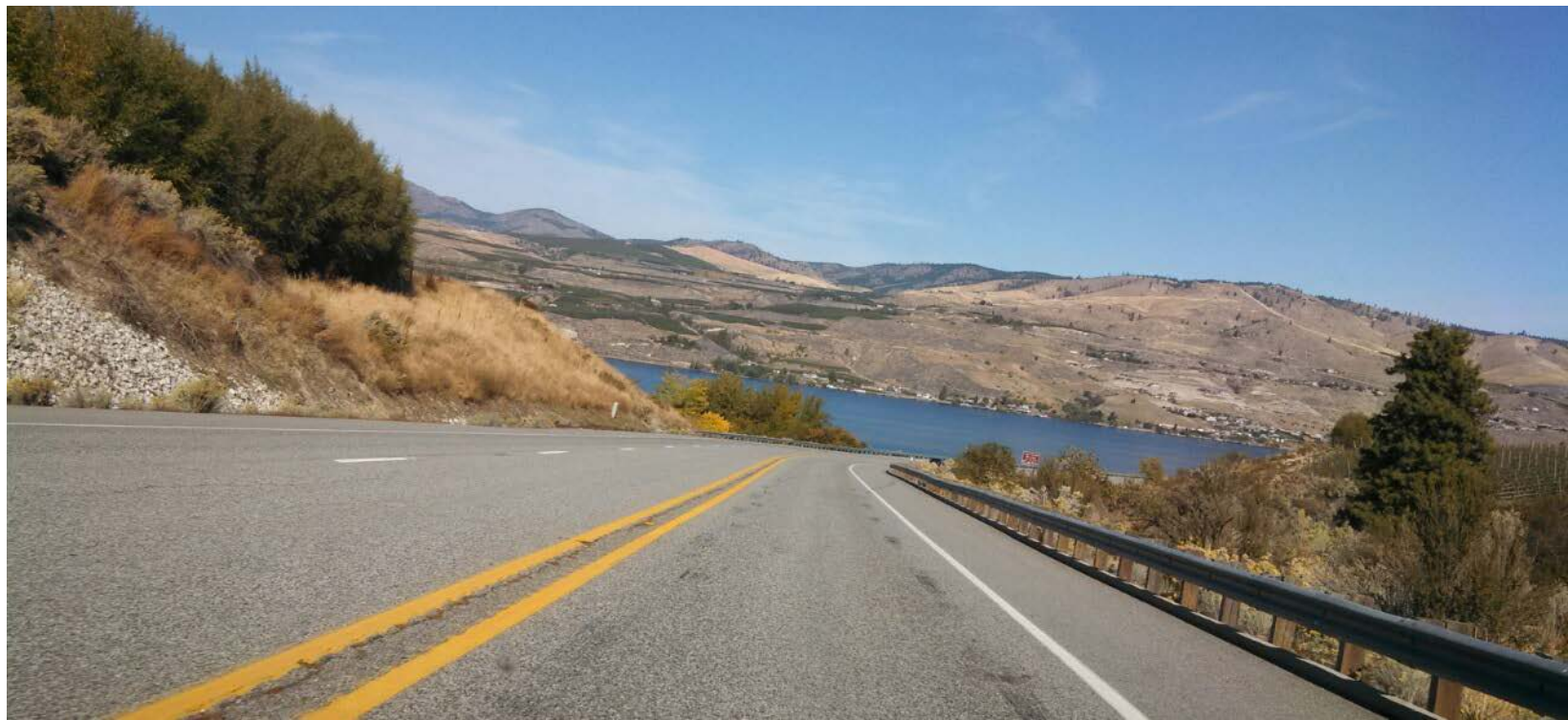




Washington State
Highway Safety Plan

2016



WASHINGTON STATE
2016 HIGHWAY SAFETY
PERFORMANCE PLAN

2016

WASHINGTON TRAFFIC SAFETY COMMISSION
621 8th Avenue SE, Suite 409
P.O. Box 40944
Olympia, Washington 98504-0944

June 30, 2015

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STATE OF WASHINGTON

WASHINGTON TRAFFIC SAFETY COMMISSION

621 8th Avenue SE, Suite 409, PO Box 40944, Olympia, Washington 98504-0944 (360) 753-6197

June 30, 2015

TO: Washington State Citizens
FROM: Darrin T. Grondel, Director 
SUBJECT: Washington State Federal Fiscal Year 2016
Highway Safety Performance Plan

What is the traffic safety goal for your family?

Interested citizens like you can make a difference and help save lives on Washington's roadways.

A year in which no one dies or is seriously injured on our roads sounds unrealistic, but that is our vision and it should be yours. The way we get there is by targeting our investments in the areas of highest priority. Washington State's 2016 Highway Safety Plan (HSP) is our agency's expenditure plan for the coming year and outlines proven and evidence-based strategies. The HSP is data driven, illustrating important trends, identifying problems, and ultimately focusing on the areas of greatest concern. It also outlines a list of significant projects the Washington Traffic Safety Commission (WTSC) will fund during the coming year, along with critical measures of performance to help gauge success of the strategies and our investments.

The 2016 HSP is directly linked to Washington's Strategic Highway Safety Plan (SHSP). The SHSP, often referred to as the Target Zero[®] Plan, is the statewide beacon that governs traffic safety investments throughout Washington. In this year's HSP, Target Zero Plan strategies align with each project selected for funding. This is a continuing best practice and a great way to ensure our investments align with the SHSP.

While our agency's annual HSP helps satisfy federal requirements for traffic safety grants, it also helps us inform our partners and the public of the traffic safety projects we have planned for the upcoming year. Together these projects represent significant opportunities to reduce fatal and serious injury collisions on our roads.

I hope you will join with us in making this vision a reality for our great state, and making Washington's roadways the safest in the world.

Thank you.

Introduction

The Washington Traffic Safety Commission (WTSC) is our state's designated highway safety office. We share a vision with numerous other state and local public agencies. That vision is to reduce traffic fatalities and serious injuries to zero by 2030. The WTSC Director is the Governor's Highway Safety Representative, which is a designated position each state is required to have in order to qualify for federal traffic safety funding. Our Commission is made up of 23 employees and 10 Commissioners chaired by Washington's Governor Jay Inslee. The Commissioners are the heads of various state agencies or represent other organizations with an interest and responsibility in making our roads safer for everyone. They represent the four Es: Education, Enforcement, Engineering, and Emergency Medical Services. Agencies represented on the Commission include the Washington State Patrol, the Departments of Transportation, Health, Licensing, Social and Health Services, and the Superintendent of Public Instruction. In addition, the Associations of Washington Counties and Cities, and the Judiciary are represented.

Washington is a national leader in traffic safety. We work with communities and tribes to identify and help resolve traffic safety issues:

- Gather, analyze, and report data on traffic deaths in Washington
- Conduct public education campaigns
- Distribute state and federal traffic safety grants

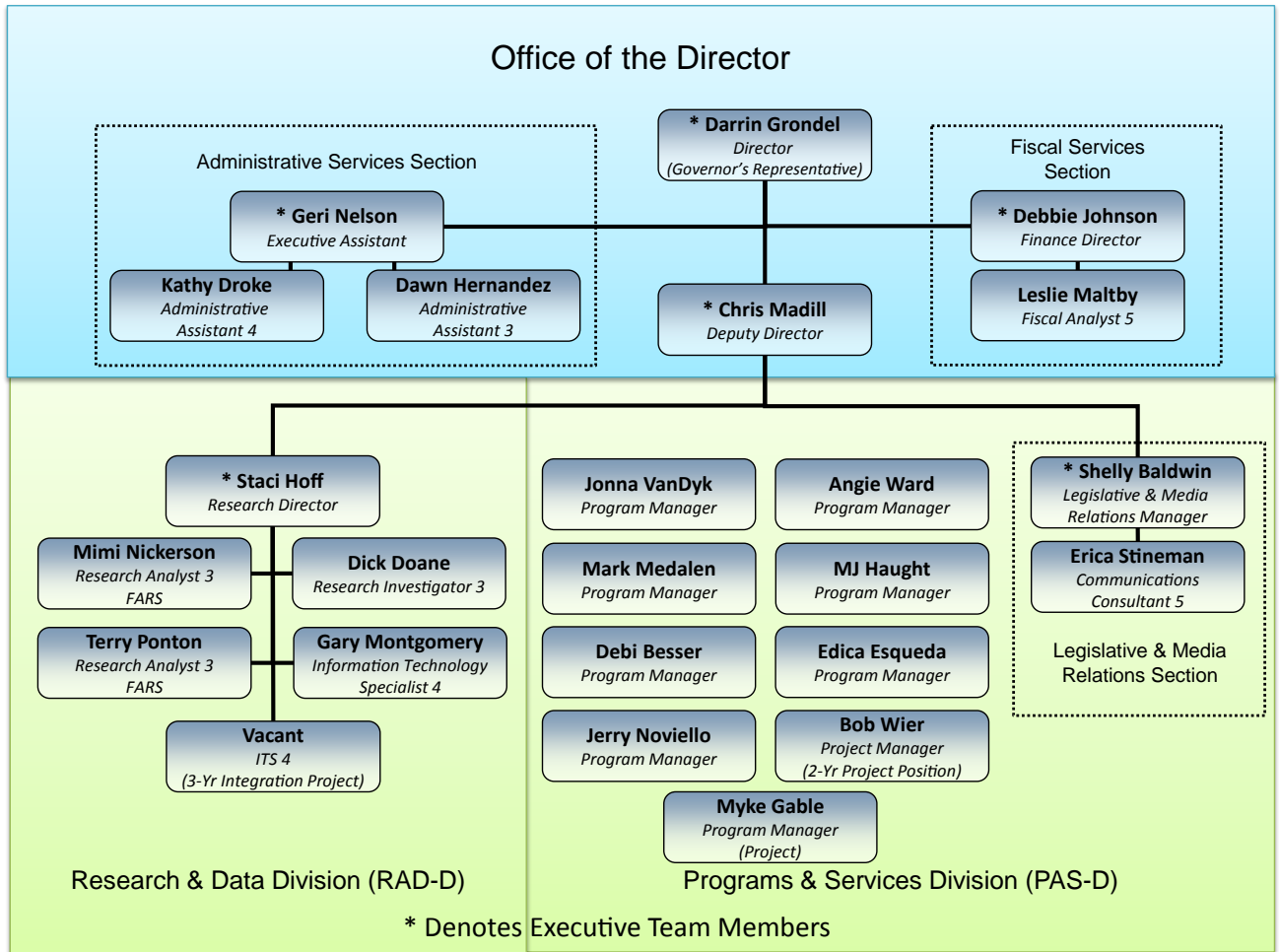
Most of our funding comes from the National Highway Traffic Safety Administration (NHTSA), but we also utilize state funding to support traffic safety projects. We use these funds to award grants to state and local governments, tribes, law enforcement, and non-profit organizations for traffic safety projects that change driver behavior and help us realize the Target Zero vision.

Mission Statement

Washington's Traffic Safety Commission leads statewide efforts and builds partnerships to save lives and prevent injuries on our roadways for the health, safety, and benefit of our communities.

Organizational Chart

Washington Traffic Safety Commission



Highway Safety Planning

This Section Provides a Description of the Data Sources and Processes Used by Washington State to:

- Identify and prioritize our traffic safety problems
- Describe our highway safety performance measures included in the Performance Plan
- Define performance targets included in the Performance Plan
- Develop and select evidence based countermeasures and strategies to address identified problems and achieve performance targets

The Washington State Strategic Highway Safety Plan, Called Target Zero and the Highway Safety Plan are Directly Linked

Our agency’s Highway Safety Plan (HSP) is directly linked to Washington’s Strategic Highway Safety Plan (SHSP). The SHSP, often referred to as the Target Zero Plan, is the statewide guiding light document that governs traffic safety investments throughout Washington.

The HSP adopts all of the annually updated evidence-based, proven countermeasures and performance measures directly from the Target Zero Plan. Target Zero goes through a significant review and update every three years. SHSP and HSP, evidence based strategies, performance measures, and performance targets are updated annually during the three-year period between full reviews. The process we use for the HSP is the same as the SHSP process we employ to identify problems, define performance measures, and select evidence-based countermeasures. Annual performance targets set in the HSP are based on

five-year rolling averages using the linear trend of these averages. Our primary sources for evidenced based strategies are the National Highway Traffic Safety Administration (NHTSA) “Countermeasures That Work,” the National Cooperative Highway Research Program (NCHRP) 500 series, and scientifically sound evidence-based research regarding strategies not identified by GHSA or the NCHRP.

The SHSP (and the HSP) Process - Many Partners

Many traffic safety partners come together to develop Washington State’s SHSP – Target Zero. The plan coordinates state traffic safety programs, align priorities and strategies, and establishes a common language and approach to traffic safety efforts across Washington State. The Target Zero traffic safety partnership is co-led by the WTSC and the Washington State Department of Transportation (WSDOT).

The 2013 update of Target Zero was the fourth version of the plan since its inception in 2000. The update involved various levels of groups, each providing recommendations to the next, until ultimately Governor Inslee approved the Plan. 19 public and non-profit organizations were represented on one or more of the project oversight committees, as represented by this graphic:



The 2016 revision to the Target Zero Plan kicked off in May, 2015. This will be the fifth version of Washington’s SHSP and will follow closely the process and structure created during the 2013 revision. The following paragraphs describe in detail the various groups involved in the revision process.

The **Data Analyst Team** is responsible for developing recommendations for performance measures, performance targets, long term and intermediate goals, and identifying and prioritizing traffic safety problems. The primary indicators used by the Target Zero Data Analyst Team to assess risk are the number of fatalities and serious injuries that result from traffic crashes. This team ranks problem areas into Priority Levels One, Two, or Three based on the number of traffic deaths and serious injuries associated with a particular emphasis or problem area. Calendar year performance targets in the SHSP follow a straight line, starting from the current five year average to zero traffic deaths by 2030. Five-year rolling average performance targets set in the HSP are based on the current linear trend of those averages.

Experts representing the following Washington State agencies comprise the Data Analyst Team:

- Department of Licensing
- Department of Health
- Department of Transportation
- Washington State Patrol
- Washington Traffic Safety Commission
- Office of Financial Management

The **Project Team** updates the content and evidence based strategies and consists of manager-level representatives from the agencies listed above, plus the following organizations:

- County Law Enforcement
- Puget Sound Regional Council
- Target Zero Manager Network

The **Steering Committee** provides strategic direction and final recommendations to the Commission regarding compliance with new MAP-21 HSP requirements. The Committee consists of senior-level management representatives from the groups above, plus the following:

- AAA
- Department of Social and Health Services: Department of Behavioral Health
- Governor's Office of Performance and Accountability
- Harborview Injury Prevention
- Northwest Association of Tribal Enforcement Officers
- Superintendent of Public Instruction
- Tribal Transportation Planning Organization

To gather input from an expanded stakeholder group, a Target Zero Partner's meeting will be held in December, 2015. At that meeting, we expect more than 180 additional individuals involved in traffic safety across the state will provide input on the strategies for addressing the state's priority areas. In early Spring, 2016, a draft of the plan will be sent out for external review by tribes, state agencies, and other stakeholders. Feedback will be reviewed, changes made, and the Steering Committee will then endorse the plan. We anticipate providing Governor Inslee with a copy for his review, approval, and signature in August, 2016.

In addition to the Target Zero process described above, there are numerous key groups representing the traffic safety community that are critical participants in each step of the SHSP and HSP processes, including:

- **The WTSC Technical Advisory Committee (TAC)**
- **Washington Traffic Safety Commissioners**
- **The Washington Impaired Driving Advisory Council (WIDAC)**

- **Washington Traffic Records Committee (TRC)**

The WTSC Technical Advisory Committee (TAC) (Reviews and Makes Recommendations to the Commissioners Regarding the WTSC Staff Proposed HSP)

- A representative from each Commission organization
- Representatives of key traffic safety stakeholder groups, including the tribes, the National Highway Traffic Safety Administration (NHTSA), the Federal Motor Carrier Safety Administration (FMCSA), and the Federal Highway Administration (FHWA)

Washington Traffic Safety Commissioners (Final Approval Authority for the HSP)

The 10 Commissioners include: Governor (Chair), Superintendent of Public Instruction, representative from the Judiciary, Chief of the Washington State Patrol, representative of the Washington Association of Counties, representative of the Washington Association of Cities, Secretary of Social and Health Services, Secretary of Transportation, Director of Licensing, and Secretary of Health.

The Washington Impaired Driving Advisory Council (WIDAC)

WIDAC was formed in June 2009 and is composed of 14 signing agency representatives, an expanded group of advisory members, and agency staff. WIDAC membership includes all appropriate stakeholders and meets the membership requirements of MAP-21. Stakeholders include representatives from the highway safety office, law enforcement, prosecution, adjudication and probation, driver licensing, treatment/rehabilitation, ignition interlock programs, data and traffic records, public health, and communication. The statewide Impaired Driving Plan, developed by WIDAC, uses the most current version of the Impaired Driving section in the Target Zero Plan. It provides in-depth information specific to impaired driving and organizes the information in accordance with the general areas stated in NHTSA's Uniform Guidelines for State Highway Safety Programs No. 8—Impaired Driving. This approach meets MAP-21 requirements for a qualifying impaired driving strategic plan.

Washington Traffic Records Committee (TRC)

The TRC is a statewide stakeholder forum with representatives from the transportation, law enforcement, criminal justice, and health professions. This cross-discipline team leads efforts to improve the quality and timeliness of the data used for key programs and policy decisions. TRC's work includes implementing projects that streamline data collection and processing and enhance the accessibility and integration among the various data sources. Each year, TRC develops and prioritizes a funding proposal based on key data quality benchmarks and data system needs. This proposal is submitted through WTSC's annual grants process to be considered alongside all other traffic safety proposals. The traffic records project list and funding recommendations that emerge from this process become the following year's spending plan for Washington's Section 405c (traffic records) funding.

HSP/SHSP Traffic Safety Problem Identification and Priority Level Assignments

In any endeavor, addressing the biggest issues first will provide the most favorable results. Eliminating deaths and serious injuries on our roadways is no different. To focus efforts, the primary factors in serious traffic crashes have been grouped into three Priority Levels. The levels are based on the percentage of traffic fatalities and serious injuries associated with each factor.

Priority Level One includes the factors associated with the largest number of fatalities and serious

injuries in the state. Each of these factors was involved in at least 30 percent of the traffic fatalities or serious injuries between 2009 and 2011. Traffic Data Systems, while not a cause of fatalities, is considered a Level One priority because of the potential for better data to significantly improve our analysis of traffic fatalities and serious injuries.

Priority Level Two factors, while frequent, are not seen as often as Priority Level One items. Level Two factors were seen in at least 10 percent of traffic fatalities or serious injuries. Emergency Medical Services (EMS) is included considered a Level Two priority because of the significant impact effective EMS response has on preserving life and minimizing injury.

Priority Level Three factors are associated with less than 10 percent of fatalities and serious injuries. There is less discussion of these areas in the Target Zero Plan. However, we believe if we address the more common factors in Priority Levels One and Two -- such as impairment, speeding, and run-off-the-road collisions -- Level Three numbers will decrease as well. The resulting impact of focusing on Level One and Level Two will make our roads safer.

For the first time in our state SHSP and HSP, the Priority Levels consider both fatality and serious injury numbers. The SHSP maintains the importance of addressing fatalities, while encouraging consideration and strengthening of serious injury data.

Priorities (Percent Fatalities/Percent Serious Injuries)

Priority Level One

Impaired Driver Involved (50.1 percent/21 percent)
 Run-Off-the-Road (43.7 percent/29.7 percent)
 Speeding Involved (39.5 percent/29.3 percent)
 Young Drivers 16-25 Involved (34.6 percent/38 percent)
 Distracted Driver Involved (30.3 percent/11.9 percent)
 Intersection Related (20.6 percent/34.1 percent)
 Traffic Data Systems (n/a)

Priority Level Two

Unrestrained Vehicle Occupants (24.8 percent/10.5 percent)
 Unlicensed Driver Involved (18.0 percent/not available)
 Opposite Direction (15.7 percent/9.7 percent)
 Motorcyclists (14.7 percent/17.0 percent)
 Pedestrians (13.7 percent/12.0 percent)
 EMS and Trauma Systems (n/a)

Priority Level Three

Older Drivers 75+ Involved (9 percent/5.2 percent)
 Heavy Truck Involved (8.2 percent/4.7 percent)
 Drowsy Driver Involved (3.2 percent/3.6 percent)
 Bicyclists (1.8 percent/4.7 percent)
 Work Zone (0.6 percent/1.8 percent)
 Wildlife (0.6 percent/1.1 percent)
 School Bus Involved (0.2 percent/0.2 percent)
 Vehicle-Train (0.6 percent/0.0 percent)

Data Sources Used to Identify State Traffic Safety Problems, Performance Measures and Identify Evidence-Based Strategies

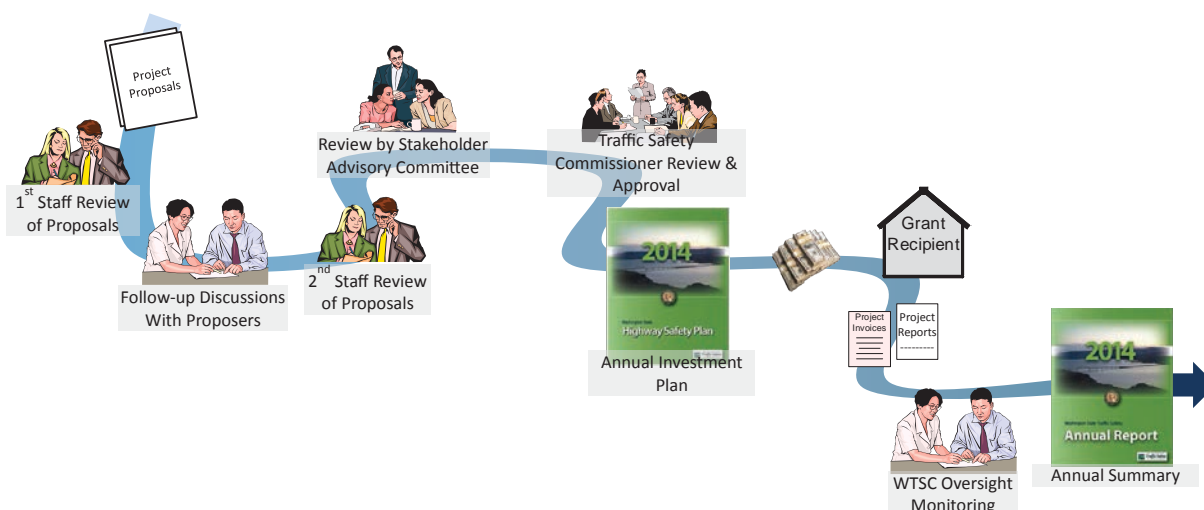
In order to identify traffic safety problems unique to Washington, we utilized the following primary data systems:

- Traffic Fatalities – Fatality Analysis Reporting System (FARS)
- All Collisions - Collision Location and Analysis System (CLAS)
- Licensed Drivers and Registered Vehicles – Driver Database and Vehicle Register
- Commercial Motor Vehicles – Motor Carrier Management Information System (MCMIS) and Aspen Software
- Injury Surveillance Systems – Washington EMS Information System (WEMSIS), Trauma Registry, and Comprehensive Hospital Abstract Reporting System (CHARS)
- Roadway Information – TRIPS
- Location Information via Geographic Information Systems – DOT Multi-Modal Layer
- Observational surveys are conducted by WTSC periodically to assess state usage rates for seatbelts, child safety restraints, motorcycle and bicycle helmets, and cell phone use

Project Development

WTSC distributes the annual Announcement of Grant Availability via email, at meetings and conferences, and publishes the announcement on the WTSC website. This form explains allowable vs. unallowable costs and, most importantly, lists our goals and priority areas. Project proposals that address Target Zero high priority problem areas and employ a proven strategy are highly scored in the evaluation process.

All grant applications are initially reviewed by the WTSC Program Director. Each project is then assigned to a Program Manager for further review. The Program Managers study individual projects and present them to the WTSC staff. The staff make priority and funding recommendations, which are sent to the TAC for consideration. The TAC reviews current data, proposed goals, and project applications, and makes funding recommendations to the WTSC Director. The Director presents the recommendations to the Commissioners for approval. The following process diagram illustrates how this process works:



Evidence-Based Enforcement Plan

Washington's Strategic Highway Safety Plan establishes High Visibility Enforcement (HVE) as one of its hallmark strategies. Executing effective HVE requires enforcement efforts targeted to the appropriate behavioral areas and locations coupled with meaningful media and public education outreach. The agency's evidence-based enforcement plan outlines a three-step strategy to ensure effectiveness: Data Analysis, Resource Allocation, Project Oversight. The strategy starts with an annual analysis of serious injury and fatality data to identify problems and ultimately allocate funding to projects through the annual grants process. This in-depth analysis produces the HSP Performance Report and the Performance Analysis contained within each program area, which in turn drives the allocation of resources to the areas of greatest need. Following analysis and resource allocation, WTSC staff work closely with grant recipients to ensure projects are implemented successfully, making mid-year adjustments as new data trends and changing traffic safety priorities emerge. The result is an evidence-based HVE program designed to address the areas and locations at highest risk and with the greatest potential for improvement. There are two primary ways in which this plan is implemented:

Target Zero Teams

Target Zero Teams are a high-visibility, data-driven DUI enforcement partnership between the Washington Traffic Safety Commission, Washington State Patrol, local law enforcement, prosecutors, local traffic safety taskforces, and the Washington State Liquor Control Board. These teams run in King, Pierce, Snohomish, Spokane, and Yakima Counties, representing 62 percent of the state's population. These counties account for nearly half of the state's traffic deaths and 57 percent of serious injuries. Enforcement efforts are coupled with media and public education outreach designed to let the public know about the increased enforcement, increasing their perception of being caught. Outreach efforts include using billboards, bus tail ads, variable message boards, public service announcements, and earned media events. The teams use geo-coded crash data, 911 calls from citizens reporting DUI drivers, DUI arrests, traffic stops and liquor violations to determine the locations and times that are most in need of enforcement efforts. This data is updated every 42 days to allow the teams to adjust the patrol areas based on most current data.

National and Locally-Led Mobilizations

The agency allocates funding to state and local law enforcement to participate in multi-jurisdictional mobilizations in conjunction with paid and news media efforts. The enforcement campaigns include two campaigns for DUI (Holiday and Drive Sober or Get Pulled Over) and one for seat belts (Click It or Ticket). Funding for these campaigns is allocated to locations throughout the state using data weighted score based on fatalities, serious injuries, and exposure (VMT, population). Enforcement is coordinated with national- and state-level media buys to ensure strong media and public education outreach. WTSC staff and local coordinators may make mid-year adjustments to law enforcement allocations in response to changing priorities or emerging needs. This design allows the evidence-based enforcement program to follow emerging data trends and remain flexible in order to target investments to the areas of greatest need.

In summary, accurate and timely data form the cornerstone of this HSP. Fatal and serious injury data drive the goals and establish Target Zero priorities. Each project is directly linked to Target Zero goals and priorities and, finally, data provides the basis for evaluating the effectiveness of completed projects.

Elements of the Performance Plan

Overview

The following section presents the overall outcome measures used to track the success of Washington's traffic safety efforts. A detailed description of each program area follows the overall outcome measures and includes:

- An overview and background description
- A performance analysis
 - Historical look at performance for each outcome measure
 - Performance targets for the coming year
- A list of planned investment projects for 2016
- An expenditure summary

Highway Safety Performance Measures and Targets

The performance measures found within each program area have been adopted from the SHSP, Target Zero. Calendar year Target Zero goals in the SHSP are derived by the straight decline to zero by 2030 from the middle of the current five-year average. Performance targets in the 2016 HSP were derived from the current linear trend of the five-year rolling averages using 10 years of final data. If a trend is increasing, targets are set equal to the baseline average. This is a new method of target setting derived from the proposed rules for MAP-21 performance evaluation that were released in 2014. In previous HSPs, targets were set based on calendar years. Beginning with the 2015 HSP, targets are now based on five-year averages. The five-year rolling average linear trend is monitored against the Target Zero line from the SHSP.

The Target Zero line is aspirational and achievable, but is based on a vision. Using five-year rolling averages to set annual targets in the HSP is more appropriate in order to compensate for calendar year fluctuations and creates a more performance-based method, rather than the vision-based method employed in the SHSP. Washington State may be making acceptable progress on performance measures, while at the same time not meeting the aggressive Target Zero goal to reach zero fatalities and serious injuries in 2030. In order to align with the SHSP, several new performance measures were adopted in the 2014 HSP.

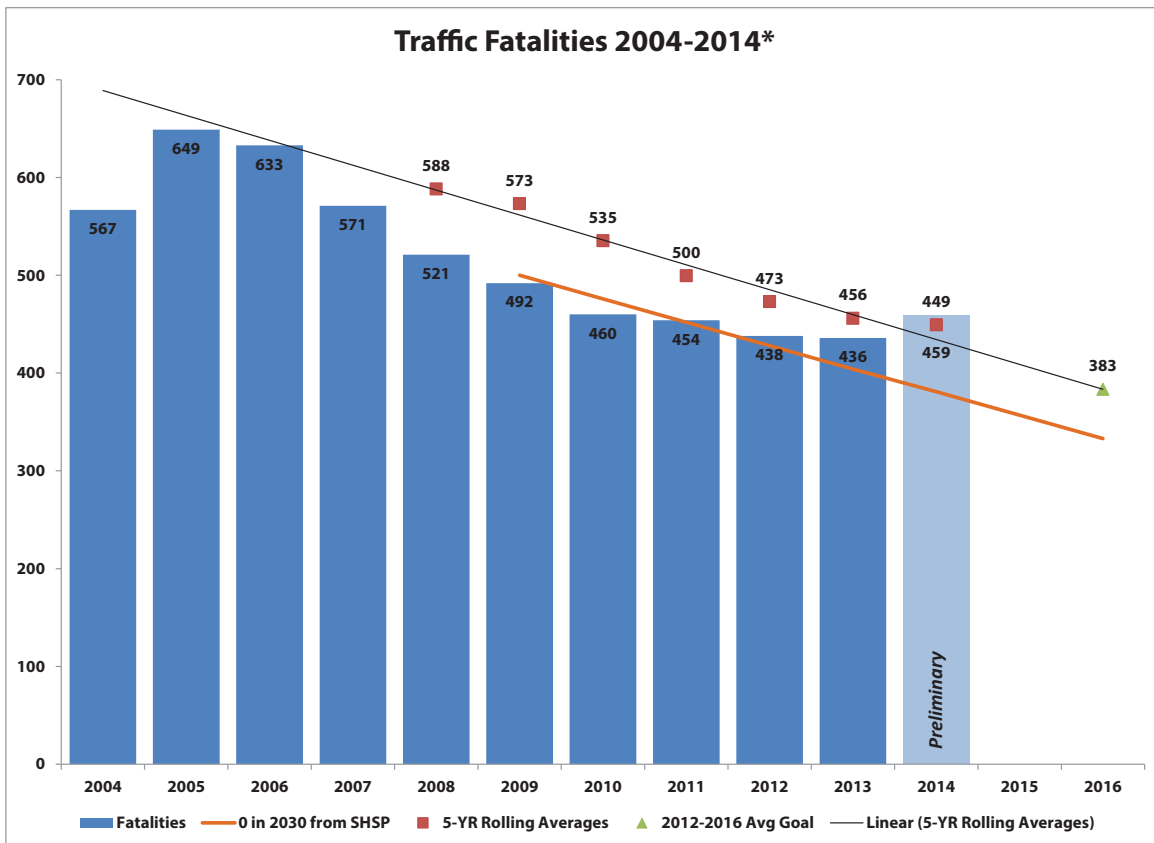
In addition to the performance measures, in 2013, WTSC submitted a proposal to the Washington State Department of Health to include a set of traffic safety self-reported attitudes, awareness, and behavior questions on the Behavioral Risk Factor Surveillance System (BRFSS) survey. This proposal was accepted and data collection began on January 1, 2014. The 2014 BRFSS collected data on speeding behavior, speeding attitudes, seatbelt attitudes, drinking and driving attitudes/awareness of enforcement, cell phone use while driving, and driving within three hours of consuming marijuana. The 2015 BRFSS survey currently underway is collecting data on cell phone use while driving, driving within three hours of consuming marijuana, and general awareness of emphasis patrol enforcement, including the venue in which respondents heard about the emphasis patrols. These same questions will be proposed for the 2016 BRFSS survey. Data from the 2014 BRFSS survey may be available for reporting in the 2015 Annual Report.

OVERALL OUTCOME MEASURES

Traffic Fatalities

Outcome Measure: Reduce the 2016 rolling average of traffic fatalities from the 2014 preliminary average of 449 to 383 by December 31, 2016 (-14.7 percent).

Preliminary Performance Report: In 2014 there were 459 fatalities, missing the HSP 2014 goal of 381 by 20.5 percent.

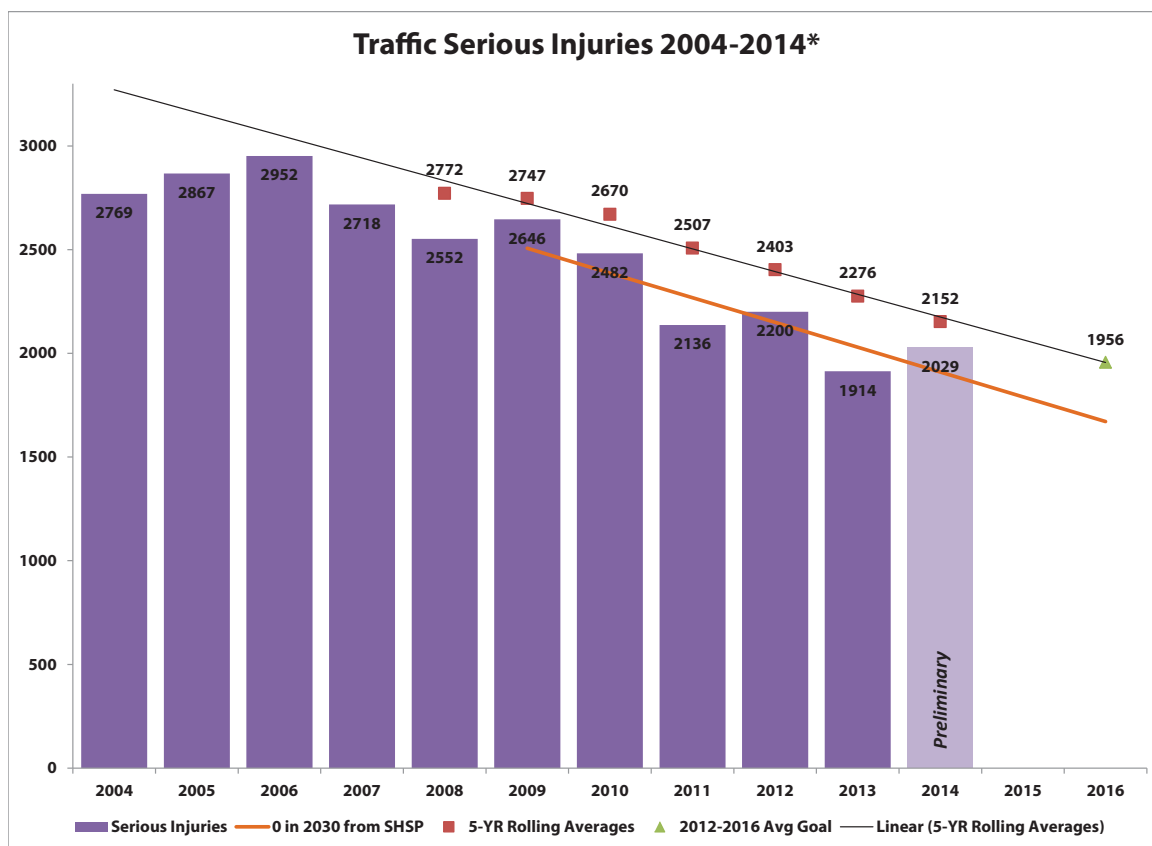


SOURCE: WA FARS

Traffic Serious Injuries

Outcome Measure: Reduce the 2015 rolling average of serious injuries from the 2013 preliminary average of 2,276 to 2,136 by December 31, 2015 (-6.2 percent).

Preliminary Performance Report: In 2013, there were 1,917 serious injuries, achieving the HSP 2013 goal of 2,102 by 6.2 percent.

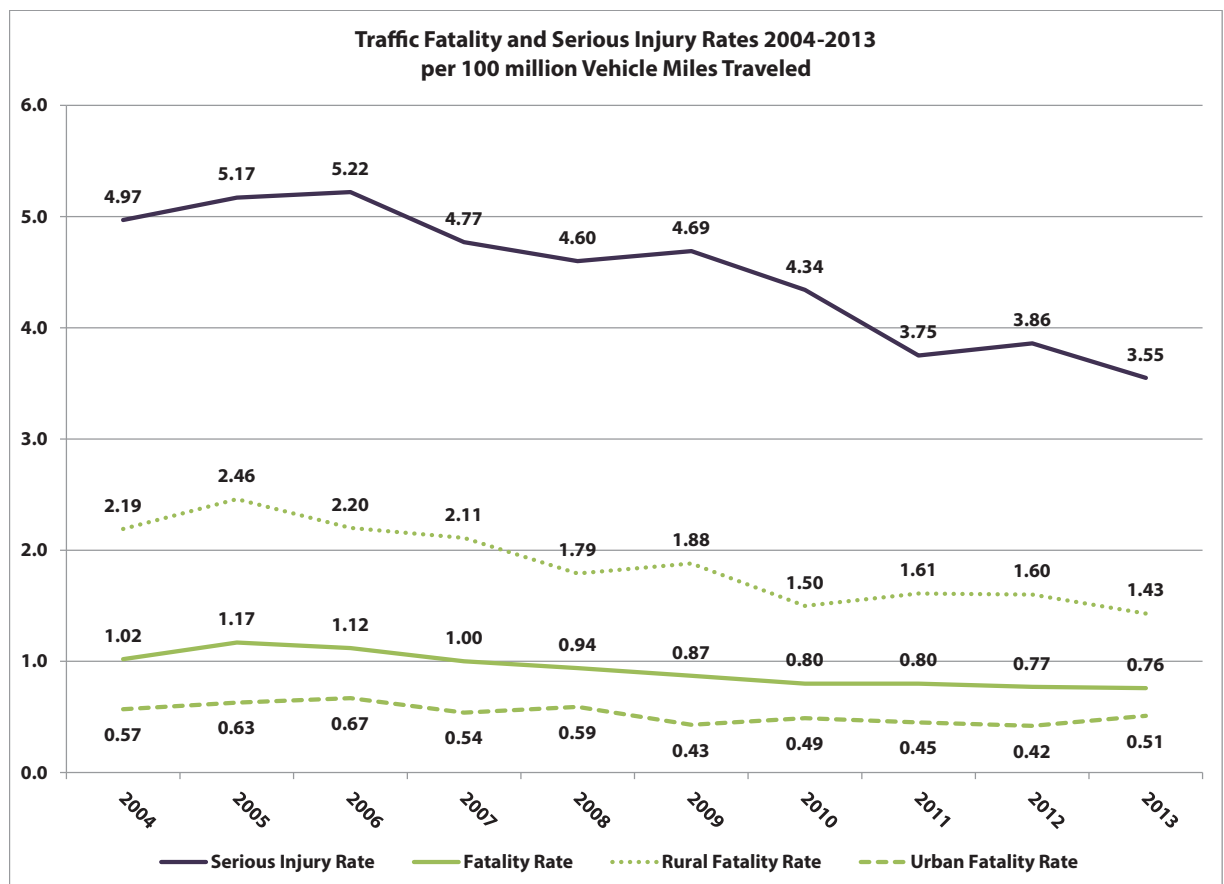


SOURCE: WSDOT

Fatal and Serious Injury Rates

Outcome Measure: Reduce the 2016 traffic fatality rate from the 2013 rate of 0.76 to 0.75 by December 31, 2016 (-1.3 percent).

Performance Report: In 2013, the traffic fatality rate was 0.76, achieving the HSP 2013 goal of 0.81 by 6.2 percent. The serious injury rate continues to decline, down from 3.86 in 2012 to 3.55 in 2013. The rural road fatality rate declined in 2013 from 1.60 to 1.43, while the urban fatality rate slightly increased from 0.42 to 0.51.



SOURCE: WA FARS, WSDOT

Performance Report

Outcome Measure	2009	2010	2011	2012	2013	2014*	2014 Goal	2016 Goal
Fatality Rate	0.94	0.87	0.80	0.77	0.76	*	0.76	0.75
Rural Road Fatality Rate	1.88	1.50	1.61	1.60	1.43	*	^	^
Urban Road Fatality Rate	0.43	0.49	0.45	0.42	0.51	*	^	^
Serious Injury Rate	4.69	4.34	3.75	3.86	3.55	*	^	^
Fatalities	492	460	454	438	436	459	381	^
<i>5YR Rolling Average</i>	573	535	500	473	456	449	^	383
Serious Injuries	2,646	2,482	2,136	2,200	1,914	2,029	1,910	^
<i>5YR Rolling Average</i>	2,747	2,670	2,507	2,403	2,276	2,152	^	1,956
Rural Road Fatalities	313	257	274	271	224	*	226	^
<i>5YR Rolling Average</i>	343	315	297	280	268	*	^	229
Urban Road Fatalities	171	196	178	167	212	*	152	^
<i>5YR Rolling Average</i>	228	218	199	189	185	*	^	159
Fatalities Involving a Driver with BAC _≥ .08	189	152	135	126	127	111	126	^
<i>5YR Rolling Average</i>	187	177	165	154	146	130	^	115
Fatalities Involving a Drug or Alcohol Impaired Driver	265	240	199	202	220	225	188	^
<i>5YR Rolling Average</i>	276	267	246	232	225	217	^	194
Serious Injuries Involving a Drug or Alcohol Impaired Driver	570	470	479	501	412	375	408	^
<i>5YR Rolling Average</i>	592	566	536	509	486	447	^	406
Speeding Involved Fatalities	210	176	169	161	184	159	152	^
<i>5YR Rolling Average</i>	230	216	199	186	180	170	^	145
Speeding Involved Serious Injuries	854	688	586	579	524	527	576	^
<i>5YR Rolling Average</i>	855	819	756	701	646	581	^	507
Distracted/Inattentive Driver Involved Fatalities	161	134	131	121	120	125	107	^
<i>5YR Rolling Average</i>	156	149	140	135	133	126	^	117

^ No performance target set for this outcome.

* 2014 estimates are based on preliminary data; 2014 VMT not available for rate calculation; Rural and Urban designations not complete for 2014.

Outcome Measure	2009	2010	2011	2012	2013	2014*	2014 Goal	2016 Goal
Number of Drivers age 16-20 Involved in Fatal Crashes	87	63	60	40	68	55	59	^
<i>5YR Rolling Average</i>	96	89	78	64	64	57	^	40
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	^	244
Number of Drivers age 21-25 Involved in Fatal Crashes	89	92	80	83	75	84	72	^
<i>5YR Rolling Average</i>	113	103	94	89	84	83	^	66
Number of Drivers age 21-25 Involved in Serious Injury Crashes	433	434	363	355	311	323	?	^
<i>5YR Rolling Average</i>	478	469	429	400	379	357	^	311
Unrestrained Passenger Fatalities	148	102	98	101	88	106	98	^
<i>5YR Rolling Average</i>	172	149	128	116	107	99	^	66
Unrestrained Passenger Serious Injuries	296	256	211	219	205	209	199	^
<i>5YR Rolling Average</i>	313	290	261	242	237	220	^	177
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
Unendorsed Motorcyclist Fatalities	17	21	10	28	18	14	^	^
Motorcyclist Serious Injuries	478	388	364	404	347	366	333	^
<i>5YR Rolling Average</i>	466	462	437	427	396	374	^	359
Pedestrian Fatalities	62	63	68	75	50	77	58	^
<i>5YR Rolling Average</i>	67	65	64	66	64	67	^	65
Pedestrian Serious Injuries	289	292	288	337	259	310	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.

* 2013 estimates are based on preliminary data; 2013 VMT not available for rate calculation.

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

Outcome Measure	2009	2010	2011	2012	2013	2014*	2014 Goal	2016 Goal
Bicyclist Serious Injuries	110	117	114	110	82	102	96	^
<i>5YR Rolling Average</i>	115	116	115	113	107	105	^	103
Run-off-the-Road Fatalities	227	200	188	158	189	169	162	^
<i>5YR Rolling Average</i>	245	229	213	196	192	181	^	154
Run-off-the-Road Serious Injuries	857	675	627	612	577	568	572	^
<i>5YR Rolling Average</i>	845	806	751	709	670	612	^	547
Intersection Related Fatalities	96	105	89	75	92	105	78	^
<i>5YR Rolling Average</i>	114	111	103	94	91	93	^	80
Intersection Related Serious Injuries	850	867	757	751	669	707	652	^
<i>5YR Rolling Average</i>	941	913	855	826	779	750	^	674
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	30 Days	33 Days [!]	90 Days	30 Days
Percent of Public Road Miles Available for GIS Use	#	#	#	47%	61%	86% [!]	68%	90%

^ No performance target set for this outcome.

* 2013 estimates are based on preliminary data; 2013 VMT not available for rate calculation.

Not measured

!Measured May/June 2014.

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

FFY2014 Performance Activity Measures

Activity Measure	5 Grant-Funded Mobilizations	Target Zero Teams	Total
Number of seat belt citations issued during grant-funded enforcement activities	2665	1013	3678
Number of impaired driving arrests made during grant-funded enforcement activities	785	1606	2391
Number of speeding citations issued during grant-funded enforcement activities	5074	2585	7659

Impaired Driving

Overview

From 2012-2014 impaired drivers were a factor in 48.5 percent of traffic fatalities and 23.5 percent of serious injuries. Impaired driver involved fatalities decreased 8.1 percent in 2012-2014 (647) compared with 2009-2011 (704). During this same time period, serious injuries involving an impaired driver decreased by 14.9 percent (1,694 to 1,442).

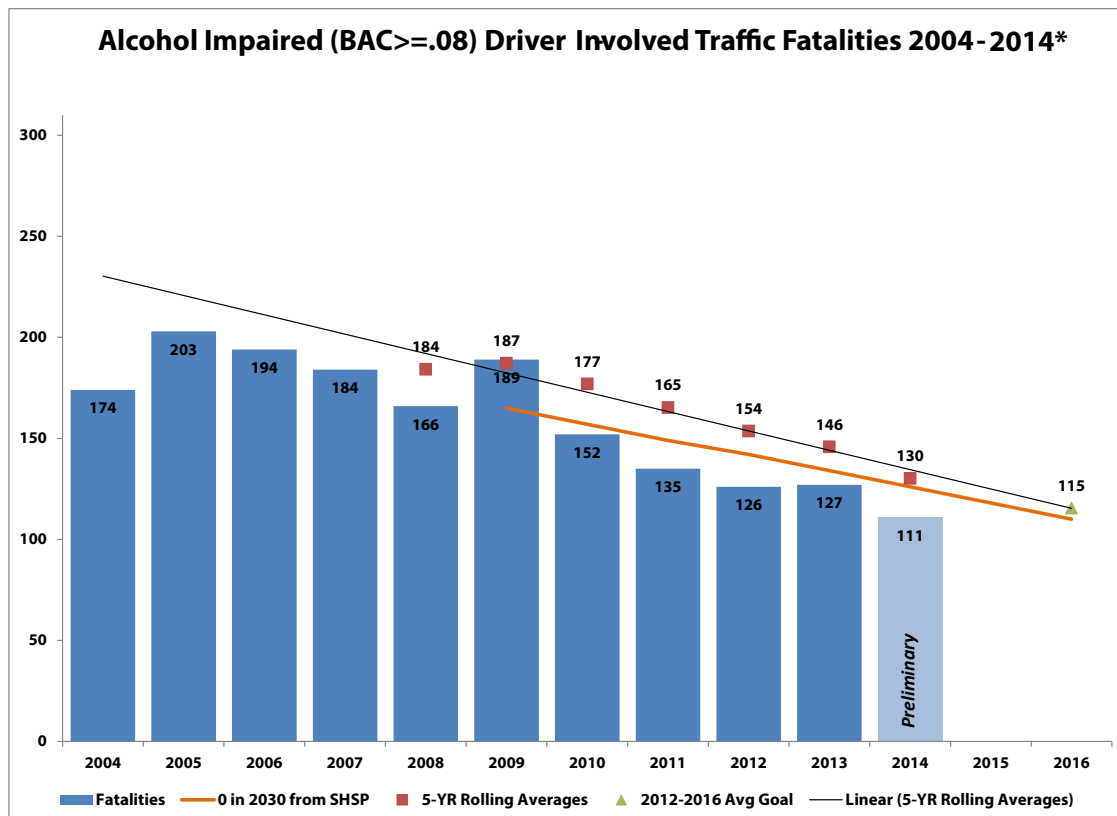
Preliminary data for 2014 show that 37.5 percent of fatalities involved a drug positive driver and 24.2 percent involved an alcohol impaired driver. Drug positive driver-involved fatalities first became more frequent than alcohol impaired driver-involved fatalities in 2010. In 2014, that gap continues to grow. Many drivers were impaired by both drugs and alcohol.

Performance Analysis

Fatalities Involving a Driver with BAC>.08

Outcome Measure: Decrease fatalities involving a driver with a BAC>.08 by 11.5 percent from the 2010-2014 five year moving average of 130 to 115 by December 31, 2016.

Preliminary Performance Report: Preliminary 2014 data shows there were 111 fatalities involving a driver with a BAC>.08, achieving the HSP 2014 goal of 126 by 11.9 percent.

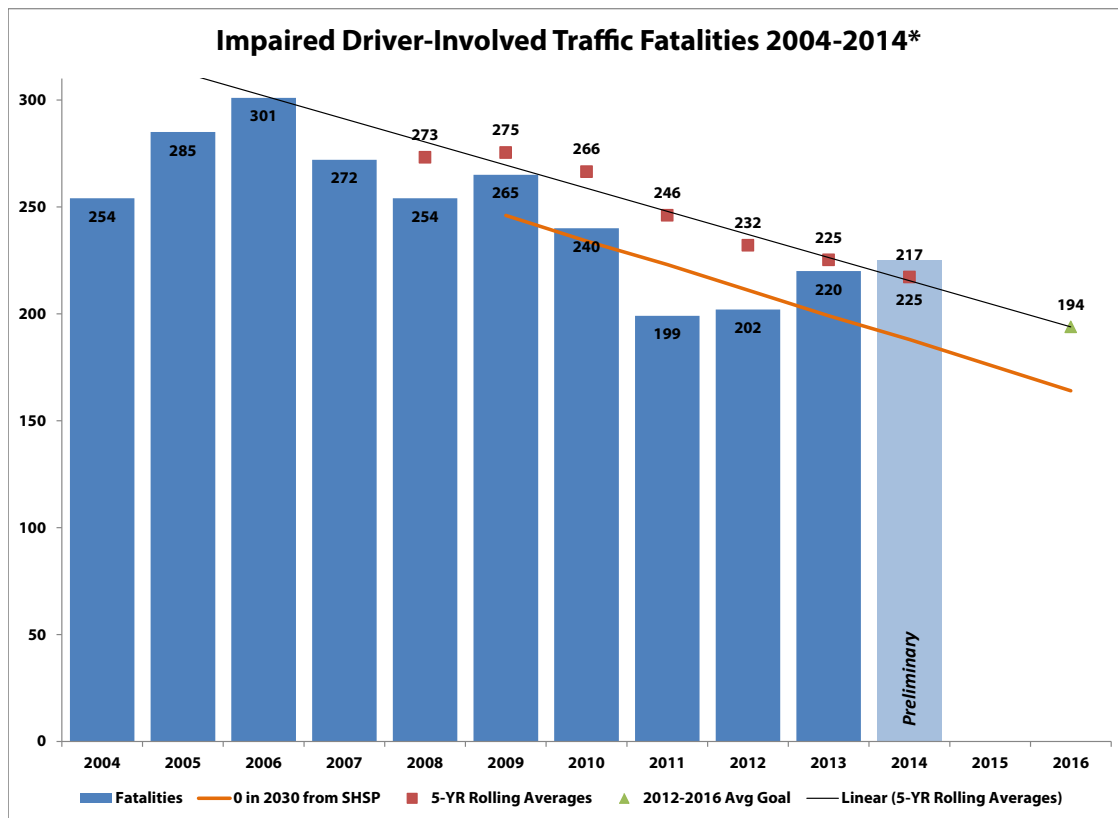


SOURCE: WA FARS

Fatalities Involving an Impaired (Alcohol >.08 or Positive for Drugs) Driver

Outcome Measure: Decrease fatalities involving a drug or alcohol impaired driver by 10.6 percent from the 2010-2014 five year moving average of 217 to 194 by December 31, 2016.

Preliminary Performance Report: Preliminary 2014 data shows there were 225 fatalities involving a drug or alcohol impaired driver, missing the HSP 2014 goal of 188 by 19.7 percent.

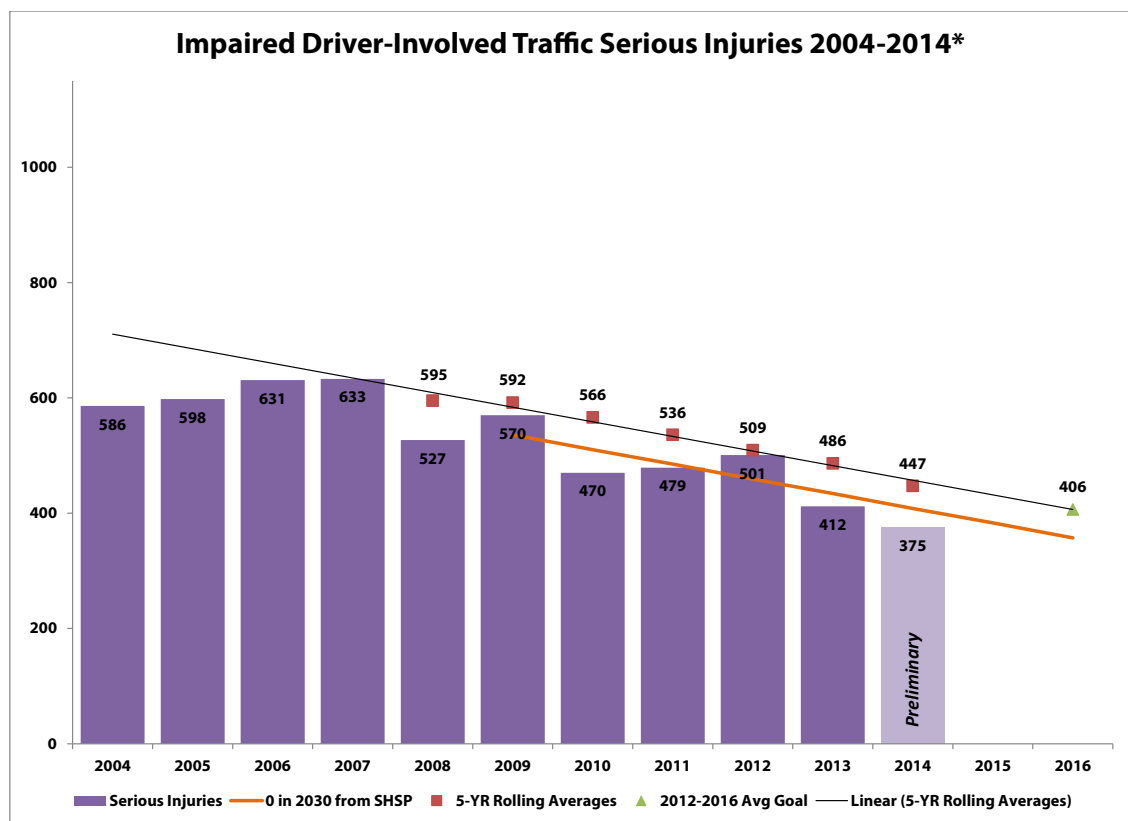


SOURCE: WA FARS

Serious Injuries Involving a Drug or Alcohol Impaired Driver

Outcome Measure: Decrease serious injuries involving a drug or alcohol impaired driver by 9.2 percent from the 2010-2014 five year moving average of 447 to 406 by December 31, 2016.

Preliminary Performance Report: Preliminary 2014 data shows there were 375 serious injuries involving a drug or alcohol impaired driver, achieving the 2014 HSP goal of 408 by 8.1 percent.



SOURCE: WSDOT

FFY 2016 Projects

The projects selected for funding in FFY 2016 were chosen as a result of their anticipated impact on the core outcome measures described previously. Each project aligns with one or more strategies listed in Washington State's SHSP.

Spokane County Target Zero Prosecutor

Grant Recipient	Federal Project #	Program Manager	
Spokane County Prosecutor's Office	M6X16-06	Mark Medalen	
<p>The Spokane County Prosecutor's Office will continue to expand the reach of the Target Zero Prosecutor program in Eastern Washington by providing a strong prosecutorial response to the increased Target Zero Team DUI arrests. The Target Zero Prosecutor trains law enforcement and fellow prosecutors, providing legal and procedural updates. The program focuses on advancing blood warrant training, e-warrant coordination, and increasing NO REFUSAL emphasis patrols. This work should be a deterrent for people that think they can get away with impaired driving. And ultimately, it should reduce the number of impaired driving crashes and bring us closer to our Target Zero goal.</p>			
SHSP (Target Zero Plan) Link ID 7.1, 7.2	Fund Source 405d	Amount Approved \$150,000	Benefit to Local \$0

Washington State University DUI Court Evaluation

Grant Recipient	Federal Project #	Program Manager	
Washington State University	M6X16-10	Edica Esqueda	
<p>The Spokane DUI Court Process, Outcome and Cost-Benefit Evaluation describes how well the DUI court team follows written program policies and procedures as intended and whether the court is using best practices as recommended by the National Center for DWI Courts (NCDC). The outcome evaluation seeks to determine if the program improves short and long-term outcomes for participants, as compared to a matched comparison group of those that do not receive the DUI court service. The core focus of the outcome evaluation is determining if DUI court participants remain DUI free, serve less time in jail/prison, and complete treatment at greater rates than individuals who participate in the traditional system. The cost-benefit analysis will assess the relative costs of managing DUI offenders that participate in the DUI court versus those that process through the regular criminal court.</p>			
SHSP (Target Zero Plan) Link ID 8.3	Fund Source 405d	Amount Approved \$60,000	Benefit to Local \$0

High Visibility Enforcement Projects

Grant Recipient	Federal Project #	Program Manager	
Washington State Patrol	M6X16-01	Angie Ward	
<p>The Impaired Driving High Visibility Enforcement (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 M5X 15-02, M6X 16-02 (local law enforcement overtime funds) and is dependent upon the media support in projects M5PEM 16-01 to warn drivers in advance of the patrols.</p>			
SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
ID 5.1	405d	\$476,000	\$0

Grant Recipient	Federal Project #	Program Manager	
Washington Traffic Safety Commission	M5X16-02, M6X16-02	Angie Ward	
<p>The Impaired Driving HVE project funds overtime for local law enforcement agencies to participate in two statewide mobilizations with the goal of reducing impaired driving fatalities and serious injuries. This grant works in concert with the Washington State Patrol overtime grant M6X 16-01 and is dependent upon the media support in projects M5PEM 16-01 to warn drivers in advance of the patrols.</p>			
SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
ID 5.1	405d	\$400,000	\$0

Impaired Driving HVE Paid Media

Grant Recipient	Federal Project #	Program Manager	
Washington Traffic Safety Commission	M5PEM16-01	Shelly Baldwin	
<p>The communications goal for mobilizations is to reach our primary target demographic. As part of a proven strategy, this grant would fund paid media as a component of the impaired driving high visibility enforcement campaigns (including marijuana and other drugs). Paid media would include TV, radio and online ads, and outdoor billboards.</p>			
SHSP (Target Zero Plan) Link	Fund Source	Amount Approved	Benefit to Local
ID 6.1, ID 6.2, ID 6.3	405d	\$1,037,000	\$0

Bellingham Police Department Targeted DUI Project

Grant Recipient Bellingham Police Department	Federal Project # AL16-03	Program Manager Edica Esqueda	
<p>The Bellingham Police Department (BPD) will increase DUI patrols by scheduling two officers to work aggressive nighttime enforcement. This is the second year funding has been provided for this project. BPD will coordinate with the WSP and Whatcom County Sheriff's Office so their units can plan to focus more of their 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>			
SHSP (Target Zero Plan) Link ID 5.2-5.3, YD 4.1	Fund Source 402	Amount Approved \$31,784	Benefit to Local \$31,784

Thurston County Party Intervention Patrol

Grant Recipient Thurston Co. Prosecuting Attorney	Federal Project # AL16-02	Program Manager Debi Besser	
<p>The Party Intervention Patrol project aims to reduce impaired driving of young drivers through innovative underage drinking enforcement and alcohol retailer compliance patrols. The project combines traditional law enforcement strategies with best practice strategies used by alcohol and substance abuse professionals. Multijurisdictional law enforcement teams are used to locate and shut down underage drinking parties. Underage youth and adults under age 21 who are impaired will be arrested and taken to Thurston County Public Health and Social Services for an alcohol screening and brief intervention. Parents of youth arrested will be called and will have an opportunity to learn more about alcohol abuse and strategies to reduce this behavior. This project is modeled after the Party Intervention Patrol model developed in Pierce County.</p>			
SHSP (Target Zero Plan) Link ID 2.2, YD5.1	Fund Source 402	Amount Approved \$50,000	Benefit to Local \$50,000

Okanogon County Underage Enforcement

Grant Recipient	Federal Project #	Program Manager	
Okanogon Community Coalition	AL16-04	Edica Esqueda	
<p>The Okanogon Community Coalition (OCC) proposes expanding the current City of Omak project which modifies the Party Intervention Patrols model to accommodate rural challenges. The project will include Washington Fish and Wildlife, Washington State Patrol, and Colville Tribal Police. This will allow the project to covering a broader geographic area. The OCC will work with local law enforcement agencies to ensure each event meets high visibility enforcement requirements and use local and social media before, during, and after the event to publicize the patrols.</p>			
SHSP (Target Zero Plan) Link ID 2.2, 5.2, 11.1; YD 4.1, 5.2	Fund Source 402	Amount Approved \$50,000	Benefit to Local \$16,320

Vancouver and Clark County Impaired Driving Enforcement

Grant Recipient	Federal Project #	Program Manager	
City of Vancouver Police Department	M6X16-09	Edica Esqueda	
<p>Vancouver Police Department will coordinate a regional evidence based project based on a multi-agency initiative to reduce and prevent impaired driving fatalities in Clark County. Develop a coalition of partners focusing on impaired driving issues while monitoring other traffic safety concerns such as distracted driving and pedestrian safety. The coalition will have representation from local law enforcement, judicial, prosecutorial, and release supervision partners, therapeutic courts, liquor control board, and media partners. Designed to be similar to Target Zero Teams.</p>			
SHSP (Target Zero Plan) Link ID 5.2-5.3	Fund Source 405d	Amount Approved \$150,000	Benefit to Local \$0

Seattle Police Department Impaired Driving Initiative

Grant Recipient	Federal Project #	Program Manager	
Seattle Police Department	M6X16-08	Mark Medalen	
<p>Seattle Police Department (SPD) is the largest law enforcement agency in the state of Washington with 1200+ commissioned officers. This grant provides the SPD with requested impaired driving enforcement trainings including ARIDE, SFST and refreshers, DUI refreshers, and DRE Field Certifications. By increasing the number of SPD officers with this impaired driving training, we hope to see increases in DUI arrests and reductions in fatal and serious injury crashes in Seattle and beyond.</p>			
SHSP (Target Zero Plan) Link ID 6.1-6.3,	Fund Source 405d	Amount Approved \$60,000	Benefit to Local \$0

Washington State Liquor Control Board Home Safe Bar Program

Grant Recipient Liquor Control Board	Federal Project # M6X16-11	Program Manager Edica Esqueda	
<p>The Home Safe Bar program will increase the involvement of Liquor Control enforcement during the impaired driving crackdowns. This collaborative effort addresses the licensees that are identified during the enforcement effort with an educational emphasis on laws, historical data associated with the establishment, and results from the crackdown. The approach assists in achieving the goal of compliance that will lead to a reduction of impaired driving.</p>			
SHSP (Target Zero Plan) Link ID 5.2-5.3	Fund Source 405d	Amount Approved \$25,000	Benefit to Local \$0

King County Traffic Safety Resource Prosecutor

Grant Recipient King County Sheriff's Office	Federal Project # M6X16-04	Program Manager Mark Medalen	
<p>The Traffic Safety Resource Prosecutor (TSRP) program is identified in the Target Zero plan as a best practice to reduce the incidence of impaired driving. TSRPs 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. This grant will continue to expand the state's TSRP program through online training and resources with the Training Unit of the Sheriff's Office.</p>			
SHSP (Target Zero Plan) Link ID 7.1	Fund Source 405d	Amount Approved \$170,000	Benefit to Local \$0

Statewide Traffic Safety Resource Prosecutor

Grant Recipient Municipal Research and Services Center (MRSC)	Federal Project # M6X16-03	Program Manager Mark Medalen	
<p>The Traffic Safety Resource Prosecutor (TSRP) program is identified in the Target Zero plan as a best practice to reduce the incidence of impaired driving. With this grant, the state's TSRP program is expanding to the MRSC. The TSRPs 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>			
SHSP (Target Zero Plan) Link ID 7.1	Fund Source 405d	Amount Approved \$170,000	Benefit to Local \$0

Target Zero Teams Project

Grant Recipient Eastern WA Target Zero Teams	Federal Project # M6X16-07	Program Manager Mark Medalen	
<p>Target Zero Teams (TZT) in Yakima and Spokane Counties use the proven high visibility enforcement (HVE) model, which are multi-jurisdictional patrols combined with media outreach to educate the public about the dangers of impaired driving and the reasons for these patrols. Media efforts will provide educational information quarterly in high fatality and serious injury locations by use of billboards, bus ads, variable message boards, public service announcements, and earned media events. This project will also utilize the Home Safe Bar Program - education and compliance visits by local law enforcement officers and Washington State Liquor Control Board officers on the evenings of enforcement patrols in high crash areas. The program will take place monthly in at least one of these two counties. The TZT project also gives the local media the opportunity to ride along with patrol officers to learn more about the project and generate stories to educate the public. 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>			
SHSP (Target Zero Plan) Link ID 5.2	Fund Source 405d	Amount Approved \$148,000	Benefit to Local \$0

Washington State Patrol – Impaired Driving Section Project

Grant Recipient Washington State Patrol	Federal Project # M6X16-05	Program Manager Mark Medalen	
<p>The WSP Impaired Driving Section (IDS) will administer impaired driving and traffic safety projects primarily focused on strategies designed to further Target Zero goals. This grant provides assistance to the IDS to manage the statewide Drug Recognition Experts (DREs), Ignition Interlock, and Standard Field Sobriety Testing (SFST) programs, and manage/operate the Mobile Impaired Driving Unit (MIDU) at events statewide.</p>			
SHSP (Target Zero Plan) Link ID 6.1, 6.3	Fund Source 405d	Amount Approved \$435,000	Benefit to Local \$0

Impaired Driving Funding Summary

Project #	Project Title	Budget	Budget Source
AL16-02	Thurston County Party Intervention Patrol	\$50,000	402
AL16-03	Bellingham PD Targeted DUI Project	\$31,784	402
AL16-04	Okanogan Co RUAD Enforcement	\$50,000	402
Total 402		\$131,784	
M5X16-01	News Media, Creative & other Publicity	\$100,000	405d mid
M5X16-02	Impaired Driving Mobilization - Local	\$200,000	405d mid
M5PEM16-01	Paid Media - DUI	\$1,037,000	405d mid
Total 405d mid		\$1,337,000	
M6X16-01	WSP Block Grant - DUI	\$476,000	405d low
M6X16-02	Impaired Driving Mobilization - Local	\$200,000	405d low
M6X16-03	MSRC Statewide TSRP - Moses Garcia	\$170,000	405d low
M6X16-04	King Co Sheriff TSRP - Courtney Pop	\$170,000	405d low
M6X16-05	WSP Impaired Driving Operations	\$435,000	405d low
M6X16-06	Spokane Co TZ Prosecutor	\$150,000	405d low
M6X16-07	Local TZT - Spokane & Yakima	\$148,000	405d low
M6X16-08	Seattle PD Impaired Driving Initiative	\$60,000	405d low
M6X16-09	Vancouver & Clark Co Impaired Driving	\$150,000	405d low
M6X16-10	WSU - DUI Court Evaluation	\$60,000	405d low
M6X16-11	WSLCB - Home Safe Bar Program	\$25,000	405d low
Total 405d low		\$2,044,000	
DRE	Overtime for DRE Callouts	\$25,000	State
DUI Accountability	WIDAC/WTSC DUI Projects	\$230,000	State
Total State		\$255,000	
Total All Funds		\$3,767,784	

Speeding

Overview

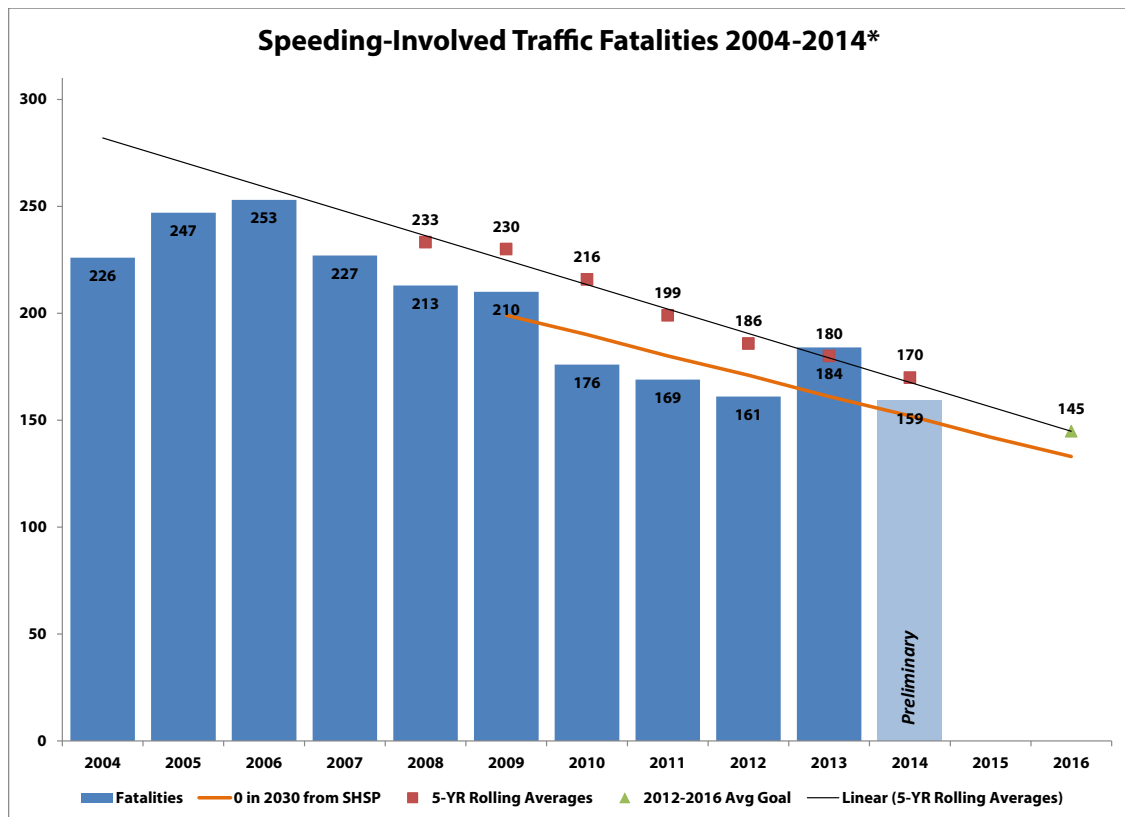
From 2012-2014 speeding was a factor in 37.8 percent of traffic fatalities and 31.4 percent of serious injuries. Speeding involved fatalities decreased 9.2 percent in 2012-2014 (504) compared to 2009-2011 (555). During this same time period, speeding involved serious injuries decreased by 20.7 percent (2,430 to 1,928).

Performance Analysis

Speeding Involved Fatalities

Outcome Measure: Decrease speeding involved fatalities by 14.7 percent from the 2010-2014 five year moving average of 170 to 145 by December 31, 2016.

Preliminary Performance Report: Preliminary 2014 data shows there 159 speeding involved fatalities, missing the HSP 2014 goal of 152 by 4.4 percent.

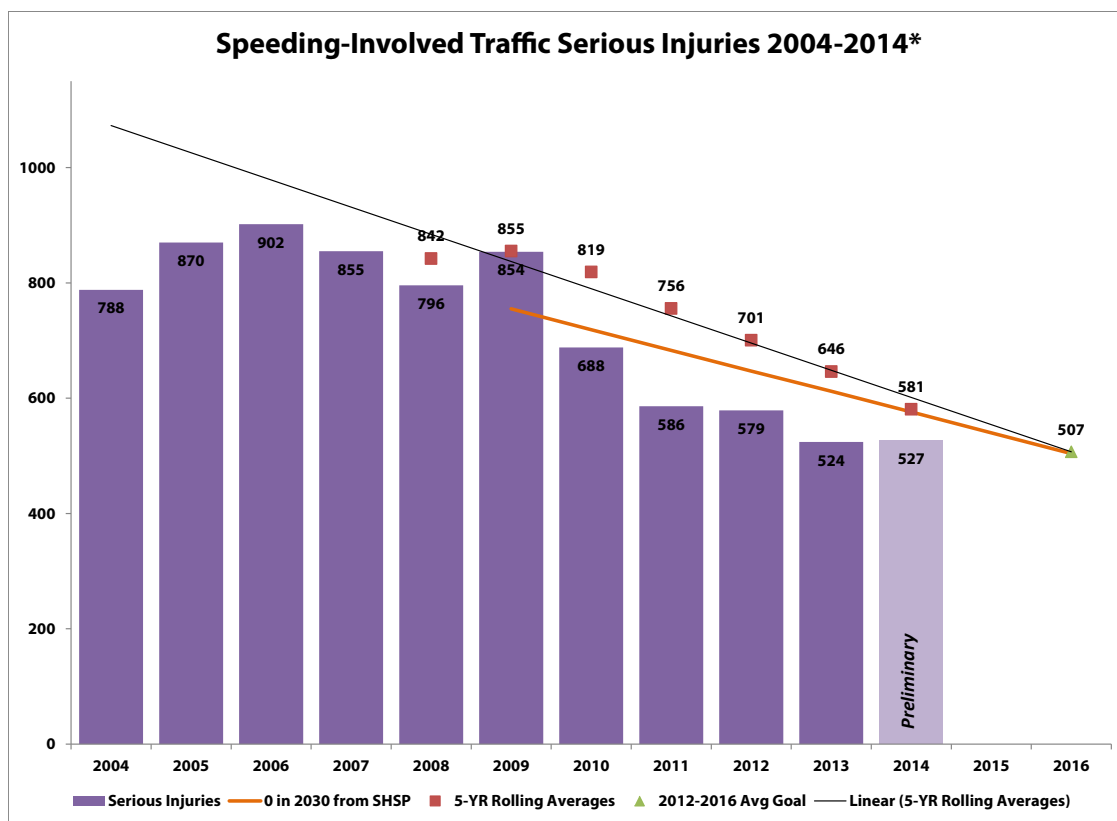


SOURCE: WA FARS

Speeding Involved Serious Injuries

Outcome Measure: Decrease speeding involved serious injuries by 12.7 percent from the 2010-2014 five year moving average of 581 to 507 by December 31, 2016.

Preliminary Performance Report: Preliminary 2014 data shows there 527 speeding involved serious injuries, achieving the HSP 2014 goal of 576 by 8.5 percent.



SOURCE: WSDOT

FFY 2016 Projects

Speed Startup Projects

Grant Recipient Two counties – Not yet selected	Federal Project # SE16-02	Program Manager Jerry Noviello	
<p>This project will build on what has been learned with the two county-level speed pilot projects and develop two additional projects in other areas. The selection of these additional areas will be done through collaboration with WSDOT and will include the implementation of engineering, education, and enforcement components.</p>			
SHSP (Target Zero Plan) Link SP 1.1-1.2, 2.2, 2.5,3.1-3.4, 3.5-3.8	Fund Source 402	Amount Approved \$80,000	Benefit to Local \$80,000

Thurston County Speed Reduction Project

Grant Recipient Thurston County Prosecuting Attorney's Office	Federal Project # M1*SE16-02	Program Manager Jerry Noviello	
<p>The Thurston County speed reduction project is a community-level pilot project aimed at identifying and implementing interventions that hold promise for reducing speed-caused fatal and serious injury collisions. In the second year of this pilot project, Thurston County will utilize a combination of education, engineering, and enforcement to reduce speeding throughout the county. The Target Zero Strategic Plan identifies speeding as a level one priority and the third largest cause of fatal collisions. The Thurston speed eradication team's project is based on the best practice corridor model and incorporates a strong evaluation that will be developed in collaboration with the WTSC Research and Data Division. This project also includes the purchase of 2 additional mobile speed feedback signs to be utilized by local law enforcement or engineers.</p>			
SHSP (Target Zero Plan) Link SP 1.1-1.2, 2.2, 2.5,3.1-3.4, 3.5-3.8	Fund Source 405b	Amount Approved \$51,000	Benefit to Local \$0

Kitsap County Speed Reduction Project

Grant Recipient Kitsap County Sheriff's Office	Federal Project # M1*SE16-01	Program Manager Jerry Noviello	
<p>The Kitsap County speed reduction project is a community-level pilot project aimed at identifying and implementing interventions that hold promise for reducing speed-caused fatal and serious injury collisions. In the second year of this pilot project, Kitsap County will utilize a combination of education, engineering, and enforcement to reduce speeding throughout the county. The Target Zero Strategic Plan identifies speeding as a level one priority and the third largest cause of fatal collisions. The Thurston speed eradication team's project is based on the best practice corridor model and incorporates a strong evaluation that will be developed in collaboration with the WTSC Research and Data Division.</p>			
SHSP (Target Zero Plan) Link SP 1.1-1.2, 2.2, 2.5,3.1-3.4, 3.5-3.8	Fund Source 405b	Amount Approved \$40,000	Benefit to Local \$0

Speeding Funding Summary

Project #	Project Title	Budget	Budget Source
SE16-02	Speed Startup Projects	\$80,000	402
Total 402		\$80,000	
M1*SE16-01	Kitsap Co Speeding Pilot	\$40,000	405b
M1*SE16-02	Thurston Co Speeding Project	\$51,000	405b
Total 405b		\$91,000	
Total All Funds		\$171,000	

Young Drivers

Overview

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.

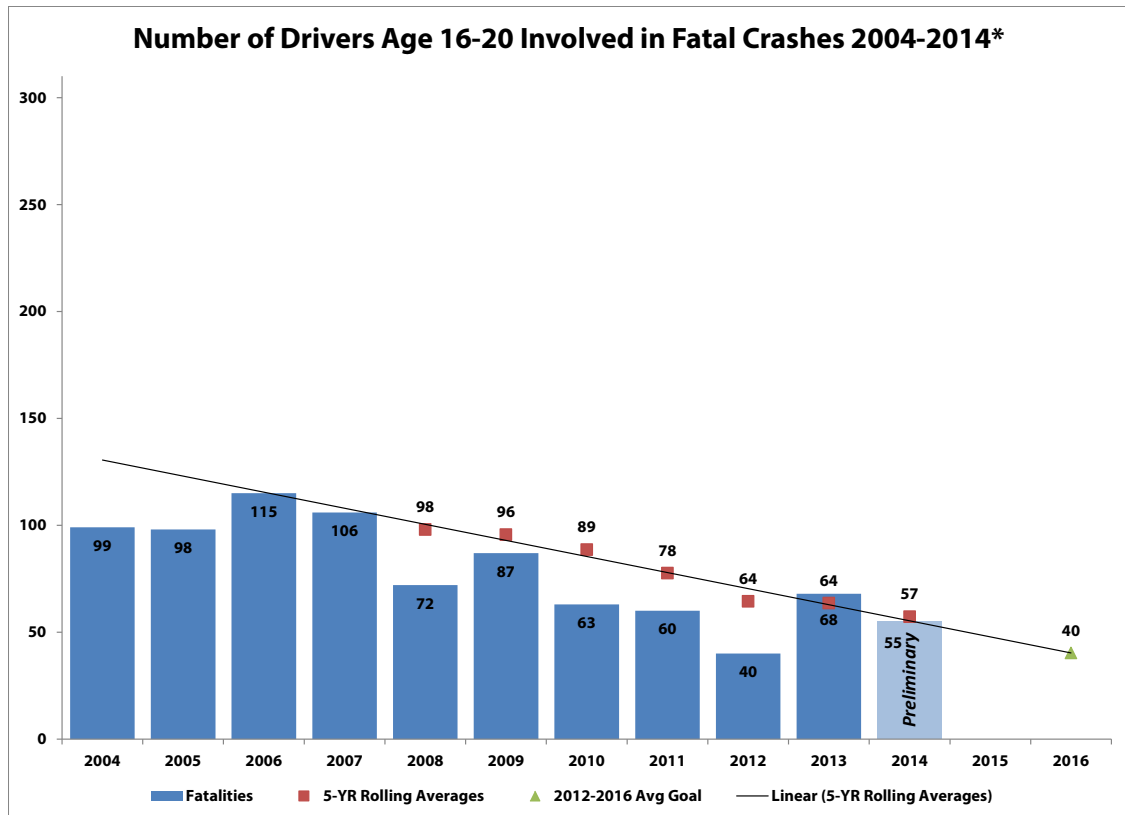
From 2012-2014 32 percent of traffic fatalities and 21.1 percent of serious injuries involved a driver age 16-25. Young driver involved fatalities decreased 12.5 percent compared to 2009-2011 (426 to 366). During this same time period, young driver involved serious injuries increased by 49 percent (869 to 1,295). The increase in serious injuries may indicate a coding or data error and is being reviewed.

Performance Analysis

Drivers Age 16-20 Involved in Fatal Collisions

Outcome Measure: Decrease the number of drivers age 16-20 involved in fatal collisions by 29.8 percent from the 2010-2014 five year moving average of 57 to 40 by December 31, 2016.

Preliminary Performance Report: Preliminary 2014 data shows there were 55 drivers age 16-20 involved in fatal collisions, achieving the HSP 2014 goal of 59 by 6.8 percent.

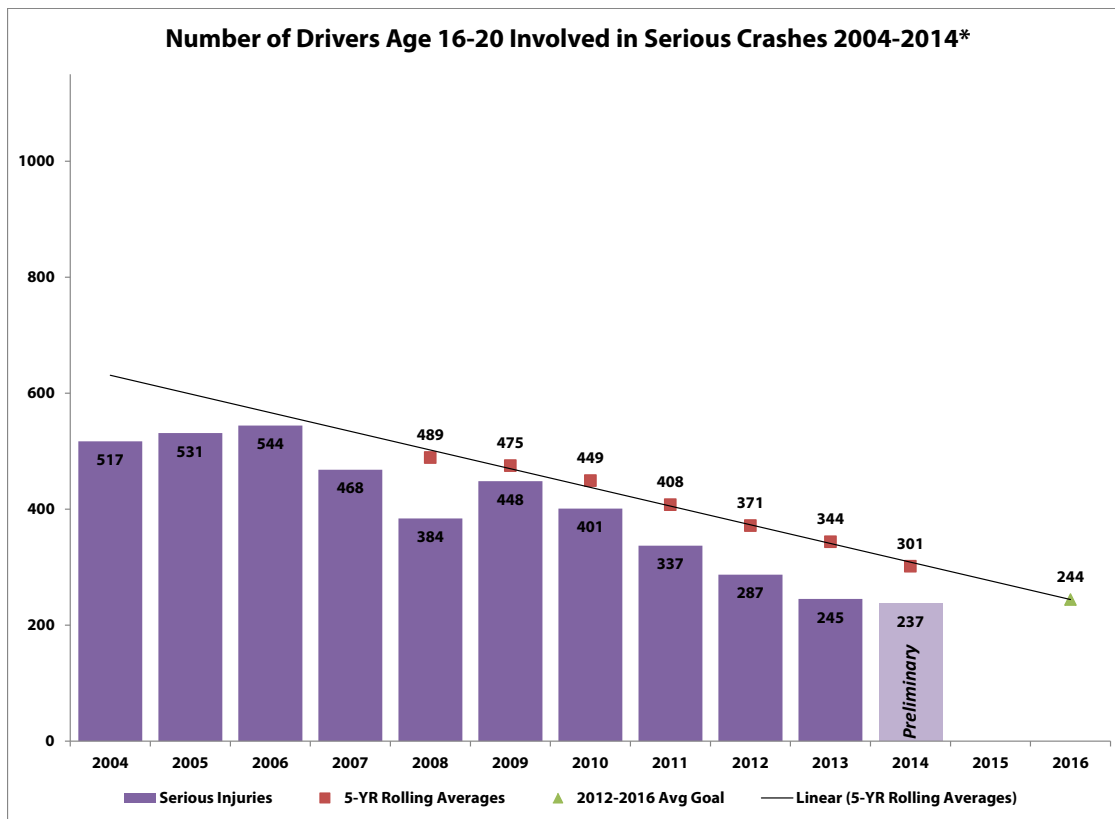


SOURCE: WA FARS

Drivers Age 16-20 Involved in Serious Injury Collisions

Outcome Measure: Decrease the number of drivers age 16-20 involved in serious injury collisions by 18.9 percent from the 2010-2014 five year moving average of 301 to 244 by December 31, 2016.

Preliminary Performance Report: New performance target set in 2015.

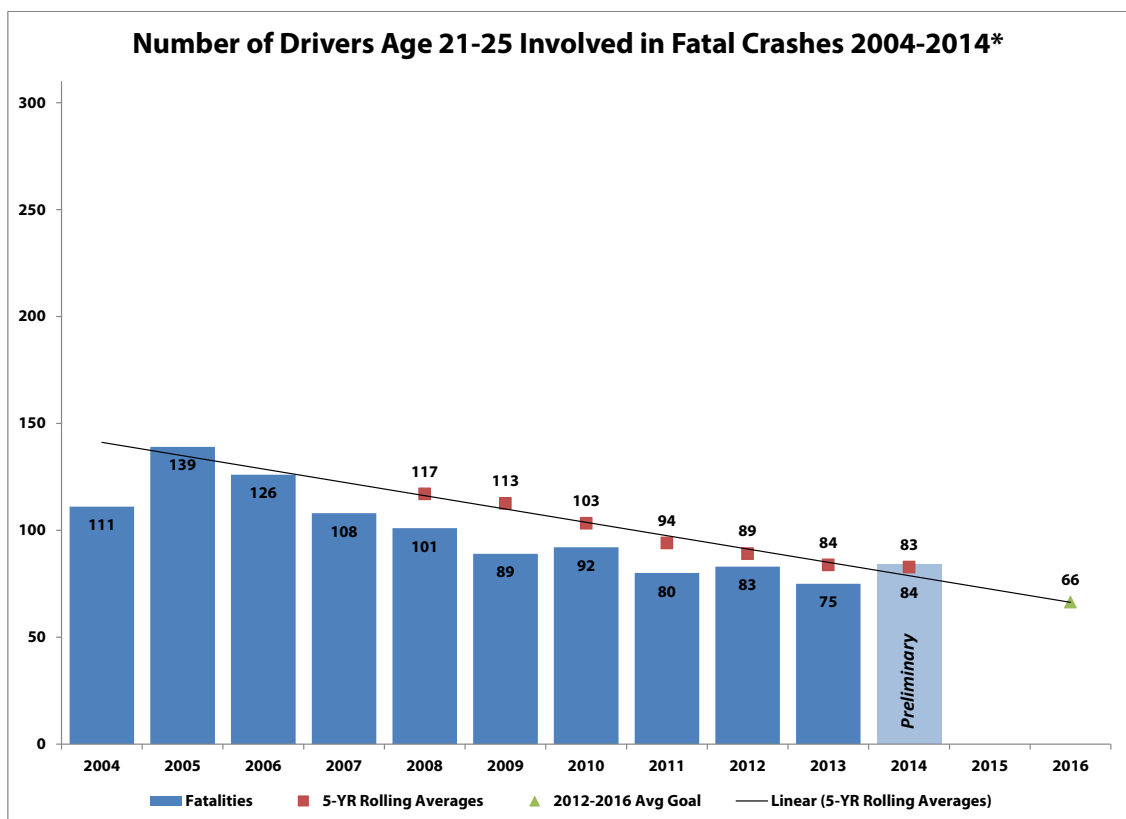


SOURCE: WSDOT

Drivers Age 21-25 Involved in Fatal Collisions

Outcome Measure: Decrease the number of drivers age 21-25 involved in fatal collisions by 20.5 percent from the 2010-2014 five year moving average of 83 to 66 by December 31, 2016.

Preliminary Performance Report: Preliminary 2014 data shows there were 84 drivers age 21-25 involved in fatal collisions, missing the HSP 2014 goal of 72 by 16.7 percent.

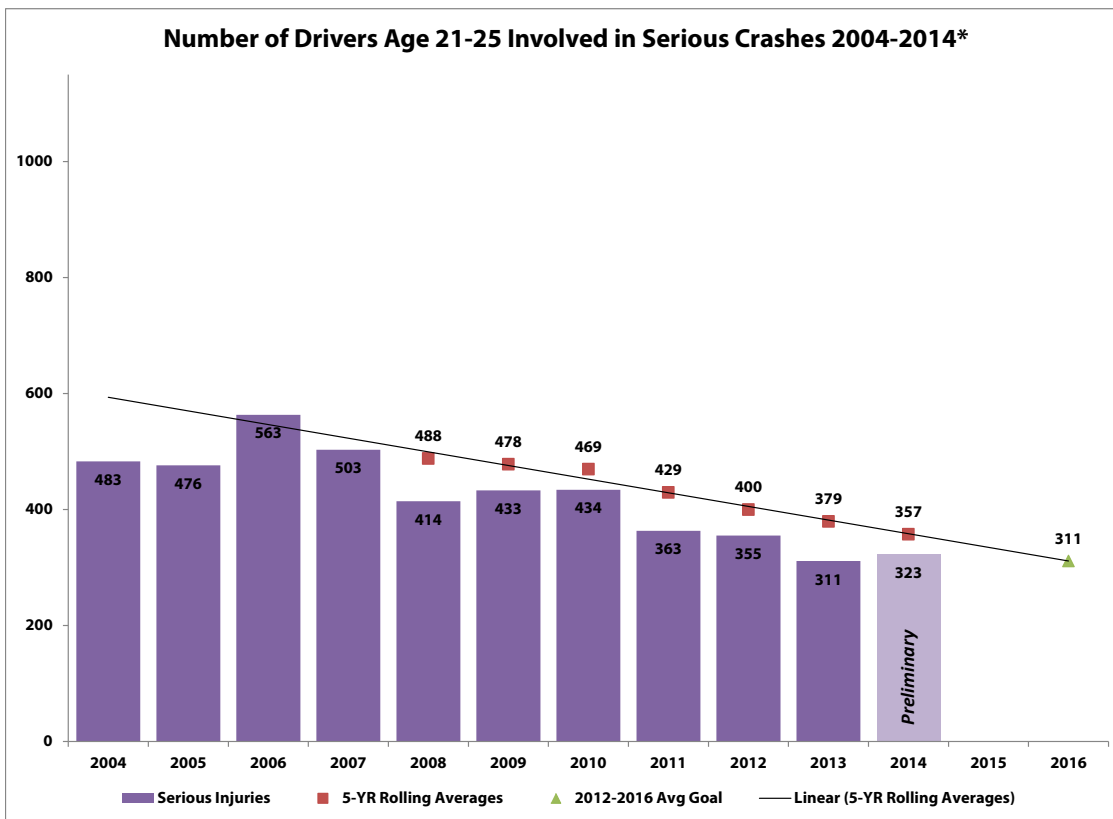


SOURCE: WA FARS

Drivers Age 21-25 Involved in Serious Injury Collisions

Outcome Measure: Decrease the number of drivers age 21-25 involved in serious injury collisions by 12.9 percent from the 2010-2014 five year moving average of 357 to 311 by December 31, 2016.

Preliminary Performance Report: New performance target set in 2015.



SOURCE: WSDOT

FFY 2016 Projects

Young Driver Task Force

Grant Recipient Washington Traffic Safety Commission	Federal Project # CP 16-12	Program Manager Angie Ward	
<p>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>			
SHSP (Target Zero Plan) Link YD 1.3, 1.4, 2.4, 3.1, 3.5, 3.6, 4.1	Fund Source 402	Amount Approved \$50,000	Benefit to Local \$0

State Farm Young Drivers Program

Grant Recipient Washington Traffic Safety Commission	Project State Farm	Program Manager Chris Madill	
<p>This project provides \$500 in grants to student groups in high schools throughout the state. These student groups conduct peer-led educational activities that meet certain criteria around seatbelts, distracted driving, and impaired driving. In 2014, 127 high schools received grants through this cooperative project with State Farm. There were 61 teen alcohol and 66 distracted driving grant projects.</p>			
SHSP (Target Zero Plan) Link N/A	Fund Source State Farm	Amount Approved \$50,000	Benefit to Local \$0

Young Drivers Funding Summary

Project #	Project Title	Budget	Budget Source
CP16-12	Young Drivers Task Force	\$50,000	402
Total 402		\$50,000	
State Farm	State Farm Young Drivers Program	\$50,000	State Farm
Total State Farm		\$50,000	
Total All Funds		\$100,000	

Distracted Driving

Overview

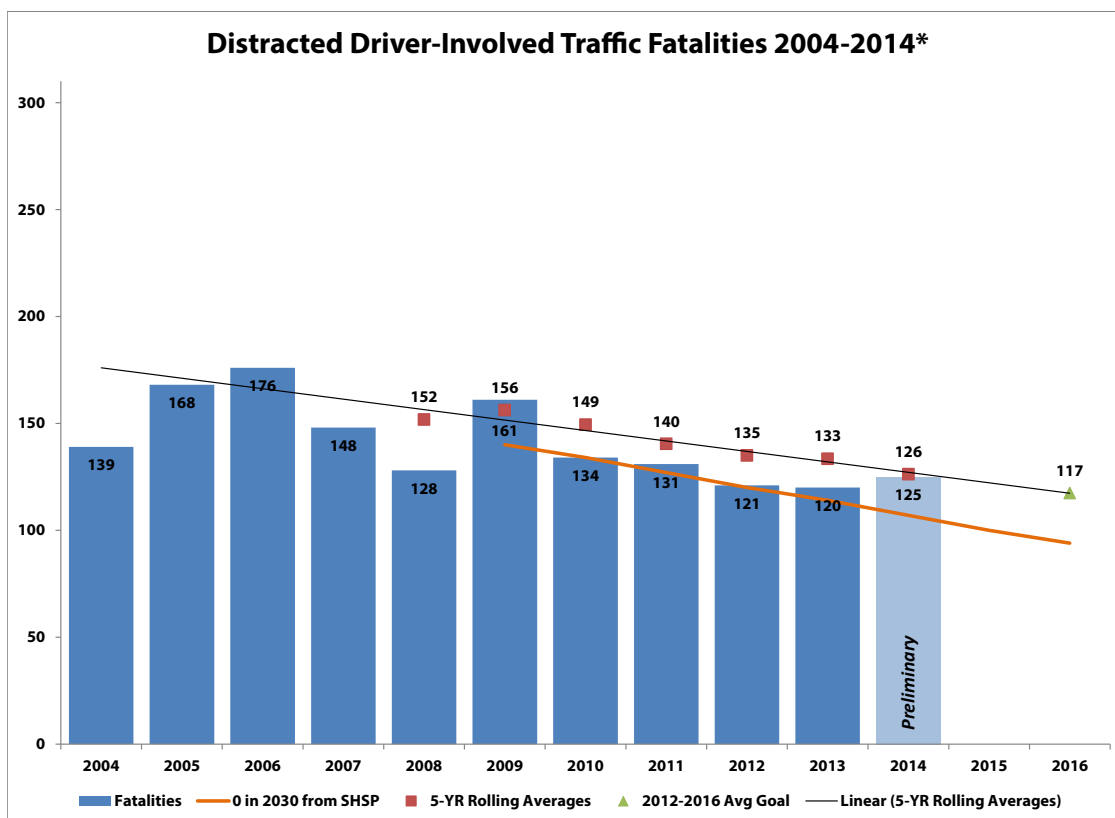
From 2012-2014 distracted driving was a factor in 27.5 percent of traffic fatalities. Due to a change in coding practices, distracted driving data for serious injuries are only available from 2013 forward. From 2013-2014, distracted driving was a factor in 27.5 percent of serious injuries. Distracted driver involved fatalities decreased 14.1 percent in 2012-2014 (366) compared with 2009-2011 (426).

Performance Analysis

Distracted Driver Involved Fatalities

Outcome Measure: Decrease distracted driver involved fatalities by 7.1 percent from the 2010-2014 five year moving average of 126 to 117 by December 31, 2016.

Preliminary Performance Report: Preliminary 2014 data shows there were 125 distracted driver involved fatalities, missing the HSP 2014 goal of 107 by 16.8 percent.



SOURCE: WA FARS

FFY 2016 Projects

Distracted Driving High Visibility Enforcement Projects

Grant Recipient Washington Traffic Safety Commission	Federal Project # DD16-02	Program Manager Angie Ward	
<p>The Distracted Driving Project will primarily fund HVE overtime for local law enforcement agencies to participate in one national mobilization with the goal of reducing distracted driving. This grant works in conjunction with the WSP Traffic Safety Block Grant, M7*PT16-01. Paid advertising will be coordinated and purchased through a separate project, M1*PM 16-01, in an effort to warn the public in advance about these extra patrols.</p>			
SHSP (Target Zero Plan) Link DD 3.1	Fund Source 402	Amount Approved \$150,000	Benefit to Local \$150,000

Grant Recipient Washington State Patrol	Federal Project # M7*PT16-01	Program Manager Angie Ward	
<p>This project funds the trooper overtime component of locally scheduled and organized High Visibility Enforcement mobilizations focused on DUI, distracted driving, seat belt violations, and speeding throughout the year. These multijurisdictional patrols will be coordinated on the local level by Target Zero Managers, Law Enforcement Liaisons, and worked in conjunction with local law enforcement agencies. Funds for local law enforcement OT are in projects PT 16-03 and M7*PT 16-02. Funds for media and educational efforts to publicize the extra enforcement are in project M*PM 16-01 and M5PEM 16-01.</p>			
SHSP (Target Zero Plan) Link DD 3.1	Fund Source 405d	Amount Approved \$150,000	Benefit to Local \$0

Distracted Driving HVE Paid Media

Grant Recipient Washington Traffic Safety Commission	Federal Project # M1*PM16-01	Program Manager Shelly Baldwin	
<p>The communications goal for mobilizations is to reach our primary target demographic. As part of a proven strategy, this grant would fund paid media as a component of the distracted driving high visibility enforcement campaign. Paid media would include TV, radio and online ads, and outdoor billboards.</p>			
SHSP (Target Zero Plan) Link DD3.1	Fund Source 405b	Amount Approved \$200,000	Benefit to Local \$0

King County Distracted Driving Prevention

Grant Recipient Seattle & King County Public Health	Federal Project # M1*DD16-01	Program Manager Angie Ward	
<p>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.</p>			
SHSP (Target Zero Plan) Link DD 3.1	Fund Source 405b	Amount Approved \$85,000	Benefit to Local \$0

Distracted Driving Funding Summary

Project #	Project Title	Budget	Budget Source
DD-16-02	Distracted Driving HVE	\$150,000	402
Total 402		\$150,000	
M1*DD16-01	King Co Distracted Driving Prevention	\$85,000	405b
M1*PM16-01	Paid Media - Distracted Driving	\$200,000	405b
Total 405b		\$285,000	
M7*PT16-01	WSP - Block Grant, Distracted Driving	\$150,000	405d
Total 405d		\$150,000	
Total All Funds		\$585,000	

Traffic Records

Overview and Background

Target Zero is a data-driven approach to reducing traffic fatalities and injuries. Timely, accurate, complete, uniform, integrated, and accessible data is the foundation for targeting resources and monitoring progress toward zero traffic fatalities and serious injuries by 2030. Quality data is essential in ever evolving problem identification and assessment of implemented countermeasures. The data assists in identification of the focus areas and innovative strategies that will have the greatest impact on achieving our goal.

Washington's traffic information and support data systems are comprised of hardware, software, and accompanying processes that capture, store, transmit, and analyze the following types of data:

- Traffic fatalities (WTSC)
- All collisions (WSDOT)
- Citation/adjudication information (Washington Administrative Office of the Courts)
- Licensed drivers and registered vehicles (Washington DOL)
- Commercial motor vehicles (Washington DOL, WSP, WSDOT)
- Injury surveillance systems (Washington Department of Health)
- Roadway information (WSDOT)
- Location information via Geographic Information Systems (Various Agencies)

These records are used to make up Washington's traffic records system. Each component of this system provides key information for problem identification and decision support related to public and transportation safety. This information enhances management and accountability in public service by gauging progress toward key measures of performance.

Performance Measures

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

Washington's Traffic Records Committee

The Washington Traffic Records Committee (TRC) is a partnership of federal, state, local, and tribal stakeholders from transportation, law enforcement, criminal justice, injury surveillance, and health. 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.



2016 Projects

WTSC Research & Data Division

Grant Recipient Washington Traffic Safety Commission	Federal Project # TR16-02	Program Manager Staci Hoff	
<p>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. Staff 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 seatbelt and distracted driving observation surveys and adding additional questions on the Behavioral Risk Factor Surveillance Survey.</p>			
SHSP (Target Zero Plan) Link TDS 3.4; OP 3.3	Fund Source 402	Amount Approved \$180,000	Benefit to Local \$0

Traffic Records Committee Projects

Grant Recipient Washington Traffic Safety Commission	Federal Project # M3DA16-01	Program Manager Debi Besser	
<p>This Traffic Records Grant is a package of 12 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>			
Sub-grantee	Project Description	Amount	
Washington Association of Sheriffs and Police Chiefs	Continue supporting the expansion of SECTOR use by providing scanners and printers to local law enforcement as well as coordinating law enforcement training for SECTOR.	\$ 185,000	
Washington State Patrol	Partially support a contract SECTOR programmer to augment existing staff in sustaining and providing enhancements of the SECTOR application. This resource will address current and future enhancement requests for improvements in officer safety processes, expansion of law enforcement forms, and efficiency and data sharing improvements requested from the user community.	\$ 90,000	

Grant Recipient Washington Traffic Safety Commission		Federal Project # M3DA16-01	Program Manager Debi Besser
Sub-grantee	Project Description	Amount	
Washington Traffic Safety Commission	Contract trainers provide SECTOR training to Law Enforcement and Prosecutors throughout the state at training sites to support the continuing adoption of the SECTOR application.	\$ 70,000	
Washington Traffic Safety Commission	Enhances the Traffic Records Committee and supporting staff's knowledge about emerging traffic records technologies and best practices, providing the ability for members to attend training classes and conferences, including the Traffic Records Forum. It also provides for costs associated with TRC coordination needs identified by the TRC, such as web site maintenance.	\$ 40,000	
Washington Traffic Safety Commission	Provides funding for emerging project proposals approved by the TRC to respond to changing dynamics in the state's traffic records environment as well as issues that may not have been anticipated during the annual grants process. Projects will be funded according to how the proposed goals and accompanying strategies align with the Traffic Records Strategic Plan and the 2014 Traffic Records Program Assessment.	\$ 49,026	
Washington Traffic Safety Commission	The timely and accurate maintenance of the Federal Fatal Analysis Reporting System (FARS) data is crucial to informed decision making. To ensure that the system can continue to be maintained at an acceptable quality level, this provides funds to support 0.4 (40%) of a FTE for FARS analysis.	\$ 30,000	
Washington Traffic Safety Commission	Funds a Data Integration position at WTSC to develop a Crash-Health data linkage, and operate software to support the linkage. This position will also lead the Data Integration Subcommittee.	\$ 168,200	
Washington Traffic Safety Commission	Funds a project position at WTSC to enhance current geospatial analysis capabilities of traffic records data for all WTSC and TRC partners.	\$ 80,000	
Washington State Patrol	Transitions the enforcement database from the Washington Department of Transportation's (WSDOT) environment to the Washington State Patrol's (WSP) environment, and provide the foundation for the "Geospatial Awareness" and "Web-based Enforcement Collision Data Map" projects below.	\$ 270,951	

Grant Recipient Washington Traffic Safety Commission		Federal Project # M3DA16-01	Program Manager Debi Besser	
Sub-grantee	Project Description	Amount		
Washington State Patrol	Provides for the enhancement of the LEA Enforcement database to store geospatial coordinates, as well as creating a tool by which WSP collision data entry technicians can derive geospatial coordinates for crashes, or pull in these coordinates from another source.	\$ 60,000		
Washington State Patrol	Utilizing existing software licenses and information infrastructure, create a map service for local law enforcement agencies to help them better understand collision patterns by contributing factors, spatially and through time.	\$ 25,000		
Washington State Patrol	Add a mapping component to SECTOR to streamline the process of establishing collision location, and leverage spatial data in order to auto populate text fields to reduce officer workload.	\$ 250,000		
SHSP (Target Zero Plan) Links TR 1.1, 1.3, 1.4,2.1, 2.5, 3.2, 3.4, 4.2		Fund Source 405(c)	Amount Approved \$1,318,177	Benefit to Local \$0

Traffic Records Expenditure Summary

Project #	Project Title	Budget	Budget Source
TR16-02	WTSC Research & Data Division	\$180,000	402
Total 402		\$180,000	
M3DA16-01	Traffic Records Committee Projects	\$1,318,177	405c
Total 405c		\$1,318,177	
Total All Funds		\$1,498,177	

Occupant Protection

Overview

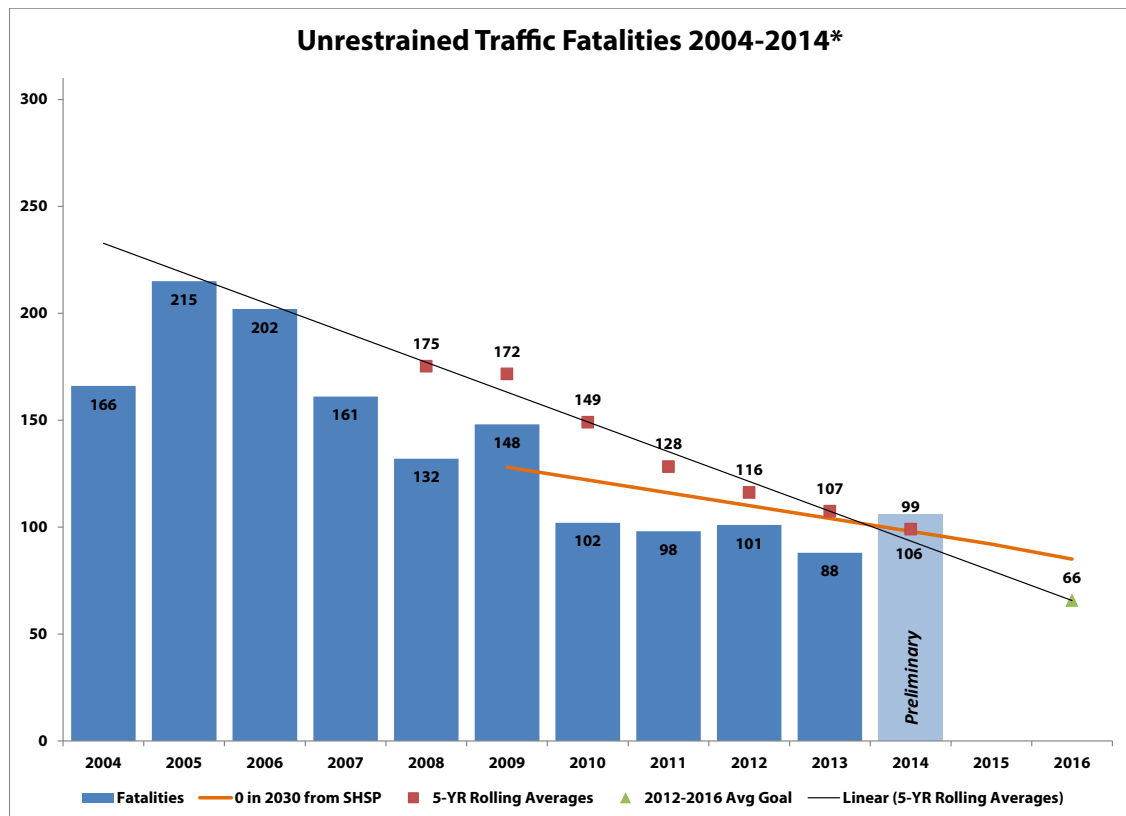
From 2012-2014 15.2 percent of fatally injured persons and 11.4 percent of seriously injured persons were not restrained at the time of the crash. Unrestrained passenger fatalities decreased 15.2 percent in 2012-2014 (295) compared with 2009-2011 (348). During this same period, unrestrained passenger serious injuries decreased by 19.1 percent (864 to 699).

Performance Analysis

Unrestrained Passenger Fatalities

Outcome Measure: Decrease unrestrained passenger fatalities by 33.3 percent from the 2010-2014 five year moving average of 99 to 66 by December 31, 2016.

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

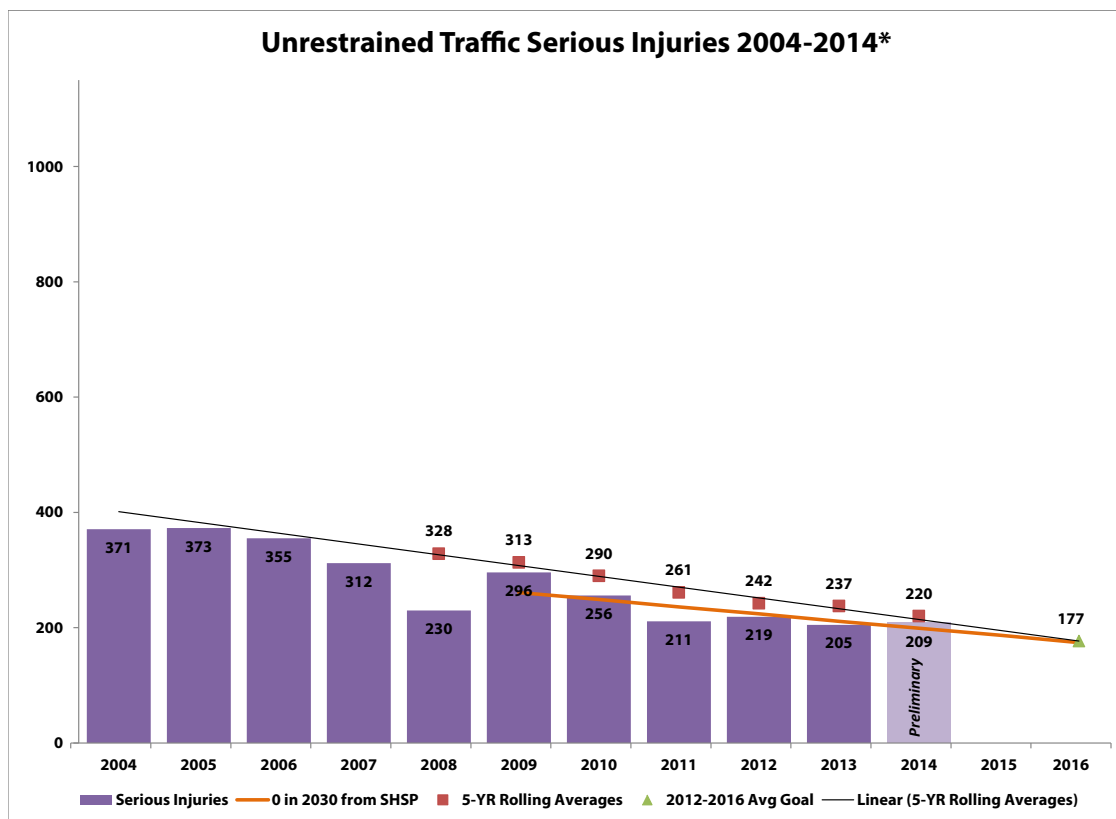


SOURCE: WA FARS

Unrestrained Passenger Serious Injuries

Outcome Measure: Decrease unrestrained passenger serious injuries by 19.5 percent from the 2010-2014 five year moving average of 220 to 177 by December 31, 2016.

Preliminary Performance Report: Preliminary 2014 data shows there were 209 unrestrained passenger serious injuries, missing the HSP 2014 goal of 199 by 5.0 percent.

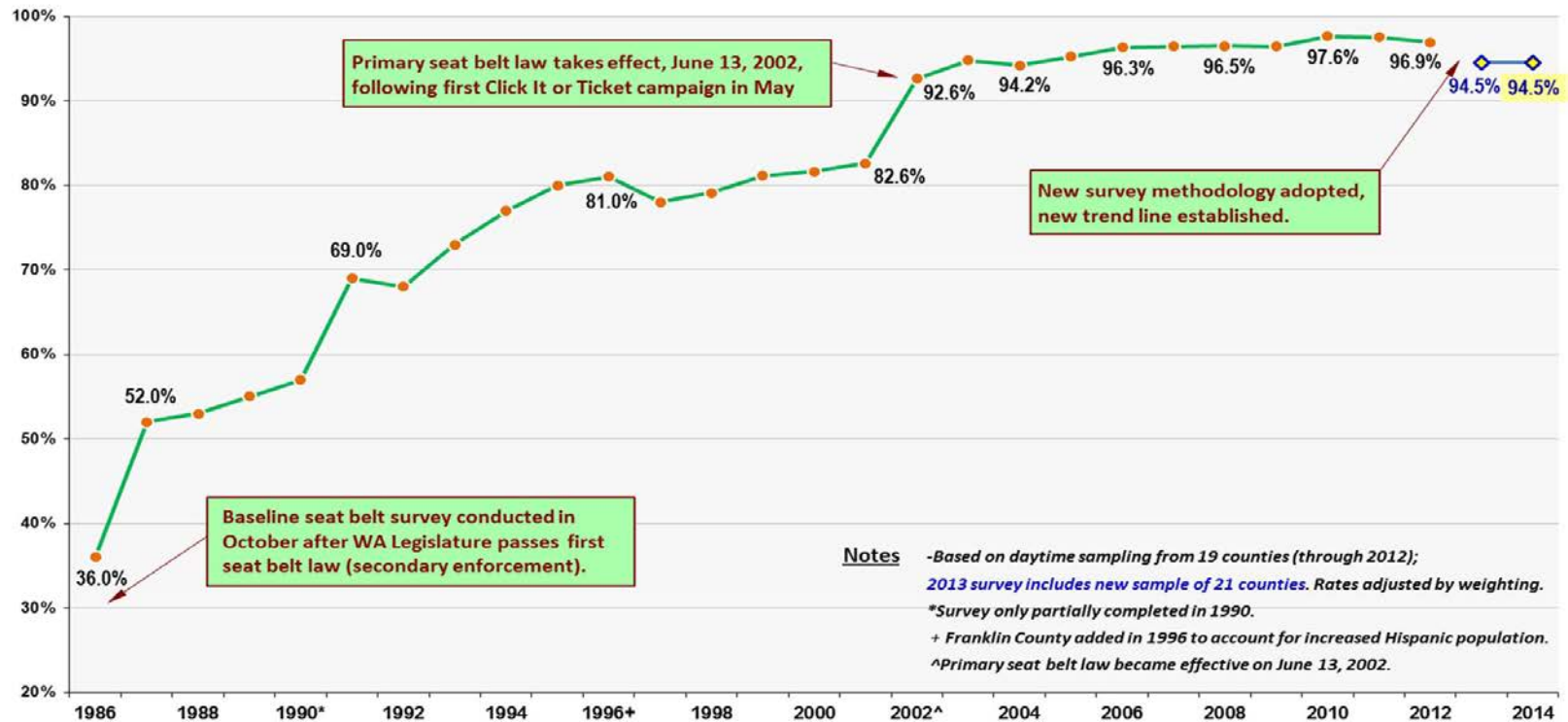


SOURCE: WSDOT

Observed Seat Belt Use Rates in Washington, 1986-2014

By Year, Percent of Front-Seat Motorists Observed Using Restraints

Source: WTSC Annual Seat Belt Use Observation Survey



NOTE: In 2013, WTSC implemented a new methodology for conducting the seat belt observation survey. This change in methodology was a requirement of all states, directed by NHTSA, and this resulted in an entirely new selection of survey sites, as well as the addition of approximately 50 sites. The weighting formula also changed. The result of this new methodology was a slight decline in the statewide seat belt use rate estimate (from 96.9 percent in 2012 to 94.5 percent in 2013). This decline does not represent a decrease in statewide seat belt use, but rather is due to the change in methodology. The new methodology results in a more accurate estimate with greater confidence. The statistical level of accuracy with the new methodology is nearly double what it was under the old methodology.

County-level results should be interpreted with caution. The seat belt use survey was designed for a statewide estimate and therefore, the selection of major and minor road segments in each sampled county reflected the statewide proportion of these road segments. In reality, the proportion of major and minor road segments in each county varies. In order to produce accurate county-level estimates, the proportion of major and minor road segments observed should match each county's unique proportion. This issue will be addressed in 2018 when the site sample is reselected.

FFY 2016 Projects

Child Passenger Safety Program

Grant Recipient Bonney Lake Police Department	Federal Project # M1CPS16-01	Program Manager MJ Haught	
The Statewide Child Passenger Safety Program will maintain and support an active network of child restraint inspection stations, maintain a sufficient number of child passenger safety technicians, and increase driver awareness and enforcement of Washington's child restraint laws.			
SHSP (Target Zero Plan) Link OP 3.1, 3.5, 4.1-4.2	Fund Source 405b	Amount Approved \$270,000	Benefit to Local \$0

High Visibility Enforcement Projects

Grant Recipient Washington Traffic Safety Commission	Federal Project # M1HVE16-01	Program Manager Angie Ward	
The seat belt mobilization project funds overtime for local law enforcement agencies to participate in the national/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, M1PT 16-01, and is dependent upon the media support outlined in project M1*PM16-01 to warn the public of the coming patrols.			
SHSP (Target Zero Plan) Link OP 1.2-1.4	Fund Source 405b	Amount Approved \$130,000	Benefit to Local \$0

Grant Recipient Washington State Patrol	Federal Project # M1PT16-01	Program Manager Angie Ward	
The seat belt mobilization project funds overtime for WSP to participate in the national/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, M1HVE 16-01, and is dependent upon the media support outlined in project M1*PM16-01 to warn the public of the coming patrols.			
SHSP (Target Zero Plan) Link OP 1.2-1.4	Fund Source 405b	Amount Approved \$133,000	Benefit to Local \$0

Seat Belt HVE Paid Media

Grant Recipient Washington Traffic Safety Commission	Federal Project # M1*PM16-01	Program Manager Shelly Baldwin	
<p>The communications goal for mobilizations is to reach our primary target demographic. As part of a proven strategy, this grant would fund paid media as a component of the "Click It or Ticket" seat belt high visibility enforcement campaigns. Paid media would include TV, radio and online ads, and outdoor billboards.</p>			
SHSP (Target Zero Plan) Link DD3.1, OP1.3	Fund Source 405b	Amount Approved \$263,000	Benefit to Local \$0

Occupant Protection Funding Summary

Project #	Project Title	Budget	Budget Source
M1CPS16-01	Child Passenger Safety: Bonney Lake Police Dept	\$270,000	405b
M1HVE16-01	Seat Belt Mobilization: Local LE Overtime	\$130,000	405b
M1*PT16-01	WSP Block Grant - Seat Belt Enforcement	\$133,000	405b
M1*PM16-01	Seat Belt Paid Media	\$263,000	405b
Total 405b		\$796,000	
Total All Funds		\$796,000	

Motorcycles

Overview

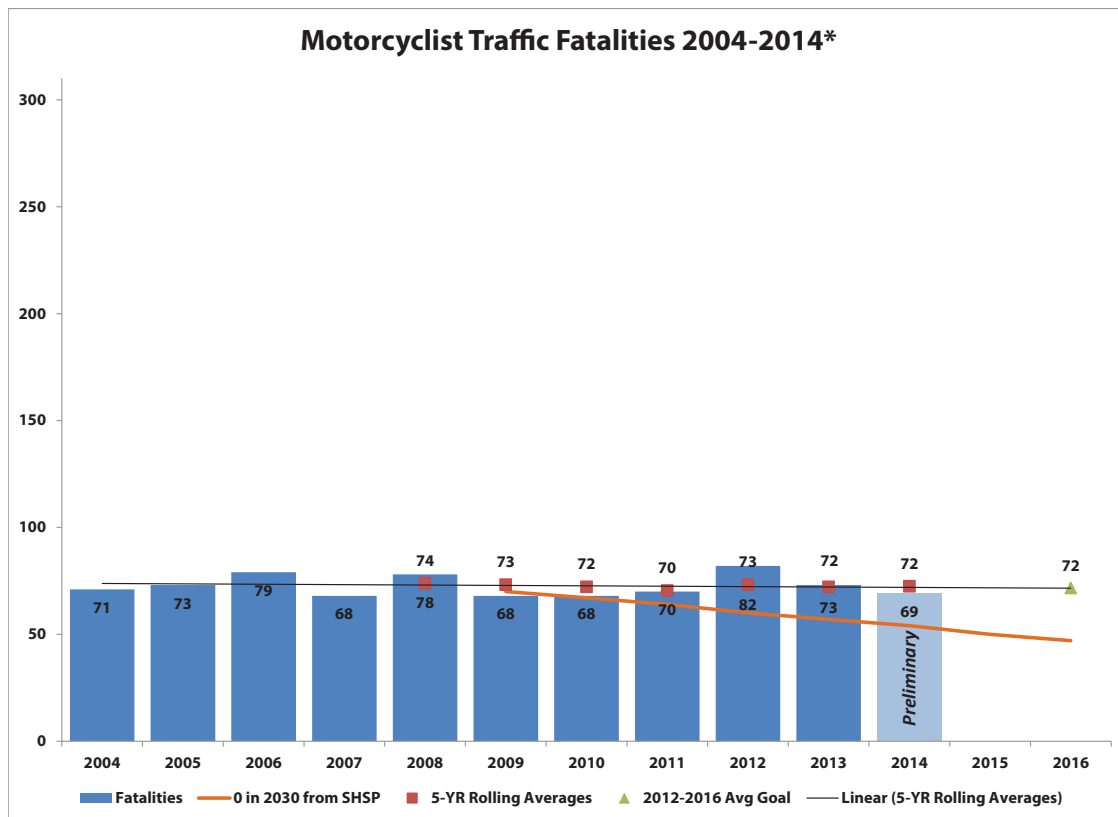
From 2012-2014 motorcyclist fatalities comprised 16.8 percent of statewide traffic fatalities. This represents an 8.7 percent increase in motorcyclist fatalities (224) from 2009-2011 (206). During this same time period, motorcyclist serious injuries decreased by 12.3 percent (1,365 to 1,197). From 2012-2014, 30 percent of motorcyclist fatalities involved an alcohol impaired driver and 34 percent involved a drug positive driver.

Performance Analysis

Motorcyclist Fatalities

Outcome Measure: Maintain or decrease motorcyclist fatalities from the 2010-2014 five year moving average of 72 by December 31, 2016.

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

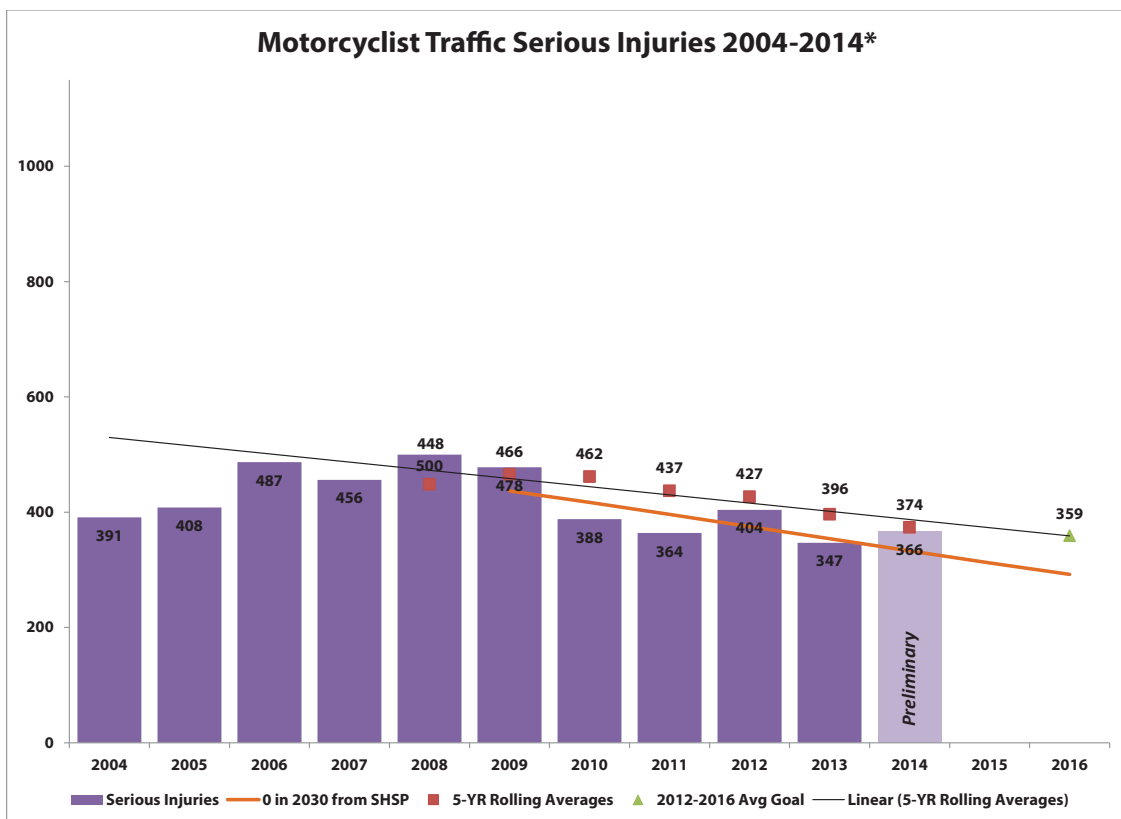


SOURCE: WA FARS

Motorcyclist Serious Injuries

Outcome Measure: Decrease motorcyclist serious injuries by 4.0 percent from the 2010-2014 five year moving average of 374 to 359 by December 31, 2016.

Preliminary Performance Report: Preliminary 2014 data shows there were 366 motorcyclist serious injuries, missing the HSP 2014 goal of 333 by 10.0 percent.



SOURCE: WSDOT

FFY 2016 Projects

High Visibility Enforcement Projects

Grant Recipient Washington Traffic Safety Commission	Federal Project # MC16-02	Program Manager Mark Medalen	
<p>This grant will follow the data and address those motorcycle safety issues and crash-contributing factors not covered by NHTSA MAP-21 funding regulations. These issues include impaired riding, speeding, rider awareness, and messaging. These dangerous behaviors will be addressed through the proven High Visibility Enforcement (HVE) model of education (including program branding, media buy, and social media) followed by extra law enforcement patrols. This grant works in conjunction with project M7*PT16-01 and M7*PM16-01.</p>			
SHSP (Target Zero Plan) Link MC 1.1-1.2, 1.4-1.7, 2.2- 2.3, 5.2-5.3, 6.1; ID 1.1-1.3, 5.1; SP 1.1-1.2, 3.1-3.2, 3.6	Fund Source 402	Amount Approved \$50,000	Benefit to Local \$50,000

Grant Recipient Washington State Patrol	Federal Project # M7*PT16-01	Program Manager Mark Medalen	
<p>The motorcycle mobilization project funds overtime for WSP to participate in a statewide motorcycle mobilization with the goal of addressing those motorcycle safety issues and crash-contributing factors not covered by NHTSA MAP-21 funding regulations. These issues include impaired riding, speeding, rider awareness, and messaging. These dangerous behaviors will be addressed through the proven High Visibility Enforcement (HVE) model of education (including program branding, media buy, and social media) followed by extra law enforcement patrols. This grant works in conjunction with project MC16-02 and M7*PM16-01.</p>			
SHSP (Target Zero Plan) Link MC 1.1-1.2, 1.4-1.7, 2.2- 2.3, 5.2-5.3, 6.1; ID 1.1-1.3, 5.1; SP 1.1-1.2, 3.1-3.2, 3.6	Fund Source 405d	Amount Approved \$50,000	Benefit to Local \$0

Motocycle HVE Paid Media

Grant Recipient Washington Traffic Safety Commission	Federal Project # M7*PM16-01	Program Manager Shelly Baldwin	
The communications goal for mobilizations is to reach our primary target demographic. As part of a proven strategy, this grant would fund paid media as a component of the motorcycle rider impairment behavior high visibility enforcement campaigns and education. Paid media would include TV, radio and online ads, and outdoor billboards.			
SHSP (Target Zero Plan) Link MC 2.2, MC 2.3	Fund Source 405d	Amount Approved \$100,000	Benefit to Local \$0

Department of Licensing Motorcycle Safety Training Program

Grant Recipient Department of Licensing	Federal Project # M9MT16-01	Program Manager Mark Medalen	
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 through this grant following the NHTSA recommendations and funding eligibility. More information on their program can be found at http://www.dol.wa.gov/driverslicense/motorcycles.html			
SHSP (Target Zero Plan) Link MC 1.1, 1.2, 1.4, 1.5, 1.7, 6.1	Fund Source 405f	Amount Approved \$78,500	Benefit to Local \$0

WTSC Motorcycle Training and Awareness Project

Grant Recipient MAP-21 Motorcycle Training and Awareness	Federal Project # M9MT16-02	Program Manager Mark Medalen	
The goal of the PAS-D Motorcycle Safety Program is to reduce and eventually eliminate the number of motorcycle crashes that result in serious injuries and fatalities. This project will work in coordination with Department of Licensing's training and motorist awareness projects as part of the Washington Motorcycle Safety Program. We plan to increase the number of endorsed and trained riders on Washington's roads and to educate motorists about motorcycle issues and increase motorist awareness of motorcycles.			
SHSP (Target Zero Plan) Link MC 1.1, 1.2, 1.4, 1.5, 1.7, 6.1	Fund Source 405f	Amount Approved \$61,000	Benefit to Local \$0

Motorcycles Funding Summary

Project #	Project Title	Budget	Budget Source
MC16-02	Motorcycle HVE	\$50,000	402
Total 402		\$50,000	
M7*PM16-01	Paid Media - Motorcycles	\$100,000	405d II
M7*PT16-01	WSP Block Grant – Motorcycle Enforcement	\$50,000	405d II
Total 405d II		\$150,000	
M9MT16-01	Dept. of Licensing Motorcycle Safety Training	\$78,500	405f
M9MT16-02	WTSC Motorcycle Training & Awareness	\$61,000	405f
Total 405f		\$139,500	
Total All Funds		\$339,500	

Pedestrians & Bicycles

Overview

-Pedestrians-

From 2012-2014 pedestrians comprised 15.2 percent of statewide traffic fatalities. This represents a 4.7 percent increase in pedestrian fatalities (202) from 2009-2011 (193). During this same time period pedestrian serious injuries increased by less than one percent (883 to 889).

-Bicycles-

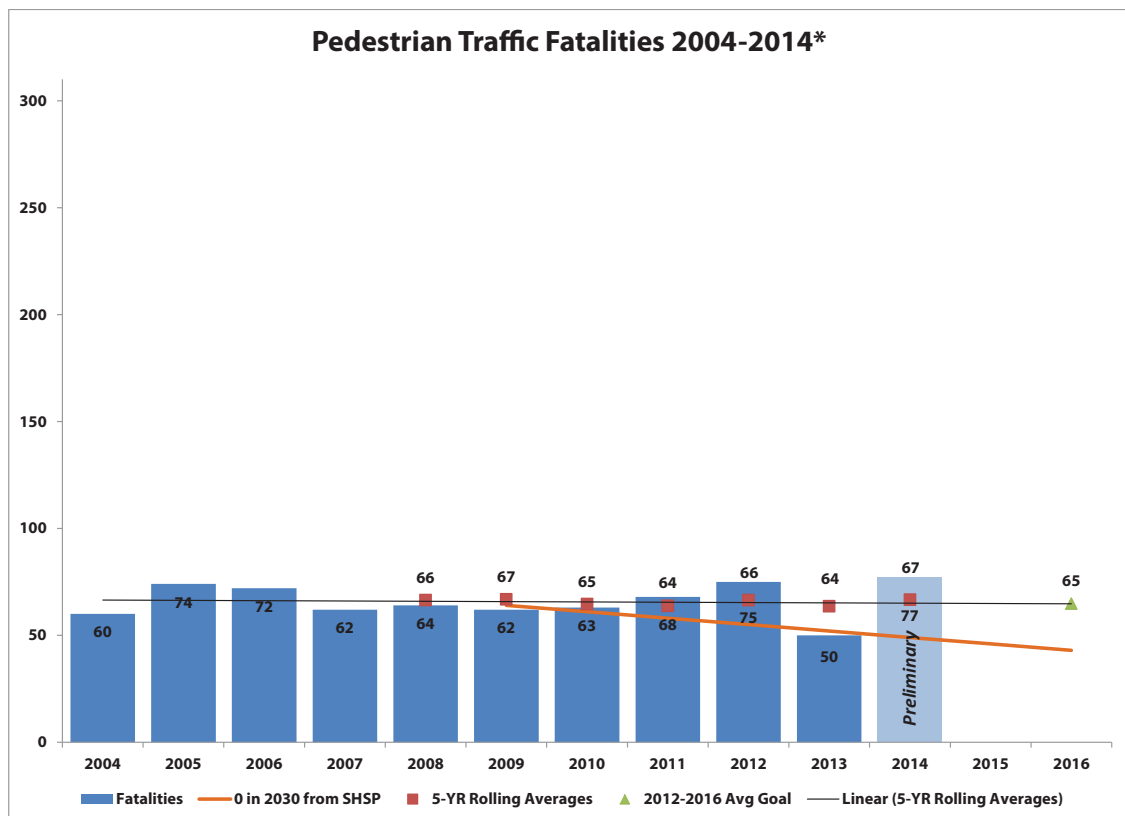
From 2012-2014 bicyclists comprised 2.3 percent of statewide traffic fatalities. This represents a 15.4 percent increase in bicyclist fatalities (30) from 2009-2011 (26). During this same time period bicyclist serious injuries decreased by 6 percent (346 to 325).

Performance Analysis

Pedestrian Fatalities

Outcome Measure: Decrease pedestrian fatalities by 3.0 percent from the 2010-2014 five year moving average of 67 to 65 by December 31, 2016.

Preliminary Performance Report: Preliminary 2014 data shows there were 77 pedestrian fatalities, missing the HSP 2014 goal of 58 by 32.8 percent.

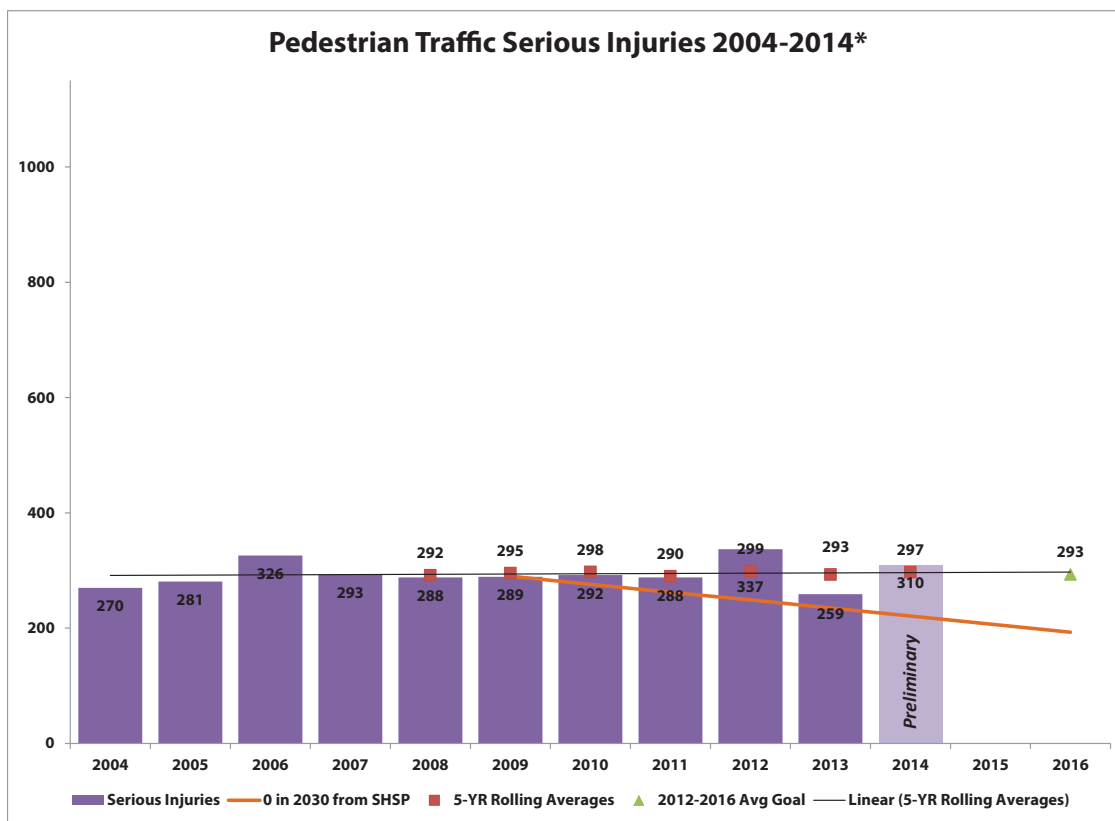


SOURCE: : WA FARS

Pedestrian Serious Injuries

Outcome Measure: Decrease pedestrian serious injuries by 1.3 percent from the 2010-2014 five year moving average of 297 to 293 by December 31, 2016.

Preliminary Performance Report: Preliminary 2014 data shows there were 310 pedestrian serious injuries, missing the HSP 2014 goal of 247 by 25.5 percent.

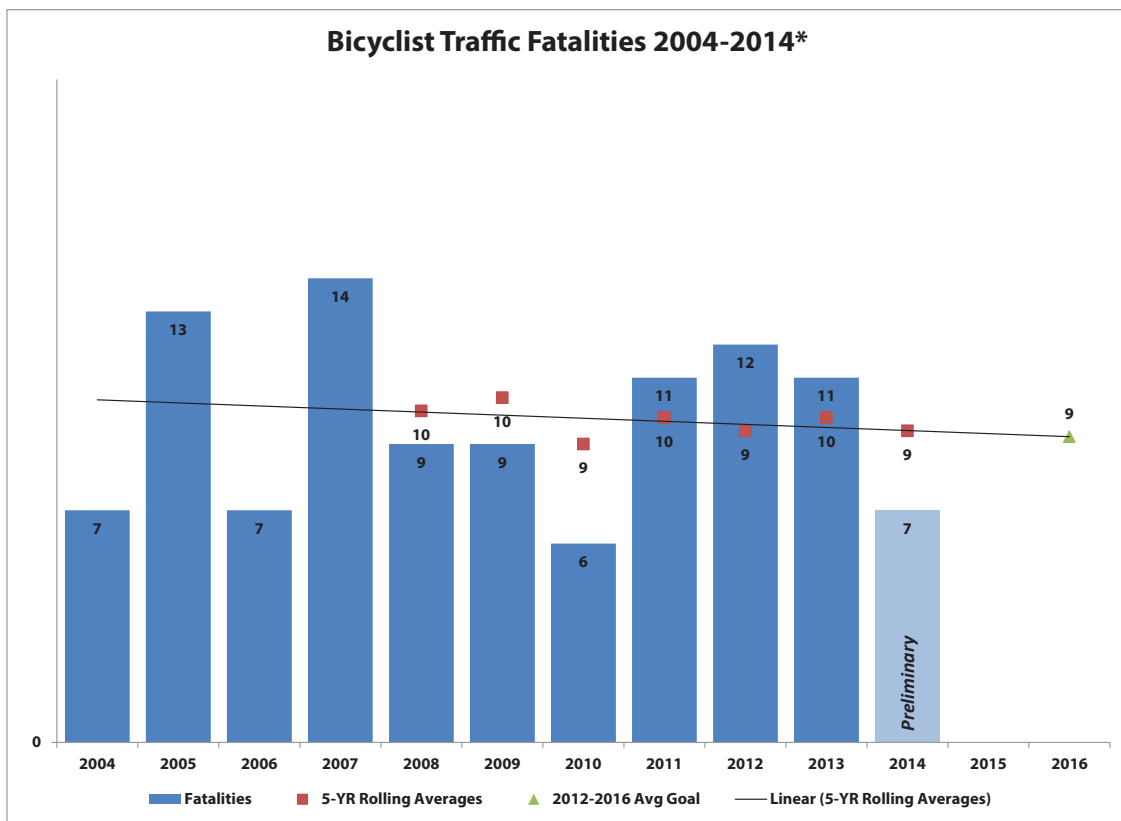


SOURCE: WSDOT

Bicyclist Fatalities

Outcome Measure: Maintain or decrease bicyclist fatalities from the 2010-2014 five year moving average of 9 by December 31, 2016.

Preliminary Performance Report: Preliminary 2014 data shows there were 7 bicyclist fatalities, achieving the HSP 2014 goal of 7 by 0.0 percent.

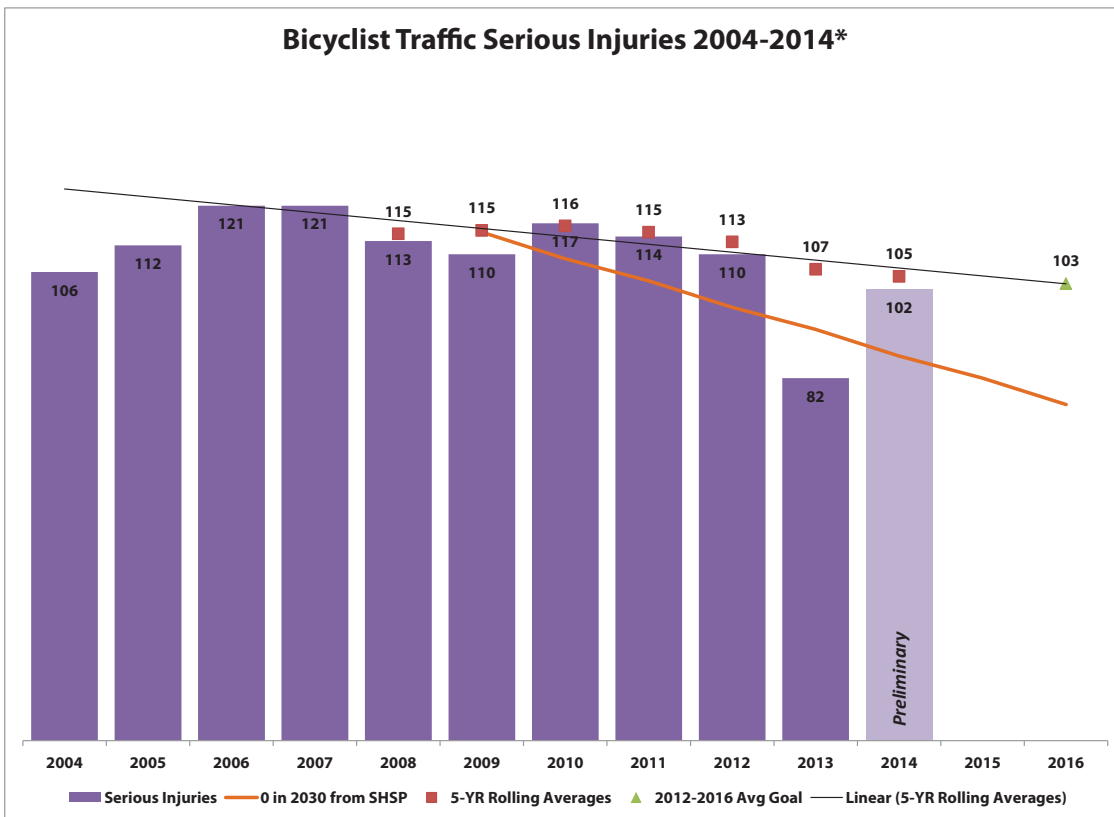


SOURCE: WA FARS

Bicyclist Serious Injuries

Outcome Measure: Decrease bicyclist serious injuries by 1.9 percent from the 2010-2014 five year moving average of 105 to 103 by December 31, 2016.

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



SOURCE: WSDOT

FFY 2016 Projects

Cooper Jones Committee

Grant Recipient Cooper Jones Committee	Federal Project # PS16-02	Program Manager MJ Haught	
These 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.			
SHSP (Target Zero Plan) Link N/A	Fund Source 402	Amount Approved \$2,000	Benefit to Local \$0

Pedestrian Safety Project

Grant Recipient Washington State Department of Transportation	Federal Project # M7*PS16-01	Program Manager MJ Haught	
The Washington State Department of Transportation (WSDOT) and WTSC will collaborate together to identify up to two locations in the state to conduct a targeted pedestrian safety project. Locations will be determined based on fatality, serious injury, and exposure data. The project will include a localized public information campaign in conjunction with location-specific enforcement efforts. This work will follow targeted engineering enhancements implemented by WSDOT and/or the local public works or transportation department.			
SHSP (Target Zero Plan) Link PED 1.3, 2.1-2.2	Fund Source 405d	Amount Approved \$60,000	Benefit to Local \$0

School Zone Safety Project

Grant Recipient Washington Traffic Safety Commission	Federal Project # N/A	Program Manager MJ Haught	
<p>These grant funds are collected from tickets issued in marked school zones throughout Washington. Fines are doubled for school zone violations, with half of the fine deposited in the School Zone Safety Account to be allocated to projects that enhance school zone safety. These funds are provided to elementary and middle schools to purchase flashing beacons to show designated school zones. Funds are also used by local law enforcement to purchase equipment for use when enforcing speeds in school zones. Additionally, elementary and middle schools may apply for mini grants each fiscal year for equipment for their crossing guard teams.</p>			
SHSP (Target Zero Plan) Link PED 4.1, 4.3	Fund Source State - SZ	Amount Approved \$500,000	Benefit to Local \$0

Pedestrians & Bicycles Funding Summary

Project #	Project Title	Budget	Budget Source
PS16-02	Cooper Jones	\$2,000	402
Total 402		\$2,000	
M7*PS16-01	Pedestrian Safety (WSDOT)	\$60,000	405d II
Total 405d II		\$60,000	
School Zone	School Zone Safety Project	\$500,000	State - SZ
Total State - SZ		\$500,000	
Total All Funds		\$562,000	

Roadway & Engineering

Overview

From 2012-2014 38.7 percent of traffic fatalities and 32.4 percent of serious injuries involved a run-off-the-road event. Run-off-the-road fatalities decreased by 16.1 percent compared to 2009-2011 (615 to 516). During this same time period, run-off-the-road serious injuries decreased by 17.1 percent (2,402 to 1,991).

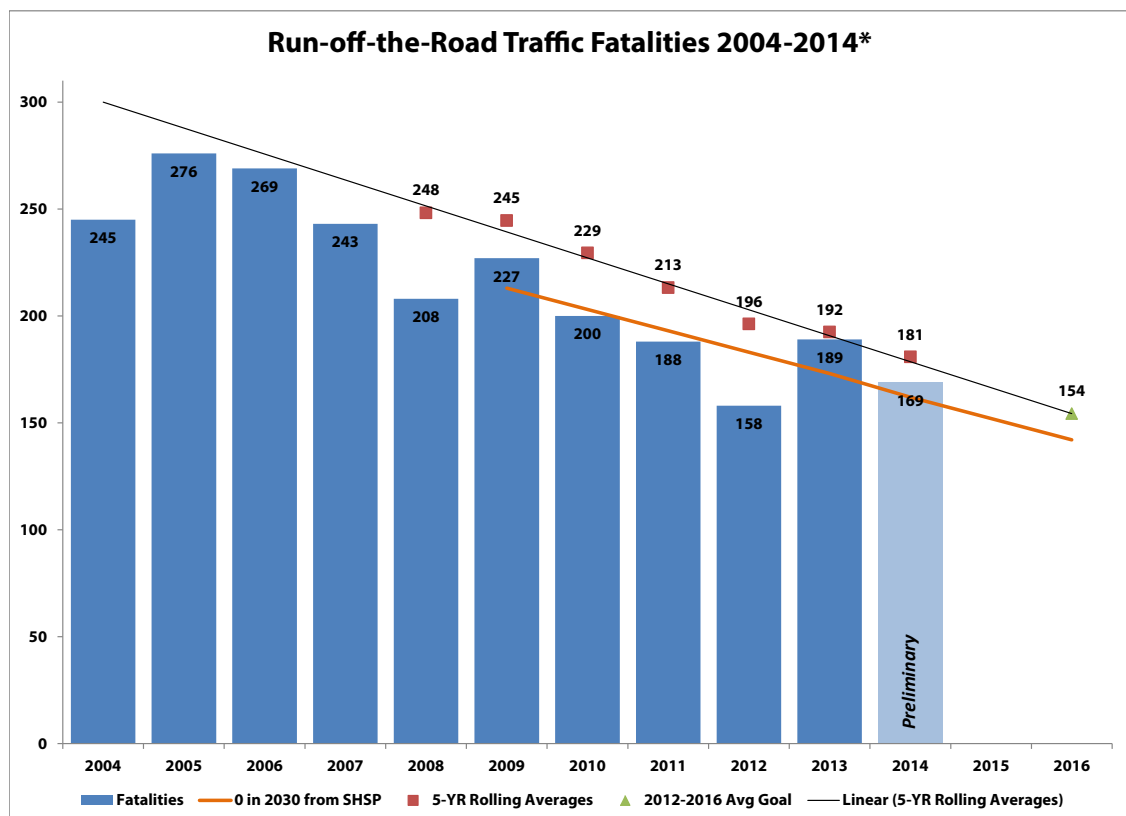
From 2012-2014 20.4 percent of traffic fatalities and 38.3 percent of serious injuries were intersection-related. Intersection-related fatalities decreased 6.2 percent compared to 2009-2011 (390 to 272). During this same time period, intersection-related serious injuries decreased by 31.1 percent (2,709 to 2,355).

Performance Analysis

Run-off-the-Road Fatalities

Outcome Measure: Decrease run-off-the-road fatalities by 14.9 percent from the 2010-2014 five year moving average of 181 to 154 by December 31, 2016.

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

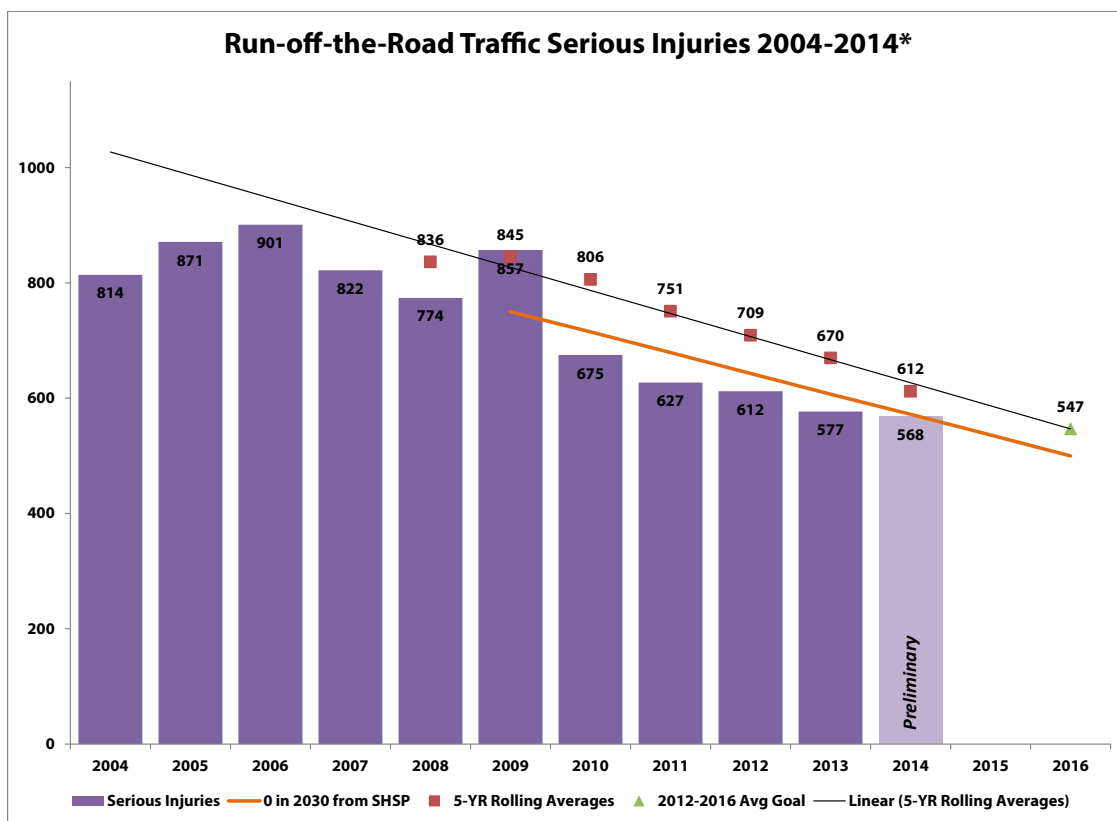


SOURCE: : WA FARS

Run-off-the-Road Serious Injuries

Outcome Measure: Decrease run-off-the-road serious injuries by 10.6 percent from the 2010-2014 five year moving average of 612 to 547 by December 31, 2016.

Preliminary Performance Report: Preliminary 2014 data shows there were 568 run-off-the-road serious injuries, achieving the HSP 2014 goal of 572 by 0.7 percent.

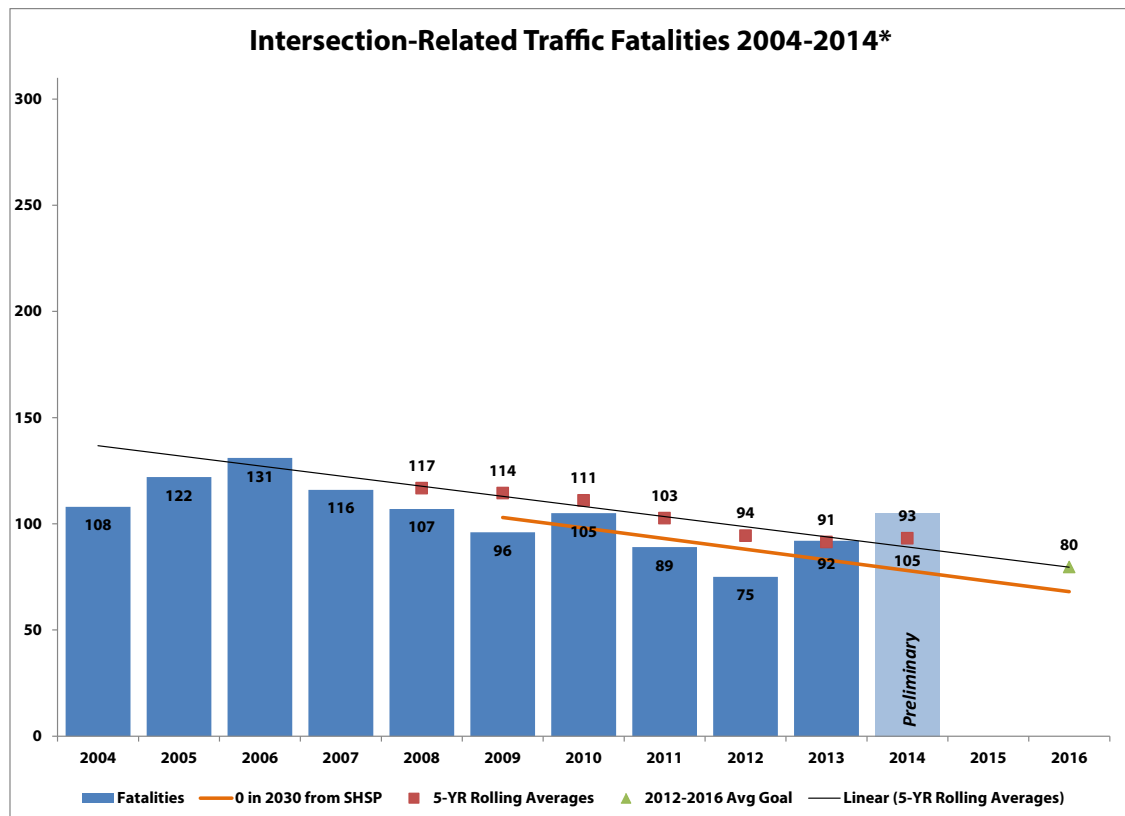


SOURCE: WSDOT

Intersection-Related Fatalities

Outcome Measure: Decrease intersection-related fatalities by 11.0 percent from the 2010-2014 five year moving average of 93 to 80 by December 31, 2016.

Preliminary Performance Report: Preliminary 2014 data shows there were 105 intersection-related fatalities, missing the HSP 2014 goal of 78 by 34.6 percent.

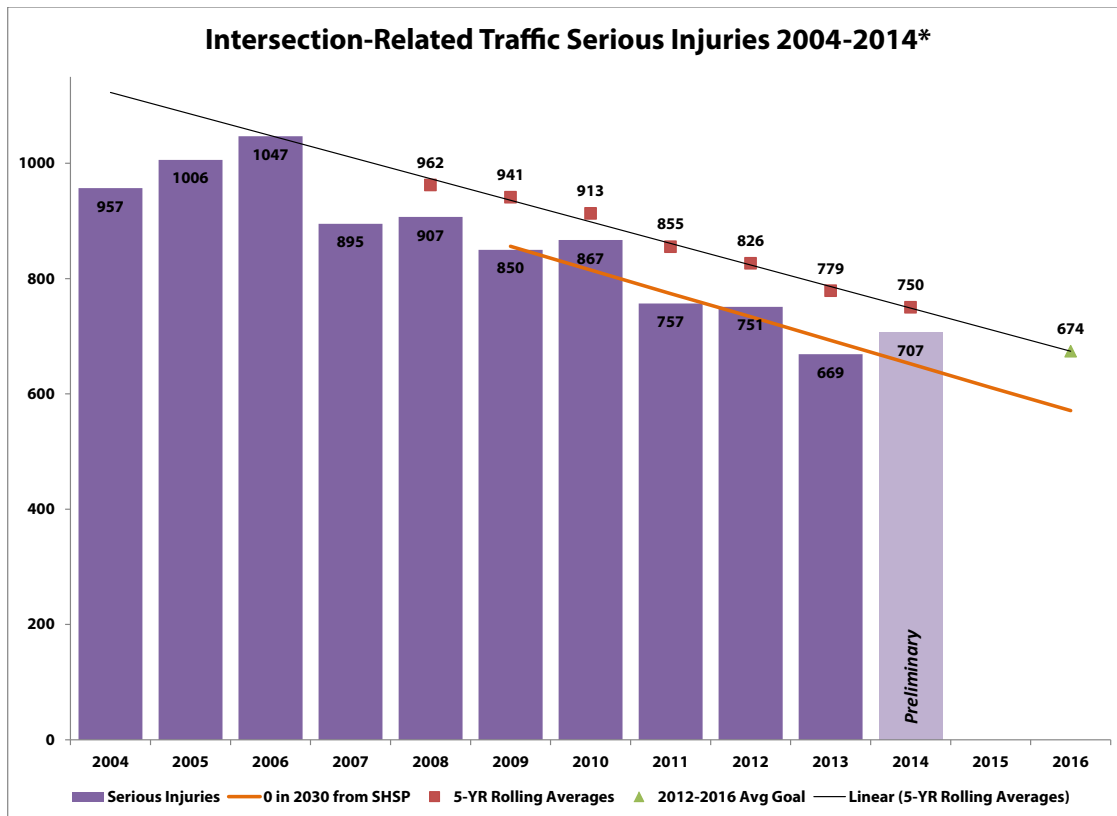


SOURCE: WA FARS

Intersection-Related Serious Injuries

Outcome Measure: Decrease intersection-related serious injuries by 10.1 percent from the 2010-2014 five year moving average of 750 to 674 by December 31, 2016.

Preliminary Performance Report: Preliminary 2014 data shows there were 707 intersection-related serious injuries, missing the 2014 HSP goal of 652 by 8.4 percent.



SOURCE: WSDOT

FFY 2016 Projects

Roadway & Engineering Project

Grant Recipient Washington State Department of Transportation	Federal Project # 164HE16-01	Program Manager Mark Medalen	
<p>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>			
SHSP (Target Zero Plan) Link ROR 1.4, 2.2; IR 1.3, 3.1, 3.3-3.4	Fund Source 164HE	Amount Approved \$1,000,000	Benefit to Local \$400,000

Roadway & Engineering Funding Summary

Project #	Project Title	Budget	Budget Source
164HE1-01	Hazard Elimination - WSDOT	\$1,000,000	164HE
Total 164HE		\$1,000,000	
Total All Funds		\$1,000,000	

Community Programs

Overview

-Target Zero Managers-

WTSC partners with communities throughout the state to host a resident TZM. There are currently 20 TZMs. These individuals work to deploy statewide initiatives at the local level by coordinating local law enforcement participation in emphasis patrols, working with local media and alternative sources to publicize enforcement efforts, and conducting traffic safety education in the community. By localizing these efforts, statewide programs are able to respond to local politics, attitudes, and conditions quickly and effectively.

TZMs and their local traffic safety task forces support and coordinate educational and enforcement campaigns, they also build partnerships designed to reduce the incidence of impaired driving with other public safety agencies.

Washington State is the only state in the nation that employs the task force concept and the results we have seen to date are reflective of the important role of these coordinators in our traffic safety efforts.

-Traffic Safety Corridors-

The Corridor Traffic Safety Program is a joint effort between WTSC, the Washington State Department of Transportation and many partner agencies including the Washington State Patrol. This program works to reduce collisions on roadways using low-cost, near-term solutions through partnerships with engineering, enforcement, education, and emergency services. The program is locally coordinated in each community, and involves interested citizens along with businesses and agencies that have a vested interest in the safety of their roadways.

The Corridor Safety Program has been a very successful effort, not only in building community relationships, but also in terms of making roadways safer. In completed corridor sections around the state, total collisions have been reduced 5 percent, total injuries have been reduced 11 percent, alcohol-related collisions have been reduced 15 percent, and fatal/disabling collisions have been reduced 34 percent.

-Tribal Traffic Safety-

Native American traffic fatality rates are increasingly higher than the general population. To complicate this situation, researchers and traffic safety experts agree that Tribal roadway crash data is under reported, making the death rates outlined above even worse.

This data prompts us to take action. In alignment with Washington's RCW 43.376, which outlines Washington's Centennial Accord, we are expanding our partnerships with the 29 federally-recognized Tribes in the state.

-Other Community Programs-

Additional projects with localized impact were selected for funding for FFY 2016. The proposals for these projects were submitted by local entities and include programs to provide community outreach, education, and technology

Performance Analysis

A separate analysis of performance for this section is not included here. The key indicators of performance for these projects are the overall outcome measures listed at the beginning of this section. These outcome measures include total fatalities, fatalities per VMT, and total serious injuries. In addition, the success of individual projects authorized under local programs is determined by their impact on the individual program areas those projects are intended to address. For instance, many of the state's Target Zero Managers are involved in Click it or Ticket Child Passenger Safety projects. In this case, performance for the overall Local Programs would include a review of the outcome measures listed under Occupant Protection. Likewise, the success of the Traffic Safety Corridor projects is determined by monitoring the overall outcome measures in the specific locations in which the corridor projects are implemented.

FFY 2016 Projects

Traffic Safety Corridor Program

Grant Recipient Washington Traffic Safety Commission	Federal Project # CP16-02	Program Manager Angie Ward	
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. This project will fund one "in-process" project for FFY 2016: Lake City Way in Seattle.			
SHSP (Target Zero Plan) Link ID 1.1-1.3, SP 1.1-1.2, 2.5, 3.1-3.3, 3.6-3.7, 3.10; DD 2.2; IR 2.2-2.3, 3.7, 4.2; PD 2.2-2.3, DrDI 1.3	Fund Source 402	Amount Approved \$60,000	Benefit to Local \$60,000

Target Zero Managers Program

Grant Recipient Washington Traffic Safety Commission	Federal Project # CP16-03	Program Manager Edica Esqueda	
Traffic safety projects are most effective when planned, coordinated, and led by local communities. The WTSC funds 17 regional Traffic Safety Coordinators to facilitate local projects. Current activities consist of coordinating enforcement and media campaigns, strategic planning, monitoring local data to identify emerging trends, leading planning and outreach efforts for the local traffic safety coalition, compiling activity reports, and managing other traffic safety projects.			
SHSP (Target Zero Plan) Link YD 1.4, 3.6; OP 1.7, 3.1; ID 1.3, 5.1; SP1.2	Fund Source 402	Amount Approved \$350,000	Benefit to Local \$350,000
	State – TZM	\$668,000	\$0
	Total	\$1,018,000	\$350,000

Tribal Traffic Safety Program

Grant Recipient Washington Traffic Safety Commission	Federal Project # CP16-10	Program Manager MJ Haught	
The WTSC Tribal Traffic Safety Program will use the funds to engage or reengage with tribes in Washington through its Tribal Traffic Safety Advisory Board (TTSAB). This year TTSAB will continue to build on the successes of implementing its FFY2015 strategic plan. The funds will support implementing tactics among the 29 federally-recognized tribes as advised and developed by TTSAB.			
SHSP (Target Zero Plan) Link ID 1.1, SP 3.2-3.4;TDS 1.3. OP 1.1 1.2,1.7	Fund Source 402	Amount Approved \$49,000	Benefit to Local \$49,000

Colville Traffic Safety Coordination Project

Grant Recipient Washington Traffic Safety Commission	Federal Project # CP16-13	Program Manager MJ Haught	
The project will benefit the Colville Reservation by funding custom, culturally-relevant educational materials such as rackcards, posters, vinyl banners, PSA videos, and a small air buy. Funds will also cover the cost of registration for and travel to car seat technician training.			
SHSP (Target Zero Plan) Link ID, 1.1; SP 3.2, 3.3; OP 1.1, 1.7	Fund Source 402	Amount Approved \$15,000	Benefit to Local \$15,000

Pasco Citywide Traffic Upgrade

Grant Recipient City of Pasco	Federal Project # CP16-14	Program Manager Myke Gable	
The proposed project would combine educational outreach to increase driver awareness to change driver behavior and to provide accurate traffic/driver behavior data for specific locations to support law enforcement efforts. The educational outreach will use portable speed feedback signs, along with limited use of billboard-type message banners to communicate traffic safety messages, at specific locations where adverse driver behaviors are most prevalent.			
SHSP (Target Zero Plan) Link SP 2.5, 3.2; ID 5.3	Fund Source 402	Amount Approved \$20,000	Benefit to Local \$20,000

Law Enforcement Liaison Program

Grant Recipient Washington Traffic Safety Commission	Federal Project # PT16-02	Program Manager Edica Esqueda	
<p>Law Enforcement Liaisons (LELs) serve as important links to the law enforcement community in Washington. There are 20 LELs across Washington State paired with the local Traffic Safety Coordinators. LELs assist the local Traffic Safety Coordinators with enforcement planning and media campaigns, strategic planning, compiling activity reports, and assist in the management of local traffic safety projects. A statewide LEL will be accountable for promoting national and state priorities through the state's highway safety programs. They will encourage law enforcement officers and leaders to support the enforcement of traffic safety laws, particularly those dealing with impaired driving, occupant protection, and speed management. Additional activities include collaboration with other highway safety partners and stakeholders.</p>			
SHSP (Target Zero Plan) Link ID 6.1-6.3, 7.1; MC 1.1, 5.1; PD 2.4; OD 1.2; HT 1.7; BC 2.2	Fund Source 402	Amount Approved \$100,000	Benefit to Local \$25,000

WSP Court Scheduling Project

Grant Recipient Washington State Patrol	Federal Project # PT16-05	Program Manager Debi Besser	
<p>Prosecutors around the state are responsible for scheduling court appearances of defendants and the law enforcement officers (LEO) involved in the defendant's case. In an effort to avoid scheduling the LEO on their planned leave dates (which results in unnecessary overtime), law enforcement agencies are currently using inefficient manual processes such as emailing Excel spreadsheets, with administrative staff spending a lot of time tracking down the constantly changing schedules of officers. This project would create a secure, centralized location to allow law enforcement agencies statewide to provide their schedules to prosecutors in an automated manner.</p>			
SHSP (Target Zero Plan) Link TR 1.1	Fund Source 402	Amount Approved \$10,000	Benefit to Local \$10,000

Seattle Innovative Traffic Safety Education Project

Grant Recipient Seattle Department of Transportation	Federal Project # M1*CP16-03	Program Manager MJ Haught	
Using creative and unique outreach techniques, the project will engage low-income and minority residents of central and southeast Seattle to increase awareness of traffic safety issues such as speeding, pedestrian safety, youth drivers, and intersection-related collisions. SDOT will pair these educational efforts with targeted enforcement in the same areas.			
SHSP (Target Zero Plan) Link SP1.1, 1.2, 3.2, 3.6, 3.7; YD 3.6, 4.1	Fund Source 405b	Amount Approved \$45,000	Benefit to Local \$0

Locally-Led "Flex" Enforcement Paid Media

Grant Recipient Washington Traffic Safety Commission	Federal Project # M1*PM16-01	Program Manager Shelly Baldwin	
The communications goal for mobilizations is to reach our primary target demographic. As part of a proven strategy, this grant would fund paid media as a component of the locally-planned "flex" enforcement campaigns (including impaired driving, distracted driving, seat belts, and speed). Paid media would include TV, radio and online ads, and outdoor billboards.			
SHSP (Target Zero Plan) Link DD3.1, OP1.3	Fund Source 405b	Amount Approved \$300,000	Benefit to Local \$0

Community Programs Funding Summary

Project #	Project Title	Budget	Budget Source
CP16-02	Traffic Safety Corridors: Edu, Engineering, Enf.	\$60,000	402
CP16-03	Target Zero Managers Support	\$350,000	402
CP16-10	Tribal Traffic Safety Program	\$49,000	402
CP16-13	Colville Traffic Safety Coordination Project	\$15,000	402
CP16-14	Pasco Citywide Traffic Upgrade	\$20,000	402
PT16-02	Law Enforcement Liaisons	\$100,000	402
PT16-05	WSP Court Scheduling	\$10,000	402
Total 402		\$604,000	
M1*CP16-03	Seattle - Innovative TS Education	\$45,000	405b
M1*PM16-01	Paid Media - Locally Led (Flex)	\$300,000	405b
Total 405d II		\$345,000	
TZM-State	Target Zero Managers	\$668,000	TZM-State
Total 405f		\$668,000	
Total All Funds		\$1,617,000	

Police Traffic Services

Overview

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.

FFY 2016 Projects

The following projects have been selected for funding in FFY 2016. These projects provide vital traffic safety equipment to facilitate enforcement efforts and further the projects that more directly impact the overall and program area outcome measures contained in the Highway Safety Plan.

Northwest Association of Tribal Enforcement Officers (NATEO) Program

Grant Recipient	Federal Project #	Program Manager	
NATEO/The Chehalis Tribe	CP16-11	MJ Haught	
<p>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>			
SHSP (Target Zero Plan) Link SP 1.4, 3.2, 3.9; TDS 1.3, 1.5	Fund Source 402	Amount Approved \$40,000	Benefit to Local \$40,000

Washington Association of Sheriffs and Police Chiefs (WASPC) Program

Grant Recipient	Federal Project #	Program Manager	
Washington Association of Sheriffs and Police Chiefs	PT16-01	Edica Esqueda	
<p>The Washington Association of Sheriffs and Police Chiefs (WASPC) represent over 280 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. This year's grant will also assist agencies with equipment (bar code scanners and in-vehicle printers) to transition to SECTOR, the state's electronic ticketing and collision reporting program. Grant recipients provide WASPC a report of their total fatalities, injuries, crashes, and property damage collisions, and a final report is compiled by WASPC and provided to WTSC.</p>			
SHSP (Target Zero Plan) Link SP 1.4	Fund Source 402	Amount Approved \$400,000	Benefit to Local \$345,000

Local “Flex” High Visibility Enforcement Projects

Grant Recipient Washington Traffic Safety Commission	Federal Project # M7*PT16-02 PT16-03	Program Manager Angie Ward	
<p>This project funds the officer overtime component of locally scheduled and organized High Visibility Enforcement mobilizations focused on DUI, distracted driving, seat belt violations, and speeding throughout the year. These multijurisdictional patrols will be coordinated on the local level by Target Zero Managers, Law Enforcement Liaisons, and worked in conjunction with the Washington State Patrol (WSP). Funds for WSP OT are in project M7*PT 16-01 and M6X 16-01. Funds for media and educational efforts to publicize the extra enforcement are in project M*PM 16-01 and M5PEM 16-01.</p>			
SHSP (Target Zero Plan) Link ID 5.1, , SP 1.1-1.2, DD 3.1, OP 1.2, 1.4	Fund Source 405d 402	Amount Approved \$500,000 (\$300,000/\$200,000)	Benefit to Local \$200,000
Grant Recipient Washington State Patrol	Federal Project # M7*PT16-01	Program Manager Angie Ward	
<p>This project funds the trooper overtime component of locally scheduled and organized High Visibility Enforcement mobilizations focused on DUI, distracted driving, seat belt violations, and speeding throughout the year. These multijurisdictional patrols will be coordinated on the local level by Target Zero Managers, Law Enforcement Liaisons, and worked in conjunction with local law enforcement agencies. Funds for local law enforcement OT are in projects PT 16-03 and M7*PT 16-02. Funds for media and educational efforts to publicize the extra enforcement are in project M*PM 16-01 and M5PEM 16-01.</p>			
SHSP (Target Zero Plan) Link ID 5.1, , SP 1.1-1.2, DD 3.1, OP 1.2, 1.4	Fund Source 405d	Amount Approved \$100,000	Benefit to Local \$0

Kent Police Department Data Driven Enforcement Project

Grant Recipient City of Kent Police Department	Federal Project # PT16-04	Program Manager Edica Esqueda	
<p>The Kent Police Department will deploy high visibility enforcement in 3 geographic “hot spot” areas determined by traffic collisions, DUI arrests, other traffic enforcement issues, and overall crime statistics. Kent Police will utilize Data Driven Approaches to Crime and Traffic Safety to improve traffic safety priority one issues in Kent and reduce crime statistics and trends.</p>			
SHSP (Target Zero Plan) Link ID 5.2-5.3	Fund Source 402	Amount Approved \$33,400	Benefit to Local \$33,400

Police Traffic Services Funding Summary

Project #	Project Title	Budget	Budget Source
CP16-11	Traffic Safety Equipment: NATEO	\$40,000	402
PT16-01	Traffic Safety Equipment: WASPC	\$400,000	402
PT16-03	Local LE HVE - Flex	\$200,000	402
PT16-04	Kent PD - Data Driven Enforcement	\$33,400	402
Total 402		\$673,400	
M7*PT16-01	Paid Media - Motorcycles	\$100,000	405d II
M7*PT16-02	WSP Block Grant – Motorcycle Enforcement	\$300,000	405d II
Total 405d II		\$400,000	
Total All Funds		\$1,043,400	

Other Traffic Safety Projects

FFY 2016 Projects

The following projects have been selected for funding in FFY 2016. These projects either facilitate the implementation of other projects directly related to reductions in traffic deaths and serious injuries or streamline processes the WTSC uses to carry out Washington's traffic safety program

Communications Projects

General Communications Project

Grant Recipient Washington Traffic Safety Commission	Federal Project # CP16-06	Program Manager Erica Stineman	
This grant will provide funding for communications efforts common to two or more WTSC programs or over-arching initiatives, such as our web presence with various support subscriptions, and stakeholder and general public outreach.			
SHSP (Target Zero Plan) Link ID 5.1; OP 1.2-1.4; SP 3.2; MC 1.4; PED 1.3	Fund Source 402	Amount Approved \$30,000	Benefit to Local \$0

Target Zero Awards Program

Grant Recipient Washington Traffic Safety Commission	Federal Project # CP16-07	Program Manager Erica Stineman	
This proposal requests funding for the biennial Target Zero awards. As WTSC increasingly asks for multidiscipline and inter-organization cooperation to reach the objectives of Target Zero, it is important to keep traffic safety professionals motivated through recognition of excellence.			
SHSP (Target Zero Plan) Link N/A	Fund Source 402	Amount Approved \$25,000	Benefit to Local \$0

News Media, Creative & Other Publicity

Grant Recipient Washington Traffic Safety Commission	Federal Project # M1*CP16-01, M7*CP16-02	Program Manager Erica Stineman	
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 High Visibility Enforcement campaigns. This project will also fund the development of new creative assets (TV, radio, web, etc.) for use during paid media and educational campaigns.			
SHSP (Target Zero Plan) Link ID 5.1; OP 1.1-1.4	Fund Source 405b, 405d II	Amount Approved \$300,000	Benefit to Local \$0

Miscellaneous Projects

2016 Governor's Highway Safety Association Annual Meeting

Grant Recipient Washington Traffic Safety Commission	Federal Project # CP16-08	Program Manager Shelly Baldwin	
The Governor's Highway Safety Association (GHSA) has selected Washington as the host state for the 2016 Annual Meeting. This is the national conference for state highway safety offices and provides a critical opportunity to highlight Washington's traffic safety successes and learn from other states' best practices. While GHSA handles the majority of costs and logistics, the association requires that host states cover some costs related to the production of conference materials and other expenses.			
SHSP (Target Zero Plan) Link	Fund Source 402	Amount Approved \$60,000	Benefit to Local \$0

Emerging Projects

Grant Recipient Washington Traffic Safety Commission	Federal Project # CP16-04	Program Manager Chris Madill	
The WTSC regularly receives requests for project funding outside of the annual grant process. These projects respond to changing dynamics in our state's traffic safety environment and emerging issues not previously known or anticipated. This grant funds worthy projects that align with the Target Zero Plan to accomplish their stated traffic safety outcomes.			
SHSP (Target Zero Plan) Link N/A	Fund Source 402	Amount Approved \$75,000	Benefit to Local \$37,500

Department of Licensing Knowledge Exam Rewrite Project

Grant Recipient Department of Licensing	Federal Project # M1*CP16-02	Program Manager Myke Gable	
<p>The current DOL driver examining written question bank has been determined to be below national standards in both the number of test questions per test and the size of the question bank. The current question bank does not have sufficient number of questions to get good rotation of questions (only 94 total questions). This grant helps improve DOL's Driver Training Program by adding test questions specific to Target Zero priority areas, which affects the DOL Results Washington goal of improving Young Driver traffic safety and DOL's Target Zero strategies. Since this project is scalable, DOL can develop new test questions up to any specific established funding level. The grant funds will be used to develop and program approximately 35 new questions, have new questions validated by a licensed psychometric specialist, and produce the questions in their various paper and electronic forms.</p>			
SHSP (Target Zero Plan) Link YD 3.1	Fund Source 405b	Amount Approved \$100,000	Benefit to Local \$0

Target Zero Plan Revision

Grant Recipient Washington Traffic Safety Commission	Federal Project # CP16-09	Program Manager Myke Gable	
<p>The Federal Highway Administration (FHWA) requires each state to update its Strategic Highway Safety Plan (SHSP) every 5 years; WA has established a 3-year update cycle, and the last update was in 2013. This project provides funding for resources necessary to complete the 2016 Target Zero SHSP update project. The Target Zero Plan guides traffic safety efforts in WA by laying out priority areas and specific intervention/ prevention strategies. This project ensures the state meets the FHWA requirements through a well-established funded project planning effort.</p>			
SHSP (Target Zero Plan) Link All Priorities , Objectives, & Strategies	Fund Source 402	Amount Approved \$85,000	Benefit to Local \$42,500

Washington (WEMS) - Grants Management System

Grant Recipient Washington Traffic Safety Commission	Federal Project # M7*CP16-01	Program Manager Chris Madill	
<p>The WTSC receives and manages funds from multiple sources. These include NHTSA grants, state funds including the Washington State School Zone Safety Account, and private funds (i.e. State Farm). These funds are distributed to various entities in the state based on a competitive awards process. To date, the information has been provided, received, and maintained using a combination of methods. This system will automate the grants process, significantly reducing the handling and storing of paper documents, the amount of hours required to manage grants, decreasing the amount of errors, lost documents or files, and simplifying the application process. This could potentially result in an increase in the amount of applications received. Implementing this system will allow a greater percentage of WTSC funding and resources to be appropriated to traffic safety projects.</p>			
SHSP (Target Zero Plan) Link N/A	Fund Source 405d II	Amount Approved \$140,000	Benefit to Local \$0

Traffic Safety Conference

Grant Recipient Washington Traffic Safety Commission	Federal Project # CP16-05	Program Manager Myke Gable	
<p>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 funds an event for these partners to come together to enhance coordination of efforts and discuss emerging problems and solutions. The event will take place on October 13-15, 2015 and will balance opportunities for each discipline to promote ideas among peers while enhancing coordination across disciplines.</p>			
SHSP (Target Zero Plan) Link N/A	Fund Source 402	Amount Approved \$150,000	Benefit to Local \$37,500

Other Traffic Safety Projects Funding Summary

Project #	Project Title	Budget	Budget Source
CP16-04	Emerging Projects	\$75,000	402
CP16-05	Traffic Safety Conference	\$150,000	402
CP16-06	General Communications	\$30,000	402
CP16-07	Traffic Safety Awards	\$25,000	402
CP16-08	2016 GHSA Conference	\$60,000	402
CP16-09	Target Zero Plan Revision	\$85,000	402
Total 402		\$425,000	
M1*CP16-01	News Media, Creative & other Publicity	\$100,000	405b
M1*CP15-02	DOL Knowledge Exam Rewrite	\$100,000	405b
Total 405b		\$200,000	
M7*CP16-01	WEMS - Grants Management System	\$140,000	405d II
M7*CP16-02	News Media, Creative & other Publicity	\$200,000	405d II
Total 405d II		\$340,000	
Total All Funds		\$965,000	

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 Washington Traffic Safety Commission	Federal Project # AL16-01, CP16-01, DD16-01, MC16-01, OP16-01, PS16-01, SE16-01, TR16-01, PA16-01	Program Manager Chris Madill	
This project is the federal share of costs to support Washington Traffic Safety Commission employees' salaries and benefits for executive, administrative, research, and programs and services staff.			
SHSP (Target Zero Plan) Link N/A	Fund Source 402	Amount Approved \$1,800,000	Benefit to Local \$0

Planning & Administration/Technical Coordination Funding Summary

Project #	Project Title	Budget	Budget Source
AL16-01	Alcohol Technical Coordination	\$95,280	402
CP16-01	Community & Corridor Technical Coordination	\$605,078	402
DD16-01	Distracted Driver Technical Coordination	\$45,025	402
MC16-01	Motorcycle Technical Coordination	\$54,231	402
OP16-01	Occupant Protection Technical Coordination	\$45,613	402
PS16-01	Pedestrian Safety Technical Coordination	\$45,677	402
SE16-01	Speed Emphasis Technical Coordination	\$39,788	402
TR16-01	Traffic Records Technical Coordination	\$387,408	402
PA16-01	Planning & Administration	\$481,900	402
Total 402		\$1,800,000	
PA - State	Planning & Administration State Match	\$481,900	State Funds
PA - State		\$481,900	
Total All Funds		\$2,281,900	

Paid Media

Overview

For paid media, media buyers with expertise in the Washington markets will conduct an analysis to determine the optimum media channel(s) for statewide and some local campaigns and their primary target demographic. Implementation may vary from the plan. With television and radio buys, media buyers in Washington are required by contract to obtain no-charge value-added media of equal or greater value than purchased media.

Following the National Highway Traffic Safety Administration's (NHTSA) 402 Advertising Space Guidance section (May 2013), we will continue to purchase advertising in a variety of mediums including television and radio, cinema, digital/internet, social, print, outdoor and sports marketing for highway safety messages. This will include messaging campaigns about impaired driving, occupant protection, distracted driving, speeding, and motorcycles.

In alignment with proven strategies identified in Target Zero, extra enforcement campaigns are publicized through means other than paid media before and during grant-funded enforcement patrols, and this will continue during FFY 2016. Such publicity may include 1) aggressive earned media using expert media relations contractors and 2) community outreach through Washington's statewide network of Target Zero Managers.

Any television, radio, or digital advertising will be evaluated upon reach and frequency obtained plus the return on investment of value-added media.

Program	Amount	Fund	Month	Media Channel(s)	Remarks
Impaired Driving	\$1,037,000	405d	Nov – Jan, Mar, Jun – Jul, Aug - Sept	TV, Radio, Digital, Outdoor	National mobilizations and sustained enforcement
Occupant Protection	\$263,000	405b	May - Jun	TV, Radio, Digital, Outdoor	National mobilization
Distracted Driving	\$200,000	405b	April	TBD	National mobilization
Motorcycles	\$100,000	405d II	Jul-Aug	TBD	Educational Campaign
Locally Led (Flex)	\$300,000	405b	Year-round	TBD	Locally-led mobilizations
Corridor Program	\$40,000	402	Year-round	TBD	Local emphasis project

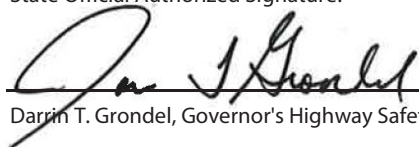
Washington State HS-217

Program Area	Project	State	Current Fiscal Year Funds	Carry Forward Funds	Current Balance	Share to Local
NHTSA						
NHTSA 402						
Planning and Administration						
	PA-2016-00-00-00	\$481,900.00	\$481,900.00	\$0.00	\$481,900.00	\$0.00
Planning and Administration Total		\$481,900.00	\$481,900.00	\$0.00	\$481,900.00	\$0.00
Alcohol						
	AL-2016-00-00-00	\$56,766.00	\$227,064.00	\$0.00	\$227,064.00	\$98,104.00
Alcohol Total		\$56,766.00	\$227,064.00	\$0.00	\$227,064.00	\$98,104.00
Motorcycle Safety						
	MC-2016-00-00-00	\$26,058.00	\$104,231.00	\$0.00	\$104,231.00	\$50,000.00
Motorcycle Safety Total		\$26,058.00	\$104,231.00	\$0.00	\$104,231.00	\$50,000.00
Occupant Protection						
	OP-2016-00-00-00	\$11,403.00	\$45,613.00	\$0.00	\$45,613.00	\$0.00
Occupant Protection Total		\$11,403.00	\$45,613.00	\$0.00	\$45,613.00	\$0.00
Pedestrian/Bicycle Safety						
	PS-2016-00-00-00	\$11,919.00	\$47,677.00	\$0.00	\$47,677.00	\$0.00
Pedestrian/Bicycle Safety Total		\$11,919.00	\$47,677.00	\$0.00	\$47,677.00	\$0.00
Police Traffic Services						
	PT-2016-00-00-00	\$185,850.00	\$743,400.00	\$0.00	\$743,400.00	\$613,400.00
Police Traffic Services Total		\$185,850.00	\$743,400.00	\$0.00	\$743,400.00	\$613,400.00
Traffic Records						
	TR-2016-00-00-00	\$141,852.00	\$567,408.00	\$0.00	\$567,408.00	\$0.00
Traffic Records Total		\$141,852.00	\$567,408.00	\$0.00	\$567,408.00	\$0.00
Community Traffic Safety Project						
	CP-2016-00-00-00	\$403,520.00	\$1,614,078.00	\$0.00	\$1,614,078.00	\$651,500.00
Community Traffic Safety Project Total		\$403,520.00	\$1,614,078.00	\$0.00	\$1,614,078.00	\$651,500.00
Speed Enforcement						
	SE-2016-00-00-00	\$29,947.00	\$119,788.00	\$0.00	\$119,788.00	\$80,000.00
Speed Enforcement Total		\$29,947.00	\$119,788.00	\$0.00	\$119,788.00	\$80,000.00
Distracted Driving						
	DD-2016-00-00-00	\$48,756.00	\$195,025.00	\$0.00	\$195,025.00	\$150,000.00
Distracted Driving Total		\$48,756.00	\$195,025.00	\$0.00	\$195,025.00	\$150,000.00
NHTSA 402 Total		\$1,397,971.00	\$4,146,184.00	\$0.00	\$4,146,184.00	\$1,643,004.00

Program Area	Project	State	Current Fiscal Year Funds	Carry Forward Funds	Current Balance	Share to Local
MAP21 405b OP High						
<i>405b High HVE</i>						
	M1HVE-2016-00-00-00	\$32,500.00	\$130,000.00	\$0.00	\$130,000.00	\$0.00
405 High HVE Total		\$32,500.00	\$130,000.00	\$0.00	\$130,000.00	\$0.00
<i>405b High Community CPS Services</i>						
	M1CPS-2016-00-00-00	\$67,500.00	\$270,000.00	\$0.00	\$270,000.00	\$0.00
405 High Community CPS Services Total		\$67,500.00	\$270,000.00	\$0.00	\$270,000.00	\$0.00
<i>405b High Community Traffic Safety</i>						
	M1*CP-2016-00-00-00	\$61,250.00	\$245,000.00	\$0.00	\$245,000.00	\$0.00
405b High Community Traffic Safety Total		\$61,250.00	\$245,000.00	\$0.00	\$245,000.00	\$0.00
<i>405b High Distracted Driving</i>						
	M1*DD-2016-00-00-00	\$21,250.00	\$85,000.00	\$0.00	\$85,000.00	\$0.00
405b High Distracted Driving Total		\$21,250.00	\$85,000.00	\$0.00	\$85,000.00	\$0.00
<i>405b High Paid Advertising</i>						
	M1*PM-2016-00-00-00	\$190,750.00	\$763,000.00	\$0.00	\$763,000.00	\$0.00
405b High Distracted Driving Total		\$10,750.00	\$763,000.00	\$0.00	\$763,000.00	\$0.00
<i>405b High Police Traffic Services</i>						
	M1*PT-2016-00-00-00	\$33,250.00	\$133,000.00	\$0.00	\$133,000.00	\$0.00
405b High Distracted Driving Total		\$33,250.00	\$133,000.00	\$0.00	\$133,000.00	\$0.00
<i>405b High Speed Enforcement</i>						
	M1*SE-2016-00-00-00	\$22,750.00	\$91,000.00	\$0.00	\$91,000.00	\$0.00
405b High Distracted Driving Total		\$22,750.00	\$91,000.00	\$0.00	\$91,000.00	\$0.00
405b OP High Total		\$249,250.00	\$1,717,000.00	\$0.00	\$1,717,000.00	\$0.00
MAP21 405c Data Program						
<i>405c Data Program</i>						
	M3DA-2016-00-00-00	\$329,544.00	\$1,318,177.00	\$0.00	\$1,318,177.00	\$0.00
405c Data Program Total		\$329,544.00	\$1,318,177.00	\$0.00	\$1,318,177.00	\$0.00
405c Data Program Total		\$329,544.00	\$1,318,177.00	\$0.00	\$1,318,177.00	\$0.00
MAP21 405d Impaired Driving Mid						
<i>405d Impaired Driving Mid General</i>						
	M5X-2016-00-00-00	\$75,000.00	\$0.00	\$300,000.00	\$300,000.00	\$0.00
405d Impaired Driving Mid General Total		\$75,000.00	\$0.00	\$300,000.00	\$300,000.00	\$0.00
<i>405d Mid Paid/Earned Media</i>						
	M5XPEM16-00-00-00	\$259,250.00	\$0.00	\$1,037,000.00	\$1,037,000.00	\$0.00
405d Mid Paid/Earned Media Total		\$259,250.00	\$0.00	\$1,037,000.00	\$1,037,000.00	\$0.00
405d Impaired Driving Mid Total		\$334,250.00	\$0.00	\$1,337,000.00	\$1,337,000.00	\$0.00
MAP21 405d Impaired Driving Low						
<i>405d Impaired Driving Low</i>						
	M6X-2016-00-00-00	\$511,000.00	\$2,044,000.00	\$0.00	\$2,044,000.00	\$0.00
405d Impaired Driving Low Total		\$511,000.00	\$2,044,000.00	\$0.00	\$2,044,000.00	\$0.00
405d Impaired Driving Low Total		\$511,000.00	\$2,044,000.00	\$0.00	\$2,044,000.00	\$0.00

Program Area	Project	State	Current Fiscal Year Funds	Carry Forward Funds	Current Balance	Share to Local	
MAP21 405d Impaired Driving Interlock							
405d Interlock Community Traffic Safety							
	M7*CP16-01	\$85,000.00	\$340,000.00	\$0.00	\$340,000.00	\$0.00	
405d Interlock Community Traffic Safety Total			\$85,000.00	\$340,000.00	\$0.00	\$340,000.00	\$0.00
405d Interlock Paid Media							
	M7*PM16-01	\$25,000.00	\$100,000.00	\$0.00	\$100,000.00	\$0.00	
405d Interlock Paid Media Total			\$25,000.00	\$100,000.00	\$0.00	\$100,000.00	\$0.00
405d Interlock Pedestrian/Bicycle Safety							
	M7*PS16-01	\$15,000.00	\$60,000.00	\$0.00	\$60,000.00	\$0.00	
405d Interlock Pedestrian/Bicycle Safety Total			\$15,000.00	\$60,000.00	\$0.00	\$60,000.00	\$0.00
405d Interlock Police Traffic Services							
	M7*PT16-01	\$150,000.00	\$600,000.00	\$0.00	\$600,000.00	\$0.00	
405d Interlock Police Traffic Services Total			\$150,000.00	\$600,000.00	\$0.00	\$600,000.00	\$0.00
405d Impaired Driving Interlock Total			\$275,000.00	\$1,100,000.00	\$0.00	\$1,100,000.00	\$0.00
MAP21 405f Motorcycle Programs							
405f Motorcycle Training							
	M9MT-2016-00-00-00	\$34,875.00	\$139,500.00	\$0.00	\$139,500.00	\$0.00	
405f Motorcycle Training Total			\$34,875.00	\$139,500.00	\$0.00	\$139,500.00	\$0.00
405f Motorcycle Program Total			\$34,875.00	\$139,500.00	\$0.00	\$139,500.00	\$0.00
164 Transfer Funds							
	164HE-2016-00-00-00	\$0.00	\$0.00	\$1,000,000.00	\$1,000,000.00	\$0.00	
164 Hazard Elimination Total			\$0.00	\$0.00	\$1,000,000.00	\$1,000,000.00	\$0.00
164 Transfer Funds Total			\$0.00	\$0.00	\$1,000,000.00	\$1,000,000.00	\$0.00
NHTSA Total			\$3,131,890.00	\$10,464,861.00	\$2,337,000.00	\$12,801,861.00	\$1,643,004.00
Total			\$3,131,890.00	\$10,464,861.00	\$2,337,000.00	\$12,801,861.00	\$1,643,004.00

State Official Authorized Signature:



Darrin T. Grondel, Governor's Highway Safety Representative

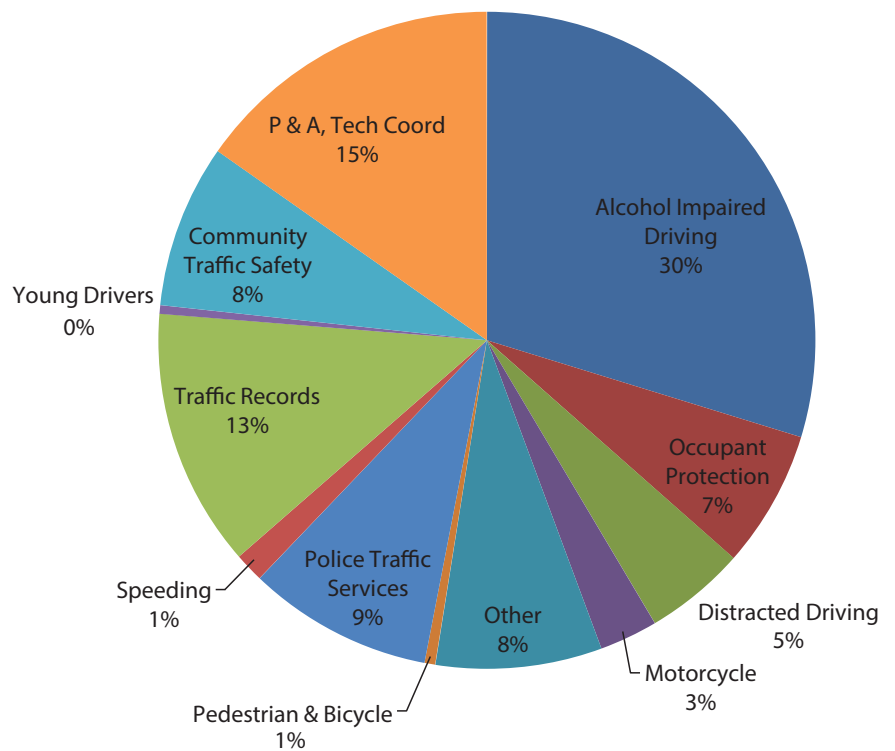
6-29-2015

Date

Financial Summary

Washington Traffic Safety Commission 2016 Financial Summary

Impaired Driving	\$3,512,784
Occupant Protection	\$796,000
Distracted Driving	\$585,000
Motorcycle	\$339,500
Pedestrian & Bicycle	\$62,000
Police Traffic Services	\$1,073,400
Speeding	\$171,000
Traffic Records	\$1,498,177
Young Drivers	\$50,000
Community Traffic Safety	\$949,000
P & A, Tech Coordination	\$1,800,000
Other	\$965,000
Total	\$11,801,861



Project List

Project #	Description	Amount	Fed to Local	State Match	Total
AL16-01	Alcohol Tec Coord	\$95,280		\$23,820	\$119,100
AL16-02	Thurston Co PIP	\$50,000	\$50,000	\$12,500	\$62,500
AL16-03	Bellingham PD-Targeted DUI Proj	\$31,784	\$31,784	\$7,946	\$39,730
AL16-04	Okanogan Co RUAD Enforcement	\$50,000	\$16,320	\$12,500	\$62,500
		\$227,064	\$98,104	\$56,766	
CP16-01	Comm & Corr Tech Coord	\$605,078		\$151,270	\$756,348
CP16-02	Corridor Program	\$60,000	\$60,000	\$15,000	\$75,000
CP16-03	TZM Support	\$350,000	\$350,000	\$87,500	\$437,500
CP16-04	Emerging Projects	\$75,000	\$37,500	\$18,750	\$93,750
CP16-05	Traffic Safety Conference	\$150,000	\$37,500	\$37,500	\$187,500
CP16-06	General Communications	\$30,000		\$7,500	\$37,500
CP16-07	Traffic Safety Awards	\$25,000		\$6,250	\$31,250
CP16-08	2016 GHSA Conference	\$60,000		\$15,000	\$75,000
CP16-09	Target Zero Plan Revision	\$85,000	\$42,500	\$21,250	\$106,250
CP16-10	Tribal Traffic Safety Program	\$49,000	\$49,000	\$12,250	\$61,250
CP16-11	NATEO	\$40,000	\$40,000	\$10,000	\$50,000
CP16-12	Young Drivers	\$50,000		\$12,500	\$62,500
CP16-13	Colville TS Coordination Proj.	\$15,000	\$15,000	\$3,750	\$18,750
CP16-14	Pasco Citywide Traffic Upgrade	\$20,000	\$20,000	\$5,000	\$25,000
		\$1,614,078	\$651,500	\$403,520	
DD16-01	Distracted Driving Tech Coord	\$45,025		\$11,256	\$56,281
DD16-02	Distracted Driving HVE	\$150,000	\$150,000	\$37,500	\$187,500
		\$195,025	\$150,000	\$48,756	
MC16-01	Motorcycle Safety Tech Coord	\$54,231		\$13,558	\$67,789
MC15-02	Motorcycle HVE	\$50,000	\$50,000	\$12,500	\$62,500
		\$104,231	\$50,000	\$26,058	
PA16-01	Planning & Admin	\$481,900		\$481,900	
OP16-01	Occup Prot Tech Coord	\$45,613		\$11,403	\$57,016
PS16-01	Ped Safety Tech Coord	\$45,677		\$11,419	\$57,096
PS16-02	Cooper Jones	\$2,000		\$500	\$2,500
		\$47,677		\$11,919	
PT16-01	WASPC	\$400,000	\$345,000	\$100,000	\$500,000
PT16-02	WTSC - LEL program	\$100,000	\$25,000	\$25,000	\$125,000
PT16-03	Local LE HVE - Flex	\$200,000	\$200,000	\$50,000	\$250,000
PT16-04	Kent PD - Data Driven Enforcement	\$33,400	\$33,400	\$8,350	\$41,750
PT16-05	WSP - Court Scheduling	\$10,000	\$10,000	\$2,500	\$12,500
		\$743,400	\$613,400	\$185,850	

Project #	Description	Amount	Fed to Local	State Match	Total
SE16-01	Speed Tech Coord	\$39,788		\$9,947	\$49,735
SE16-02	Startup for 2 additional Speed Proj	\$80,000	\$80,000	\$20,000	\$100,000
		\$119,788	\$80,000	\$29,947	
TR16-01	Traffic Records Tech Coord	\$387,408		\$96,852	\$484,260
TR16-02	RADD	\$180,000		\$45,000	\$225,000
		\$567,408		\$141,852	
	Total 402	\$4,146,184	\$1,643,004	\$1,397,971	
M1CPS16-01	Bonney Lake CPS	\$270,000		\$67,500	\$337,500
M1HVE16-01	Seat Belt Mobilization - Local LE	\$130,000		\$32,500	\$162,500
M1*CP16-01	News Media, Creative & other Publicit	\$100,000		\$25,000	\$125,000
M1*CP16-02	DOL Knowledge Exam Rewrite	\$100,000		\$25,000	\$125,000
M1*CP16-03	Seattle - Innovative TS Education	\$45,000		\$11,250	\$56,250
		\$245,000		\$61,250	
M1*DD16-01	King Co Distracted Drive Prevention	\$85,000		\$21,250	\$106,250
M1*PM16-01	Paid Media - CIOT, Local Flex, DD	\$763,000		\$190,750	\$953,750
M1*PT16-01	WSP Block Grant - Seat Belt	\$133,000		\$33,250	\$166,250
M1*SE16-01	Kitsap Co Speeding Pilot	\$40,000		\$10,000	\$50,000
M1*SE16-02	Thurston Co Speeding Pilot	\$51,000		\$12,750	\$63,750
		\$91,000		\$22,750	
	Total 405b	\$1,717,000		\$429,250	
M3DA16-01	Traffic Records Committee	\$1,318,177		\$329,544	\$1,647,721
M5X16-01	News Media, Creative & other Publicit	\$100,000		\$25,000	\$125,000
M5X15-02	Impaired Driving Mobilization - Local	\$200,000		\$50,000	\$250,000
	Total 405d	\$300,000		\$75,000	

Project #	Description	Amount	Fed to Local	State Match	Total
M5PEM16-01	WTSC Paid Media - DUI	\$1,037,000		\$259,250	\$1,296,250
M6X16-01	WSP Block Grant - DUI	\$476,000		\$119,000	\$595,000
M6X16-02	Impaired Driving Mobilization - Local	\$200,000		\$50,000	\$250,000
M6X16-03	MSRC Statewide TSRP - Moses	\$170,000		\$42,500	\$212,500
M6X16-04	King Co Sheriff TSRP - Courtney	\$170,000		\$42,500	\$212,500
M6X16-05	WSP Impaired Driving Operations	\$435,000		\$108,750	\$543,750
M6X16-06	Spokane Co TZ Prosecutor	\$150,000		\$37,500	\$187,500
M6X16-07	Local TZT - Spokane & Yakima	\$148,000		\$37,000	\$185,000
M6X16-08	Seattle PD Impaired Driving Initiative	\$60,000		\$15,000	\$75,000
M6X16-09	Vancouver & Clark Co ID	\$150,000		\$37,500	\$187,500
M6X16-10	WSU - DUI Court Evaluation	\$60,000		\$15,000	\$75,000
M6X16-11	WSLCB - Home Safe Bar Prog	\$25,000		\$6,250	\$31,250
	Total 405d Low	\$2,044,000		\$511,000	
M7*CP16-01	WEMS - Grants Management System	\$140,000		\$35,000	\$175,000
M7*CP16-02	News Media, Creative & other Publicit	\$200,000		\$50,000	\$250,000
		\$340,000		\$85,000	
M7*PM16-01	Paid Media - Motorcycles	\$100,000		\$25,000	\$125,000
M7*PS16-01	Pedestrian Safety (WSDOT)	\$60,000		\$15,000	\$75,000
M7*PT16-01	WSP Block Grant - DD, Flex, Mtrcycl	\$300,000		\$75,000	\$375,000
M7*PT16-02	Local LE HVE - Flex	\$300,000		\$75,000	\$375,000
		\$600,000		\$150,000	
	Total 405d Interlock	\$1,100,000		\$275,000	
M9MT16-01	DOL Motorcycle Safety Training	\$78,500		\$19,625	\$98,125
M9MT16-02	WTSC Motorcycle Training & Aware	\$61,000		\$15,250	\$76,250
		\$139,500		\$34,875	
	Total MAP 21 405	\$7,655,677		\$1,913,919	
	TOTAL ALL PROJECTS	\$11,801,861	\$1,643,004	\$3,311,890	
164HE1-01	Hazard Elimination - WSDOT	\$1,000,000	\$400,000		

STATE CERTIFICATIONS AND ASSURANCES

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

State: Washington Fiscal Year: 2016

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

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

GENERAL REQUIREMENTS

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

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

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

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200 – Uniform Procedures for State Highway Safety Grant Programs

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

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

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North

American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;

- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards;
 - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
 - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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

The State will provide a drug-free workplace by:

Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's

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

BUY AMERICA ACT

(applies to subrecipients as well as States)

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

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

POLITICAL ACTIVITY (HATCH ACT) (applies to subrecipients as well as States)

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

CERTIFICATION REGARDING FEDERAL LOBBYING (applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

RESTRICTION ON STATE LOBBYING (applies to subrecipients as well as States)

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION (applies to subrecipients as well as States)

Instructions for Primary Certification

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

information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

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

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

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

Instructions for Lower Tier Certification

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

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily*

excluded, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

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

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

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles.

The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

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

SECTION 402 REQUIREMENTS

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

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

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

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

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

- Participation in the National high-visibility law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a). (23 U.S.C. 402(b)(1)(F))

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

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

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

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



Signature Governor's Representative for Highway Safety

6-29-2015

Date

Darrin T. Grondel

Printed name of Governor's Representative for Highway Safety

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


State: Washington

Fiscal Year: 2016

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

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

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



Signature Governor’s Representative for Highway Safety

6-29-2015

Date

Darrin Grondel

Printed name of Governor’s Representative for Highway Safety

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

Part 1: Occupant Protection (23 CFR 1200.21)

All States: [*Fill in all blanks below.*]

- The State will maintain its aggregate expenditures from all State and local sources for occupant protection programs at or above the average level of such expenditures in fiscal years 2010 and 2011. (23 U.S.C. 405(a)(1)(H))
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided as HSP attachment or page # Section 405 Application Supplemental Documents, pp. 3-5.
- The State's occupant protection plan for the upcoming fiscal year is provided as HSP attachment or page # Section 405 Application Supplemental Documents, pp. 3-8.
- Documentation of the State's active network of child restraint inspection stations is provided as HSP attachment or page # Section 405 Application Supplemental Documents, pp. 83-87 (Attachments OP-7 and OP-8).
- The State's plan for child passenger safety technicians is provided as HSP attachment or page # Section 405 Application Supplemental Documents, pp. 6-8.

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

- The State's **primary seat belt use law**, requiring primary enforcement of the State's occupant protection laws, was enacted on _____ and last amended on _____, is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

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

Legal citations:

- Requirement for all occupants to be secured in seat belt or age appropriate child restraint:

- Coverage of all passenger motor vehicles:

- Minimum fine of at least \$25:

- Exemptions from restraint requirements:

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

- The State's **high risk population countermeasure program** is provided as HSP attachment or page # _____.

- The State's **comprehensive occupant protection program** is provided as HSP attachment # _____.

- The State's **occupant protection program assessment**: [*Check one box below and fill in any blanks under that checked box.*]

- The State's NHTSA-facilitated occupant protection program assessment was conducted on _____;

OR

- The State agrees to conduct a NHTSA-facilitated occupant protection program assessment by September 1 of the fiscal year of the grant. (This option is available only for fiscal year 2013 grants.)

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

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

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

- A copy of [*check one box only*] the TRCC charter or the statute legally mandating a State TRCC is provided as HSP attachment # Section 405 Application Supplemental Documents, pp. 90-99 (Attachment TR-1) or submitted electronically through the TRIPRS database on _____.
- A copy of TRCC meeting schedule for 12 months following application due date and all reports and other documents promulgated by the TRCC during the 12 months preceding the application due date is provided as HSP attachment # Section 405 Application Supplemental Documents, pp. 100-190 (Attachments TR-2a and TR-2b) or submitted electronically through the TRIPRS database on _____.
- A list of the TRCC membership and the organization and function they represent is provided as HSP attachment # Section 405 Application Supplemental Documents, pp. 191-192 (Attachment TR-3) or submitted electronically through the TRIPRS database on _____.
- The name and title of the State's Traffic Records Coordinator is Debi Besser - Program Manager with the Washington Traffic Safety Commission.
- A copy of the State Strategic Plan, including any updates, is provided as HSP attachment # Section 405 Application Supplemental Documents, pp. 193-223 (Attachment TR-4) or submitted electronically through the TRIPRS database on _____.
- [*Check one box below and fill in any blanks under that checked box.*]
 - The following pages in the State's Strategic Plan provides a written description of the performance measures, and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes: pages pp. 207-208 (Attachment TR-4).
 - OR**
 - If not detailed in the State's Strategic Plan, the written description is provided as HSP attachment # _____.
- The State's most recent assessment or update of its highway safety data and traffic records system was completed on 5/5/2014.

Part 3: Impaired Driving Countermeasures (23 CFR 1200.23)

All States:

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

Mid-Range State:

- *[Check one box below and fill in any blanks under that checked box.]*
 - The statewide impaired driving plan approved by a statewide impaired driving task force was issued on _____ and is provided as HSP attachment # _____;
- OR**
- For the first year of the grant as a mid-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan and submit a copy of the plan to NHTSA by September 1 of the fiscal year of the grant.
 - A copy of information describing the statewide impaired driving task force is provided as HSP attachment # _____.

High-Range State:

- *[Check one box below and fill in any blanks under that checked box.]*
 - A NHTSA-facilitated assessment of the State's impaired driving program was conducted on _____;
- OR**
- For the first year of the grant as a high-range State, the State agrees to conduct a NHTSA-facilitated assessment by September 1 of the fiscal year of the grant;
 - *[Check one box below and fill in any blanks under that checked box.]*
 - For the first year of the grant as a high-range State, the State agrees to convene a statewide impaired driving task force to develop a statewide impaired driving plan addressing recommendations from the assessment and submit the plan to NHTSA for review and approval by September 1 of the fiscal year of the grant;
- OR**
- For subsequent years of the grant as a high-range State, the statewide impaired driving plan developed or updated on _____ is provided as HSP attachment # _____.

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

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

- The State's ignition interlock law was enacted on 7/1/1994 and last amended on 3/27/2014, is in effect, and will be enforced during the fiscal year of the grant.

Legal citation(s):

RCW 46.20.720; Chapter 35, Sections 19, Laws 2014

Part 4: Distracted Driving (23 CFR 1200.24)

[Fill in all blanks below.]

Prohibition on Texting While Driving

The State's texting ban statute, prohibiting texting while driving, a minimum fine of at least \$25, and increased fines for repeat offenses, was enacted on 1/1/2008 and last amended on 1/1/2008, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on texting while driving:
RCW 46.61.668
- Definition of covered wireless communication devices:
RCW 46.61.668
- Minimum fine of at least \$25 for first offense:
RCW 46.61.667, RCW 46.63.110
- Increased fines for repeat offenses:
N/A
- Exemptions from texting ban:
RCW 46.61.668

Prohibition on Youth Cell Phone Use While Driving

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, driver license testing of distracted driving issues, a minimum fine of at least \$25, increased fines for repeat offenses, was enacted on 7/1/2001 and last amended on 1/1/2012, is in effect, and will be enforced during the fiscal year of the grant.

Legal citations:

- Prohibition on youth cell phone use while driving:
RCW 46.20.075
 - Driver license testing of distracted driving issues:
RCW 46.20.130
 - Minimum fine of at least \$25 for first offense:
RCW 46.20.075, RCW 46.63.110
 - Increased fines for repeat offenses:
N/A
 - Exemptions from youth cell phone use ban:
RCW 46.20.075
-

Part 5: Motorcyclist Safety (23 CFR 1200.25)

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

Motorcycle riding training course:

- Copy of official State document (e.g., law, regulation, binding policy directive, letter from the Governor) identifying the designated State authority over motorcyclist safety issues is provided as HSP attachment # Section 405 Application Supplemental Documents, p. 243 (Attachment M-1).
- Document(s) showing the designated State authority approved the training curriculum that includes instruction in crash avoidance and other safety-oriented operational skills for both in-class and on-the-motorcycle is provided as HSP attachment # Section 405 Application Supplemental Documents, p. 244 (Attachment M-2) (RCW 46.81A.020).
- Document(s) regarding locations of the motorcycle rider training course being offered in the State is provided as HSP attachment # Section 405 Supplemental Documents, pp.245-247 (Attachments M-3 and M-4).
- Document(s) showing that certified motorcycle rider training instructors teach the motorcycle riding training course is provided as HSP attachment # Section 405 Application Supplemental Documents, p.248 (Attachment M-5).
- Description of the quality control procedures to assess motorcycle rider training courses and instructor training courses and actions taken to improve courses is provided as HSP attachment # Section 405 Application Supplemental Documents, pp. 249-255, (Attachment M-6).

Motorcyclist awareness program:

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

Reduction of fatalities and crashes involving motorcycles:

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

Impaired driving program:

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

Reduction of fatalities and accidents involving impaired motorcyclists:

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

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

Applying as a Law State –

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

Legal citation(s):

RCW 46.20.505

AND

- The State’s law appropriating funds for FY 2,016 that requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs be spent on motorcycle training and safety programs.

Legal citation(s):

RCW 46.20.510

Applying as a Data State –

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

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

[Fill in all applicable blanks below.]

The State's graduated driver licensing statute, requiring both a learner's permit stage and intermediate stage prior to receiving a full driver's license, was enacted on 7/1/2001 and last amended on 1/1/2012, is in effect, and will be enforced during the fiscal year of the grant.

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

Legal citations:

- Testing and education requirements:
RCW 46.20.100 & 46.20.055

- Driving restrictions:
RCW 46.20.100 & 46.20.055

- Minimum duration:
RCW 46.20.100 & 46.20.055

- Applicability to novice drivers younger than 21 years of age:
N/A

- Exemptions from graduated driver licensing law:
RCW 46.20.055; RCW 46.20.100; RCW 46.20.075

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

Legal citations:

- Driving restrictions:
RCW 46.20.075
- Minimum duration:
RCW 46.20.075
- Applicability to any driver who has completed the learner’s permit stage and is younger than 18 years of age:
RCW 46.20.075
- Exemptions from graduated driver licensing law:
RCW 46.20.075

Additional Requirements During Both Learner’s Permit and Intermediate Stages

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

Legal citation(s):

RCW 46.20.075

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

Legal citation(s):

N/A

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

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

Legal citation(s):

RCW 46.20.105

OR

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

OR

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

