally) by engineering, enforcement, emergency medical services, as well as community stakeholders and organizations with an interest in traffic safety. These 17 managers' task forces are charged with coordinating traffic safety programs (grants) at the local level while keeping a pulse on data, trends, and activities.

The goal of the Target Zero Task Force program is to reduce fatality and serious injury collisions through the implementation of the Target Zero best practices and proven strategies, utilizing the TZM model as the primary delivery mechanism.

Tribes

The 29 federally-recognized tribes within Washington borders are sovereign nations. Each tribe has its own sets of codified laws, including those pertaining to traffic safety, and its own court system.

In the early 2000s, the traffic fatality rate for Native Americans was 2.4 times higher than for non-Native Americans. In the 2010 Target Zero Plan, the rate had risen to 3.3 times higher. In the current Target Zero Plan, the rate continued to climb to the current rate of 3.9 times higher.

Unfortunately, significant data gaps exist, making it difficult to analyze information specific to reservations in Washington. Data serves as the critical link in identifying safety problems, selecting appropriate countermeasures, and evaluating performance. Without data, traffic safety and roadway engineering-related statistical analysis is difficult. Incomplete data also makes it more difficult for tribes to compete for safety funding and justify need.

Projects

Local Community Implementation

| Grant Recipient Target Zero Task Forces | Federal Project # CP15-03 | Program Manager Edica Esqueda |
|--|------------------------------|----------------------------------|
| <p>Project Description: Traffic safety projects are most effective when planned, coordinated, and led by community-based advocates. The WTSC funds 17 local community-based Target Zero Traffic Safety Task Force Managers to implement the strategies for this project. These positions help coordinate projects that cover 95 percent of the state's population. Activities consist of educational outreach, law enforcement coordination during periods of high visibility enforcement, and many other traffic safety related work activities. Each area of the state has measures of performance tailored to local conditions and ultimately tie into the overall outcome measures of reductions in fatalities and serious injuries.</p> <p>Results: The key indicators of performance for the local task forces are the overall outcome measures listed in the other program sections of the Annual Report.</p> | | |
| Fund Source 402 | Amount Approved \$450,000 | Amount Expended \$426,331 |

| | | |
|--|------------------------------|----------------------------------|
| Grant Recipient Law Enforcement Liaisons (LEL) | Federal Project # PT15-04 | Program Manager Edica Esqueda |
| <p>Project Description: The LEL program provides an opportunity for state and local organizations to develop and implement statewide initiatives focusing on traffic safety education and law enforcement relating to Target Zero. This grant supports the goal of the LEL program to enable constant communication between WTSC, TZMs, and the local law enforcement community. The program is measured by the effectiveness of the LEL to maximize officer commitment and effectiveness during high visibility enforcement efforts and other activities.</p> <p>Results: In 2015, there were 19 LELs covering over 90 percent of the state’s population. While working in partnership with the TZMs, the LELs assisted in the implementation of the emphasis patrol performance metric and many LELs coordinated the briefings for the seat belt and DUI emphasis patrols. LELs also organized national Click it or Ticket and Drive Sober or Get Pulled Over mobilizations in the absence of a Target Zero Manager.</p> | | |
| Fund Source 402 | Amount Approved \$25,000 | Amount Expended \$15,718 |

Tribal Projects

| | | |
|---|------------------------------|------------------------------|
| Grant Recipient Sauk-Suiattle | Federal Project # CP15-04 | Program Manager MJ Haught |
| <p>Project Description: The Sauk-Suiattle Indian Tribal Police Department, which has the state’s full authority to enforce traffic laws, will use the funds to combat the tribe’s unlicensed driver problem by providing scholarships for young drivers to attend driver education, and providing scholarships for driver education to all ages of drivers as part of the tribal court's deferred prosecution process. Funds will be used for printers and scanners for tribal police to use SECTOR on traffic stops of tribal and non-tribal members, and for public education on enforcement, primarily impaired driving.</p> <p>Results: Due to the grant recipient’s Project Manager separating from service, no funds were expended.</p> | | |
| Fund Source 402 | Amount Approved \$13,000 | Amount Expended \$0 |

| | | |
|--|---|--------------------------------------|
| <p>Grant Recipient Urban Planning Programs, Eastern Washington University</p> | <p>Federal Project # M1*CP15-02</p> | <p>Program Manager MJ Haught</p> |
| <p>Project Description:</p> <p>This is a pilot project on six reservations, with an overarching goal to encourage tribal elected leaders, government staff, and the public to interweave a traffic-safety culture into their community culture. The traffic safety focus will be on behavioral aspects within the framework of Target Zero. Other goals include:</p> <ul style="list-style-type: none"> • Strengthen relationships between the six reservations and the Washington Traffic Safety Commission (WTSC) and its Tribal Traffic Safety Advisory Board (TTSAB). • Encourage using Target Zero’s data-driven approach to setting priorities and implementing Target Zero’s proven strategies (preferred) and recommended strategies. • Encourage tribal leaders to either pass traffic safety ordinances/codes or adopt Washington traffic safety codes. • Encourage tribal leaders, government staff, and law enforcement to educate people who use the roadways about traffic safety and enforce traffic safety ordinances/codes. • Encourage the reservations to develop, if it does not exist, or improve, if needed, a system for gathering, utilizing, and sharing traffic collision data involving deaths and serious injuries. <p>Results: Eastern Washington University Tribal Planning Programs reached all the goals of the project, and in some cases, exceeded WTSC hopes. EWU completed a Tribal Traffic Safety Assessment demonstration project with six tribes in the State of Washington to assess traffic safety and support tribal development of data-driven safety planning following the Target Zero planning process. Three EWU faculty and four students completed GIS and community data analysis, reviewed safety literature and carried out interactive, field-based research and presentations to six tribes. GIS analysis of Washington State DOT crash data was used to create maps of all crashes, serious injury crashes, and fatal crashes on reservations and within a five-mile buffer for each year from 2010-2014. Contributing factors were used to set priorities for safety based on each tribe’s specific crash data.</p> <p>Centered on these priorities, we completed an assessment of each reservation’s safety related programs, codes, roads, and practices; and developed a model that incorporates the complexity of each tribal government, community, tribal history and culture. The tribal codes were analyzed for each tribe, along with relevant sections of the Washington State traffic safety codes to relate to Target Zero priorities under tribal priorities.</p> <p>Many tribal leaders and staff responded to the data-driven research by recognizing the need for traffic safety leadership across the reservation. This effort complemented existing tribal transportation safety efforts through coordinated data-driven strategic action.</p> <p>The EWU team landed several key speaking engagements such as Affiliated Tribes of Northwest Indians, which holds regional legislative conventions of tribal elected officials, and the National Tribal Transportation Conference. This project has received significant attention in national Indian Country.</p> | | |
| <p>Fund Source 402</p> | <p>Amount Approved \$100,862</p> | <p>Amount Expended \$90,979</p> |

| | | |
|---|--------------------------------------|--------------------------------------|
| <p>Grant Recipient Nooksack Indian Tribe (NIT)</p> | <p>Federal Project # CP15-05</p> | <p>Program Manager MJ Haught</p> |
| <p>Project Description: The Nooksack Indian Tribe is developing, through multiple funding sources, a mobility education program for a holistic approach to educating Native Americans about all modes of transportation: driving, walking, motorcycles, and bicycles. The emphasis will be on sharing the road. The plan is to eventually share the training regionally with other tribes. This portion of funding will cover trainers’ salaries and benefits, office supplies and printing, and equipment. Results of the project will be shared through speaking engagements with Tribal Council members at regional conferences and individual reservations.</p> <p>Results: By the end of the fiscal year, the NIT Instructors completed their training and submitted their applications for testing to become certified by Department of Licensing (DOL) as driving instructors. The project timeline was slowed by issues with NIT human resources department and issues within DOL. Staff have secured equipment and teaching space. With other funding, staff are purchasing a vehicle for instruction and applying to become a licensed driver’s education school under DOL regulations. Staff continued to expand on the teach curriculum to improve what is currently required by DOL and created a bicycle education and safety component of the program. This project will continue and expand beyond FFY2015 with other funding sources. The WTSC grant helped launch a project closely watched in Indian Country as a possible approach to successfully educate Native people about all modes of transportation.</p> | | |
| <p>Fund Source 402</p> | <p>Amount Approved \$30,000</p> | <p>Amount Expended \$26,994</p> |

| Grant Recipient Washington State Department of Transportation | Federal Project # CP15-14 | Program Manager MJ Haught |
|--|------------------------------|------------------------------|
| <p>Project Description: The WSDOT hosts a bi-annual Tribal State Transportation Conference to build and strengthen partnerships working on common issues, such as data gaps and addressing Target Zero Priority One and Two areas. These funds will assist with the traffic safety portion of the conference.</p> <p>Results: The 2014 Tribal/ State Transportation Conference took place on November 12-13, 2014 at the Great Wolf Lodge in Grand Mound, Washington. Representatives from 23 Tribes participated in the conference along with leadership and staff from WTSC, WSDOT, FHWA, FTA and many other agencies and organizations. The conference included three panel sessions on traffic safety issues including: Tribal Traffic Safety Projects underway in Washington; Traffic Safety Data Resources and Strategies to Overcome Obstacles; and Statewide Strategic Highway Safety Plan.</p> <p>The conference included several safety related goals including:</p> <ul style="list-style-type: none"> • Bring representatives of tribal, state, federal, and local agencies together to explore partnership opportunities and resources to meet the tribal traffic safety goals outlined in Target Zero. • Offer sessions that focus on data gaps, best practices and share information about tribal traffic safety plans. <p>The conference serves an important opportunity to meet with a significant number of tribal, state and federal representatives. WSDOT accomplished these goals by including three safety specific panels that focused on the above goals. The Tribal Traffic Safety Advisory Board also held their meeting during the conference and partnered during the Washington Indian Transportation Policy Advisory Committee to discuss safety issues. This partnership allowed WSDOT to raise awareness of tribal traffic safety issues to a much broader audience.</p> <p>WSDOT asked session moderators to keep track of any action items discussed during their sessions. They will continue to work with tribal state and federal representatives on the identified issues:</p> <ul style="list-style-type: none"> • Increase awareness and information sharing about funding and partnership opportunities. Specifically interested in improving conditions for walking and biking, student education curriculum and safe routes to school grant program. • Improve access to the BIA traffic safety funds. • Increase awareness and coordination between tribal departments (law enforcement, planning, education and health) to improve tribal safety programs. • Improve tribal accident data reporting and access to information. • Share best practices and information about existing tools and resources. | | |
| Fund Source 402 | Amount Approved \$8,000 | Amount Expended \$7,226 |

| Grant Recipient Washington Traffic Safety Commission | Federal Project # CP15-07 | Program Manager MJ Haught |
|---|------------------------------|------------------------------|
| <p>Project Description: The WTSC Tribal Traffic Safety Program will use the funds to engage or reengage with tribes in Washington with its Tribal Traffic Safety Advisory Board (TTSAB). The funds will support developing a baseline overview of traffic safety status among the federally-recognized tribes through methods advised by the Board, such as a traffic safety survey.</p> <p>Results: TTSAB developed and approved a strategic plan for FFY2015. The majority of funding was used to develop and distribute culturally relevant traffic safety educational materials. The strategic plan includes a communications process to reach Chairs, general reservation public and to coordinate efforts of TTSAB and Eastern Washington University, which is conducting traffic safety assessments under another grant.</p> <p>The materials addressed the five program areas where we see the greatest disproportionate traffic deaths: seat belt use, pedestrians, impaired driving, speeding and child passenger safety — all Target Zero priority levels one and two.</p> <p>As WTSC did not have the necessary raw materials of photos and footage, two video and photoshoots were held: Squaxin Island hosted on the west side, and Colville Reservation hosted on the east side. Over 80 people from 14 tribes participated. This was unprecedented in Washington.</p> <p>Two motifs were developed: canoeing and horses to reflect historic transportation modes in the state. This resulted in 30 print pieces (posters, rackcards, and vinyl banners) and 10 videos.</p> <p>Outreach was made to identify a contact within each tribe to serve as the traffic safety educational materials contact. As a result, all 29 federally-recognized tribes had a contact and received the materials. This was unprecedented in Washington.</p> <p>The Program Manager presented on the traffic safety educational materials during a Transportation Committee meeting at the Fall Convention of Affiliated Tribes of Northwest Indians (elected officials) and at the National Tribal Transportation Conference.</p> | | |
| Fund Source 402 | Amount Approved \$49,000 | Amount Expended \$48,926 |

HVE Projects

| Grant Recipient | Federal Project # | Program Manager | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------------|---|----------|--------------------------|------------------------------|----------------|-------|-----|----------|-------|-------|-----------|-------|-------|-------------|---|---|-----------------|-----|-----|-------------------------------|-----|-----|------------------------------|-----|-----|
| Washington State Patrol | PT15-02 | Angie Ward | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Project Description: This project funded HVE overtime for WSP to participate in one national mobilization with the goal of reducing distracted driving, corridor projects in Seattle and Yakima, as well as seat belt and distracted driving flex patrols on the local level coordinated by Target Zero Managers and including local law enforcement This project is part of the larger WSP block grant.</p> <p>Results:</p> <table border="1"> <thead> <tr> <th>PT 15-02</th> <th>Distracted/SB Local Flex</th> <th>Statewide Distracted Driving</th> </tr> </thead> <tbody> <tr> <td>Overtime Hours</td> <td>1,633</td> <td>807</td> </tr> <tr> <td>Contacts</td> <td>3,583</td> <td>2,125</td> </tr> <tr> <td>Citations</td> <td>2,538</td> <td>1,542</td> </tr> <tr> <td>DUI Arrests</td> <td>6</td> <td>4</td> </tr> <tr> <td>Speed Citations</td> <td>266</td> <td>366</td> </tr> <tr> <td>Occupant Protection Citations</td> <td>620</td> <td>267</td> </tr> <tr> <td>Cell Phone/Texting Citations</td> <td>374</td> <td>363</td> </tr> </tbody> </table> | | | PT 15-02 | Distracted/SB Local Flex | Statewide Distracted Driving | Overtime Hours | 1,633 | 807 | Contacts | 3,583 | 2,125 | Citations | 2,538 | 1,542 | DUI Arrests | 6 | 4 | Speed Citations | 266 | 366 | Occupant Protection Citations | 620 | 267 | Cell Phone/Texting Citations | 374 | 363 |
| PT 15-02 | Distracted/SB Local Flex | Statewide Distracted Driving | | | | | | | | | | | | | | | | | | | | | | | | |
| Overtime Hours | 1,633 | 807 | | | | | | | | | | | | | | | | | | | | | | | | |
| Contacts | 3,583 | 2,125 | | | | | | | | | | | | | | | | | | | | | | | | |
| Citations | 2,538 | 1,542 | | | | | | | | | | | | | | | | | | | | | | | | |
| DUI Arrests | 6 | 4 | | | | | | | | | | | | | | | | | | | | | | | | |
| Speed Citations | 266 | 366 | | | | | | | | | | | | | | | | | | | | | | | | |
| Occupant Protection Citations | 620 | 267 | | | | | | | | | | | | | | | | | | | | | | | | |
| Cell Phone/Texting Citations | 374 | 363 | | | | | | | | | | | | | | | | | | | | | | | | |
| Fund Source | Amount Approved | Amount Expended | | | | | | | | | | | | | | | | | | | | | | | | |
| 402 | \$198,500 | \$163,647 (flex & statewide distracted) | | | | | | | | | | | | | | | | | | | | | | | | |

Corridor Projects

| Grant Recipient | Federal Project # | Program Manager | | | | | | | | | | | | | | | | |
|--|----------------------------------|---------------------|----------|----------------------------------|----------------|-----|----------|-------|-----------|-----|-------------|---|-----------------|----|-------------------------------|-----|------------------------------|----|
| Washington State Patrol | PT15-02 | Angie Ward | | | | | | | | | | | | | | | | |
| <p>Project Description: This project funded HVE overtime for WSP to participate in one national mobilization with the goal of reducing distracted driving, corridor projects in Seattle and Yakima, as well as seat belt and distracted driving flex patrols on the local level coordinated by Target Zero Managers and including local law enforcement This project is part of the larger WSP block grant.</p> <p>Results:</p> <table border="1"> <thead> <tr> <th>PT 15-02</th> <th>Yakima/Seattle Corridor Projects</th> </tr> </thead> <tbody> <tr> <td>Overtime Hours</td> <td>507</td> </tr> <tr> <td>Contacts</td> <td>1,148</td> </tr> <tr> <td>Citations</td> <td>537</td> </tr> <tr> <td>DUI Arrests</td> <td>1</td> </tr> <tr> <td>Speed Citations</td> <td>89</td> </tr> <tr> <td>Occupant Protection Citations</td> <td>122</td> </tr> <tr> <td>Cell Phone/Texting Citations</td> <td>82</td> </tr> </tbody> </table> | | | PT 15-02 | Yakima/Seattle Corridor Projects | Overtime Hours | 507 | Contacts | 1,148 | Citations | 537 | DUI Arrests | 1 | Speed Citations | 89 | Occupant Protection Citations | 122 | Cell Phone/Texting Citations | 82 |
| PT 15-02 | Yakima/Seattle Corridor Projects | | | | | | | | | | | | | | | | | |
| Overtime Hours | 507 | | | | | | | | | | | | | | | | | |
| Contacts | 1,148 | | | | | | | | | | | | | | | | | |
| Citations | 537 | | | | | | | | | | | | | | | | | |
| DUI Arrests | 1 | | | | | | | | | | | | | | | | | |
| Speed Citations | 89 | | | | | | | | | | | | | | | | | |
| Occupant Protection Citations | 122 | | | | | | | | | | | | | | | | | |
| Cell Phone/Texting Citations | 82 | | | | | | | | | | | | | | | | | |
| Fund Source | Amount Approved | Amount Expended | | | | | | | | | | | | | | | | |
| 402 | \$198,500 | \$34,852 (corridor) | | | | | | | | | | | | | | | | |

| Grant Recipient Washington Traffic Safety Commission | Federal Project # CP15-02 | Program Manager Angie Ward | | | | | | | | | | | | | | | | |
|---|-------------------------------------|-------------------------------|----------|-------------------------------------|----------------|-----|----------|-----|-----------|-----|-------------|---|-----------------|-----|-------------------------------------|----|------------------------------------|----|
| <p>Project Description: The Traffic Safety Corridor Program is a joint effort between WTSC, WSDOT, and WSP as well as many local partner agencies. This program is locally coordinated and works to reduce fatal and serious injury collisions on short stretches of roadway with low-cost, short-term solutions. This grant funds extra enforcement patrols and educational efforts for these projects.</p> <p>Results: This project funded two "in-process" projects for FFY 2015: Lake City Way in Seattle and Yakima/Union Gap. Local law enforcement results (WSP enforcement totals in PT 15-02 report):</p> <table border="1"> <thead> <tr> <th>CP 15-02</th> <th>Yakima/Seattle Corridor Projects</th> </tr> </thead> <tbody> <tr> <td>Overtime Hours</td> <td>165</td> </tr> <tr> <td>Contacts</td> <td>513</td> </tr> <tr> <td>Citations</td> <td>398</td> </tr> <tr> <td>DUI Arrests</td> <td>0</td> </tr> <tr> <td>Speed Citations</td> <td>134</td> </tr> <tr> <td>Occupant Protection Citations</td> <td>31</td> </tr> <tr> <td>Cell Phone/Texting Citations</td> <td>75</td> </tr> </tbody> </table> <p>The Yakima/Union Gap Corridor Project closed out at the end of March and produced the following results:</p> <p>Before Data (5 years = 3/28/07 to 3/27/12), After Data (2 years = 3/28/13 to 3/27/15) Total Crashes Before = 2036 (407/yr) Total Crashes After = 801 (401/yr) Total Crashes Down 2% Fatal/Serious Crashes Before = 30 (6/yr) Fatal/Serious Crashes After = 7 (4/yr) Fatal/Serious Crashes Down 42% Alcohol-Related Crashes Before = 108 (18/yr) Alcohol-Related Crashes After = 21 (11/yr) Alcohol-Related Crashes Down 42% Total Injuries Before = 1095 (219/yr) Total Injuries After = 415 (208/yr) Total Injuries Down 5%</p> | | | CP 15-02 | Yakima/Seattle Corridor Projects | Overtime Hours | 165 | Contacts | 513 | Citations | 398 | DUI Arrests | 0 | Speed Citations | 134 | Occupant Protection Citations | 31 | Cell Phone/Texting Citations | 75 |
| CP 15-02 | Yakima/Seattle Corridor Projects | | | | | | | | | | | | | | | | | |
| Overtime Hours | 165 | | | | | | | | | | | | | | | | | |
| Contacts | 513 | | | | | | | | | | | | | | | | | |
| Citations | 398 | | | | | | | | | | | | | | | | | |
| DUI Arrests | 0 | | | | | | | | | | | | | | | | | |
| Speed Citations | 134 | | | | | | | | | | | | | | | | | |
| Occupant Protection Citations | 31 | | | | | | | | | | | | | | | | | |
| Cell Phone/Texting Citations | 75 | | | | | | | | | | | | | | | | | |
| Fund Source 402 | Amount Approved \$160,000 | Amount Expended \$106,544 | | | | | | | | | | | | | | | | |

Police Traffic Services

Problem Statement

Law enforcement agencies in Washington play a central role in the state's overall traffic safety program. Enforcing the state's laws is one of the most effective ways to educate and ultimately impact the behaviors of Washington citizens. The Police Traffic Services program focuses on providing state, county, municipal, and tribal law enforcement agencies with the traffic safety hardware necessary to effectively enforce traffic laws.

Projects

| Grant Recipient NATEO/Chehalis Tribal Police | Federal Project # CP15-08 | Program Manager MJ Haught |
|---|------------------------------|------------------------------|
| <p>Project Description: This grant allows the Northwest Association of Tribal Enforcement Officers (NATEO) to conduct a request for proposals among tribal police departments for equipment, officer scholarships for traffic safety training, and public information efforts. This grant helps us build needed relationships with tribal police departments.</p> <p>Results: Of all ethnicities, American Indian/Alaska Native has the highest traffic fatality rate by far. In Washington, the fatality rate is 3.5 times higher than everyone else. To get to our target of zero deaths and serious injuries, a key stakeholder must be tribes. It has been challenging to get tribes to apply for funding. NATEO gives WTSC a framework to connect with tribal police. Equipment grants were approved for seven tribal police departments: Chehalis, Colville, Lummi, Nooksack, Sauk-Suiattle, Shoalwater Bay, and Squaxin Island, expending all funds. Equipment activity reports from tribal police show an increased awareness of the importance of traffic enforcement.</p> | | |
| Fund Source 402 | Amount Approved \$40,000 | Amount Expended \$39,172 |

| | | |
|---|---|---|
| <p>Grant Recipient WASPC Equipment Grant (Washington Association of Sheriffs and Police Chiefs)</p> | <p>Federal Project # PT15-01</p> | <p>Program Manager Edica Esqueda</p> |
| <p>Project Description: WASPC represents over 250 Washington police agencies. This grant provides specialized enforcement training and equipment relating to traffic safety. The number of grant applicants increases each year, helping maintain focus on traffic safety as a primary enforcement activity.</p> <p>Results: The WASPC Traffic Committee met in January, 2015 and distributed a total of \$305,000 to law enforcement agencies across Washington State. There were 67 awards given. Funds were awarded for equipment grants and mini grants. No multi-jurisdictional grants were awarded this time. In August of 2015 WASPC awarded \$25,000 in emergency funds. This was a result of agencies not fully expending their grant funds or completely turning down grant funds. Funds were to be used for the purchase of radars and FST's. Twenty-seven agencies were awarded funds. Reimbursements totaled \$23,776.87. One agency ended up not being able to spend the funds.</p> | | |
| <p>Fund Source 402</p> | <p>Amount Approved \$345,000</p> | <p>Amount Expended \$336,955</p> |

Other Traffic Safety Programs

Projects

These projects either facilitate the implementation of other projects directly related to reductions in traffic fatalities and serious injuries or streamline processes the WTSC uses to carry out Washington's traffic safety program.

Communications Projects

| | | |
|--|---|-----------------------------------|
| Grant Recipient WTSC | Federal Project # CP15-12, M1*CP15-05 | Program Manager Erica Stineman |
| <p>Description: The goal of the WTSC communications department is to increase public awareness about traffic safety issues in conjunction with WTSC programs and other efforts. This project funded general agency communications efforts common to two or more core program areas, or deemed critical to the agency's core business. These activities include the agency's web presence, various technology support systems, and stakeholder and general public outreach.</p> <p>Results: This fund was used to pay for various subscription-based tools to support communications initiatives and other WTSC program areas, work done to the agency website, and the development of new creative assets. WTSC Communications worked with Jones Advertising to produce new DUI creative including two new TV PSAs, radio PSAs, and static ads for use in web and print materials.</p> | | |
| Fund Source 402, 405b | Amount Approved \$240,000 | Amount Expended \$ 215,891 |

| | | |
|---|------------------------------|-----------------------------------|
| Grant Recipient WTSC | Federal Project # CP15-15 | Program Manager Erica Stineman |
| <p>Description: The communications goal for mobilizations is to reach our primary target demographic. As part of a proven strategy, this grant will fund news media, outreach, and publicity efforts as a component of the seat belt and DUI HVE campaigns.</p> <p>Results: This fund was used to pay for news media outreach and publicity during statewide HVE campaigns and additional news-worthy events that occurred during the year. A portion of this grant was used to pay for the development of new creative assets. WTSC Communications worked with Jones Advertising to produce new DUI creative including two new TV PSAs, radio PSAs, and static ads for use in web and print materials.</p> | | |
| Fund Source 402 | Amount Approved \$180,000 | Amount Expended \$148,527 |

Emerging Projects

| Grant Recipient | Federal Project # | Program Manager |
|--|-------------------|-----------------|
| WTSC | CP15-09 | Chris Madill |
| <p>Project Description: This project funded traffic safety projects aligned with Target Zero priorities that emerged throughout the course of the Federal Fiscal Year. This included travel and subsistence, contractual services, equipment, goods, and services.</p> <p>Results: This grant provided funding for a variety of activities including:</p> <ul style="list-style-type: none"> • Travel for members of the Okanogan DUI Therapeutic Court and the Clark County DUI Therapeutic Court to attend a DUI Court Training in Phoenix, Arizona. • Tribal traffic safety materials for distribution among Washington’s tribal population. • Writing and editing services for the update of the Strategic Highway Safety Plan: Target Zero. • News media and publicity services for the Drugged Driving Roadside Survey. • Installation of “Training is Everything” trailer wraps in furtherance of the statewide motorcycle training campaign. • Revisions to WTSC’s existing law enforcement emphasis campaign activity tracking system for improved reporting to NHTSA. • Survey testing of the WTSC’s new DUI TV spots. • Travel expenses for staff members and Target Zero Managers to attend a TSI program management course. • Reflective vests for first responders in Grant County. | | |
| Fund Source | Amount Approved | Amount Expended |
| 402 | \$100,000 | \$89,326 |

WTSC Grants Management Project

| | | |
|--|---|---------------------------------|
| Grant Recipient WTSC | Federal Project # CP15-10, M1*CP15-04 | Program Manager Chris Madill |
| <p>Project Description: The WTSC receives and manages funds from multiple sources. These funds are then distributed to various entities in the state based on a competitive awards process. Currently, the grant management processes of receiving applications, evaluating, processing, and tracking the required reporting details is done manually and using scattered systems of legacy databases, email, and paper files. This results in redundant data entry, multiple paper and electronic copies of documents, data entry errors, and a lack of management/analytical reporting. In addition, auditing of project/programs is cumbersome and involves looking through stacks of paper files and printing or reprinting multiple documents. This project automates these processes through a centralized software application in an effort to realize process efficiencies and better document processes throughout the grant lifecycle.</p> <p>Results: The WTSC Enterprise Management System (WEMS) is on track for full deployment in 2016. The system consists of four primary modules: Application Manager, Review Manager, Grants Manager, and Budget Manager. The Application Manager has been deployed and will be used for the submission of grant proposals for FFY2017 projects. The Review Manager will be deployed to the production environment by February, 2016, in time to be used during the review and awards process. Finally, both the Grant Manager and Budget Manager will be in production in time to execute contracts for FFY 2017 projects and begin using the system for project monitoring beginning October 1, 2016.</p> | | |
| Fund Source 402, 405b | Amount Approved \$350,000 | Amount Expended \$163,708 |

Statewide Traffic Safety Conference

| | | |
|---|------------------------------|---------------------------------|
| Grant Recipient WTSC | Federal Project # CP15-11 | Program Manager Chris Madill |
| <p>Project Description: Washington's traffic safety community consists of a variety of public, private, and non-profit organizations spread across the transportation, health, criminal justice, licensing, community advocacy, and therapeutic services fields. This project creates an annual event for these partners to come together to enhance coordination of efforts and discuss emerging problems and solutions. The event will balance opportunities for each discipline to promote ideas among peers while enhancing coordination across disciplines.</p> <p>Results: Planning for the Traffic Safety Conference took place in FFY2015. The Traffic Safety Conference took place October 13-15, 2015, which occurred in FFY2016.</p> | | |
| Fund Source 402 | Amount Approved \$175,000 | Amount Expended \$7,798 |

Planning and Administration

Overview

The following projects represent the operational costs incurred by WTSC to manage the state's traffic safety program. These projects include the costs for salaries and benefits, travel for training and project-related events, and a small portion for miscellaneous goods and services.

| | | |
|--|--|---------------------------------|
| Grant Recipient WTSC | Federal Project # AL15-01;CP15-01; OP15-01;PS15-01; TR15-01;PA15-01; DD15-01;MC15-01; SE15-02 | Program Manager Chris Madill |
| This project is the federal share of costs to support WTSC executive, administrative, research, and programs and services staff. | | |
| Fund Source 402 | Amount Approved \$1,702,400 | Amount Expended \$1,610,353 |

Planning and Administration/Technical Coordination Expenditure Summary

| Project # | Project Title | Obligated | Expended |
|--------------|---|--------------------|--------------------|
| AL15-01 | Impaired Driving Technical Coordination | \$123,523 | \$114,013 |
| CP15-01 | Community & Corridor Technical Coordination | \$515,404 | \$488,304 |
| DD15-01 | Distracted Driving Technical Coordination | \$43,803 | \$41,971 |
| MC15-01 | Motorcycle Program Technical Coordination | \$48,575 | \$49,079 |
| OP15-01 | Occupant Protection Technical Coordination | \$44,003 | \$43,338 |
| PS15-01 | Pedestrian Safety Technical Coordination | \$45,118 | \$44,982 |
| SE15-02 | Speed Program Technical Coordination | \$53,918 | \$53,298 |
| TR15-01 | Traffic Records Technical Coordination | \$352,231 | \$332,662 |
| PA15-01 | Planning & Administration | \$475,825 | \$442,706 |
| Total | | \$1,702,400 | \$1,610,353 |

Contact Information

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Pat Kohler
Department of Licensing

Kevin Quigley
Department of Social & Health Services

Lynn Peterson
Department of Transportation

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TARGET ZERO TRAFFIC SAFETY TASK FORCES

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Acronyms

This table lists acronyms used throughout the 2015 Washington Traffic Safety Commission Annual Report.

| | |
|--------|--|
| ARIDE | Advanced Roadside Impaired Driving Enforcement |
| BAC | Blood Alcohol Content |
| BPD | Bellingham Police Department |
| BRFSS | Behavioral Risk Factor and Analysis Survey |
| BUI | Boating Under the Influence |
| CIOT | Click It or Ticket |
| CJTC | Criminal Justice Training Center |
| CPS | Child Passenger Safety |
| CPST | Child Passenger Safety Technician |
| CRAB | County Road Administration Board |
| DITEP | Drug Impairment Training for Educational Professionals |
| DOH | Department of Health |
| DOL | Department of Licensing |
| DRE | Drug Recognition Expert |
| DSOGPO | Drive Sober Or Get Pulled Over |
| EMS | Emergency Medical Services |
| EWU | Eastern Washington University |
| FARS | Fatality Analysis Reporting System |
| FFY | Federal Fiscal Year |
| FHWA | Federal Highway Administration |
| FST | Field Sobriety Test |
| GHSA | Governor's Highway Safety Association |
| GIFTS | Grant Information and Financial Tracking System |
| HSP | Highway Safety Plan |
| HVE | High Visibility Enforcement |
| IDL | Intermediate Driver License |
| IDS | Impaired Driving Section |
| IID | Ignition Interlock Device |
| LEL | Law Enforcement Liaison |

| | |
|--------|---|
| LCB | Liquor and Cannabis Control Board |
| MAC | Motorcycle Advisory Committee |
| MAP-21 | Moving Ahead for Progress in the 21 st Century Act |
| MIDU | Mobile Impaired Driving Units |
| NATEO | Northwest Association of Tribal Enforcement Officers |
| NHTSA | National Highway Traffic Safety Association |
| NIT | Nooksack Indian Tribe |
| PAS-D | Programs and Services Division |
| PIP | Party Intervention Patrols |
| PIRE | Pacific Institute for Research and Evaluation |
| PTS | Police Traffic Services |
| PSA | Public Service Announcement |
| QAV | Quality Assurance Visit |
| RAD-D | Research and Data Division |
| RVP | Responsible Vendor Program |
| SDOT | Seattle Department of Transportation |
| SFST | Standard Field Sobriety Testing |
| SHSP | Strategic Highway Safety Plan or Target Zero |
| SPD | Seattle Police Department |
| TRC | Traffic Records Committee |
| TSRP | Traffic Safety Resource Prosecutor |
| TTSAB | Tribal Traffic Safety Advisory Board |
| TZM | Target Zero Manager |
| TZT | Target Zero Team |
| WASPC | Washington Association of Sheriffs and Police Chiefs |
| WEMS | Washington Enterprise Management System |
| WIDAC | Washington Impaired Driving Advisory Council |
| WMSP | Washington Motorcycle Safety Program |
| WSDOT | Washington State Department of Transportation |
| WSP | Washington State Patrol |
| WTSC | Washington Traffic Safety Commission |

