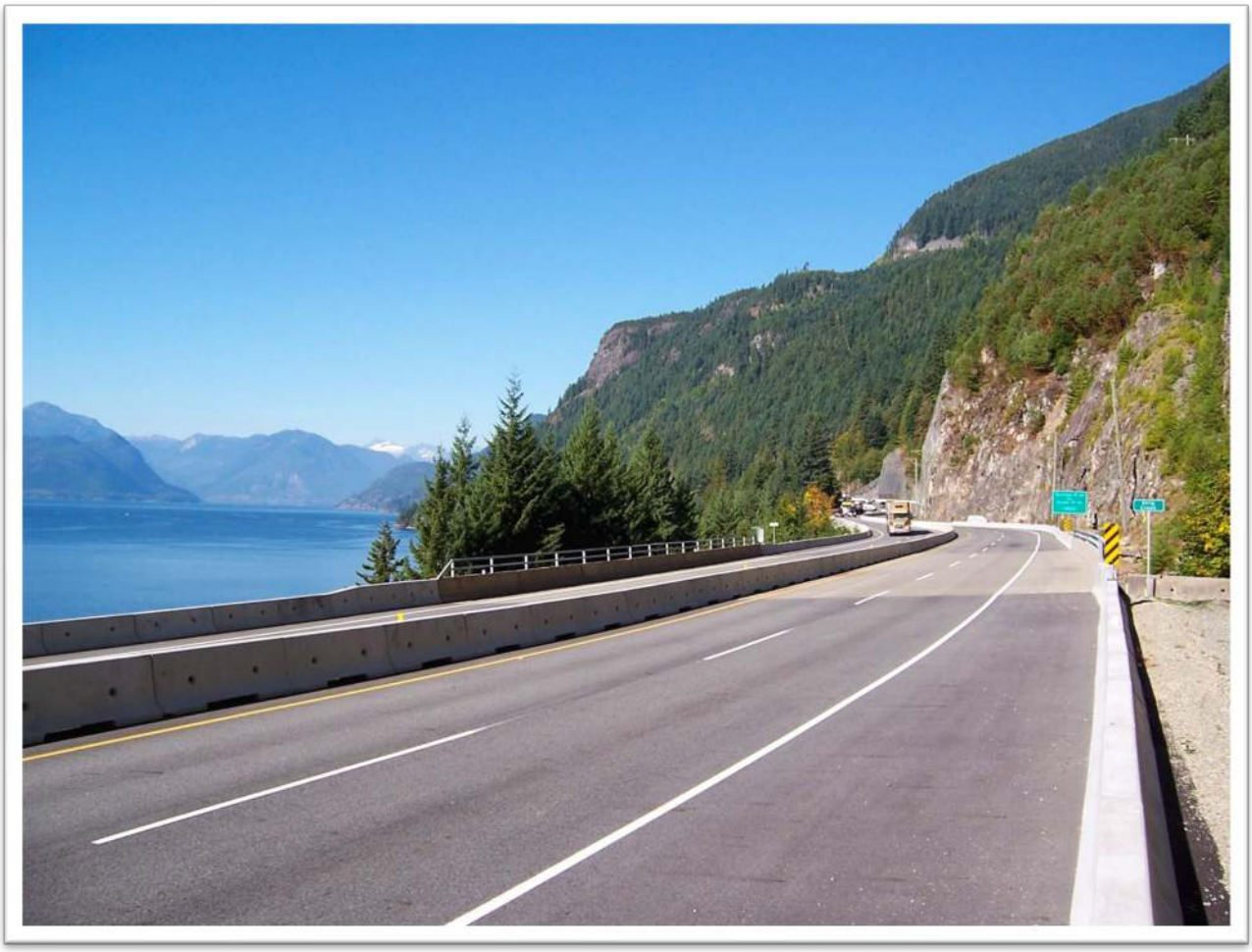


FY 2020 Highway Safety Plan

Washington Traffic Safety Commission

Contents

Highway Safety Plan

NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS - The State applied for the following incentive grants:

S. 405(b) Occupant Protection: **Yes**

S. 405(e) Distracted Driving: **Yes**

S. 405(c) State Traffic Safety Information System Improvements: **Yes**

S. 405(f) Motorcyclist Safety Grants: **Yes**

S. 405(d) Impaired Driving Countermeasures: **Yes**

S. 405(g) State Graduated Driver Licensing Incentive: **Yes**

S. 405(d) Alcohol-Ignition Interlock Law: **Yes**

S. 405(h) Nonmotorized Safety: **Yes**

S. 405(d) 24-7 Sobriety Programs: **Yes**

S. 1906 Racial Profiling Data Collection: **No**

Highway safety planning process

Data Sources and Processes

The Washington Traffic Safety Commission's (WTSC) planning process involves two phases. The first phase is the development of the State Strategic Highway Safety Plan (SHSP), known as Target Zero, which is updated every three years. The second phase is the annual development of the WTSC's Highway Safety Plan (HSP). These two planning cycles work together to ensure coordination and collaboration between WTSC and all other agencies represented on the Commission and other stakeholders.

Each update cycle of Target Zero begins with establishing stakeholder teams -- a steering committee, a project team, and a data team. These three teams ensure broad partner representation from state agencies, advocates, tribes, cities, and counties. They conduct an evaluation of the prior plan. Surveys are sent to an exhaustive list of traffic safety practitioners to ask questions about the usefulness of the plan, the best parts of the plan, and what could make the plan better. Then, the Target Zero Data Team analyzes the new cycle of data. All three teams use the new data to shape the Target Zero priorities for the three-year cycle. Research is conducted to find what new strategies have been developed that might be added to the plan, as well as the current research on existing strategies to make sure the plan is recommending the best strategies. The project team directs the work to teams of subject matter experts to craft each chapter of the plan. The steering committee approves the final draft to the Commissioners, who approve it for the Governor's signature.

The HSP planning process uses the Target Zero Plan as its guiding document that governs our traffic safety investments and provides the basis for annual HSP project selection. The HSP process begins with a review of evidence-based strategies, performance measures, and performance targets. Through this process, we:

- 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

Our primary sources for evidence-based strategies are NHTSA *Countermeasures That Work*, the National Cooperative Highway Research Program (NCHRP) series, and scientifically sound evidence-based research regarding strategies not already identified by the Governor’s Highway Safety Association (GHSA) or the NCHRP.

Processes Participants

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 proportion of traffic deaths and serious injuries associated with a particular emphasis or problem area.

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

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

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

- Administrative Office of the Courts
- County Law Enforcement
- Department of Social and Health Services
- Puget Sound Regional Council
- Target Zero Manager Network
- Governor's Office of Statewide Policy
- Harborview Injury Prevention & Research Center
- Northwest Association of Tribal Enforcement Officers
- Office of Superintendent of Public Instruction
- Tribal Transportation Planning Organization
- Washington Association of Sheriffs and Police Chiefs
- Association of Washington Cities
- Washington Association of County Engineers

- Tribal Police Departments

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
- Washington Traffic Safety Commissioners
- The Washington Impaired Driving Advisory Council
- Washington Traffic Records Committee

Washington Traffic Safety Commission Technical Advisory Committee

The Washington Traffic Safety Commission Technical Advisory Committee (TAC) reviews and makes recommendations to the commissioners regarding the WTSC staff-proposed HSP and consists of representatives of key traffic safety stakeholder groups, including the tribes, NHTSA, the Federal Motor Carrier Safety Administration, and the Federal Highway Administration. Additionally, the group includes a representative from each Commission organization:

- The Governor's Office
- The Department of Licensing
- The Department of Transportation
- The Department of Health
- The Department of Social and Health Services
- Washington State Patrol
- Judicial
- Association of Washington Cities
- Washington State Association of Counties
- Superintendent of Public Instruction

Washington Impaired Driving Advisory Council

Washington Impaired Driving Advisory Council (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 the Fixing America's Surface Transportation (FAST) Act . 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.

Washington Traffic Records Committee

The Washington Traffic Records Committee (TRC) is a statewide stakeholder group with representatives from the transportation, law enforcement, criminal justice, and health professions. This cross-disciplinary team leads efforts to improve the quality and usefulness of the data in traffic safety related data systems across the state. TRC's work includes implementing projects that streamline data collection and processing, and enhance timeliness, accessibility, and integration among the various data sources. Their goal is to improve decision making for key programs and support policy decisions with solid data. Each year, TRC evaluates data systems grant proposals that are submitted through WTSC's annual grants process, to develop a package of projects consistent with the TRC Strategic Plan while satisfying federal requirements. This project list and funding recommendations become the following fiscal year's spending plan for Washington's Section 405c – State Traffic Safety Information System Improvement Grants.

Description of Highway Safety Problems

The 2019 Target Zero Plan (pending release) informs the priorities set in the HSP. Target Zero helps to focus HSP efforts on the primary factors in fatal and serious injury traffic crashes by grouping topics into 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 25 percent of the traffic fatalities or serious injuries over the three-year analysis used for that update. Traffic Data Systems, EMS and Trauma Care Systems, Evaluation and Diagnosis, and Cooperative Automated Transportation while not causes of fatalities, are considered Level One priorities because of the potential for these systems to significantly improve our deployment of resources to address traffic fatal and serious injury crashes.

Priority Level Two factors, while frequent, are not seen as often as Priority Level One items. Level Two factors were seen in at less than 25 percent of traffic fatalities or serious injuries.

The priority levels established for the Target Zero Plan consider both fatality and serious injury numbers. The Target Zero plan maintains the importance of addressing fatalities, while encouraging consideration for, and strengthening of, serious injury data. The HSP adopts priorities directly from the Target Zero Plan, although the annual data review could indicate an emerging trend that could require small priority adjustments.

Priorities based on 2015 - 2017 data (Percent Fatalities/Percent Serious Injuries)

Priority Level One

- Impairment Involved (Driver or Non-Motorist) (58.1 percent/18.6 percent)

- Lane Departure (48.2 percent/37.6 percent)
- Speeding Involved (29.4 percent/24.2 percent)
- Young Drivers ages 16-25 Involved (31.0 percent/34.3 percent)
- Distraction Involved (Driver or Non-Motorist) (30.4 percent/29.6 percent)
- Intersection Related (22.8 percent/34.5 percent)
- Traffic Data Systems (N/A)
- EMS and Trauma Response (N/A)
- Evaluation, Analysis, and Diagnosis (N/A)
- Cooperative Automated Transportation (N/A)

Priority Level Two

- Unrestrained Vehicle Occupants (18.9 percent/10.7 percent)
- Motorcyclists (14.3 percent/18.5 percent)
- Pedestrians and Bicyclists (19.9 percent/20.4 percent)
- Older drivers ages 70+ Involved (13.5 percent/9.2 percent)
- Heavy Truck Involved (10.8 percent/6.8 percent)

Other Monitored Emphasis Areas

- Drowsy Driving
- Work Zones
- Wildlife
- School Bus Involved
- Vehicle-Train

In the HSP planning process, the most current fatal and serious injury data is reviewed and compared to the Target Zero priorities. If an emerging trend is identified, that data will be considered when choosing annual HSP projects.

Methods for Project Selection

List of Information and Data Sources

In order to identify traffic safety problems unique to Washington and select projects, we utilize the following primary data systems:

- Traffic Fatalities – Fatal Analysis Reporting System (FARS and FARS-ARF) and WA-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 – Transportation and Information Planning Support (TRIPS)
- Location Information via Geographic Information Systems (GIS) - WSDOT Multi-Modal Layer
- Observational surveys

Description of Outcomes

Washington's HSP and Washington's State SHSP, Target Zero, are linked documents. This linkage keeps WTSC coordinated with all of the Target Zero agencies and partners as we build our annual HSP. The Target Zero Plan provides a comprehensive framework for reducing deaths and serious injuries on Washington's roadways. This allows the HSP planning process to focus efforts on implementing the right projects to support the data-driven priorities established in Target Zero.

Another important outcome of the coordination is the development of matching performance targets between WTSC and the Washington State Department of Transportation for C-1, total fatalities, C-2, fatality rate and C-3, total serious injuries.

Performance report

Progress towards meeting State performance targets from the previous fiscal year's HSP

Sort Order	Performance measure name	Progress
1	C-1) Number of traffic fatalities (FARS)	In Progress
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	In Progress
3	C-3) Fatalities/VMT (FARS, FHWA)	In Progress
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	In Progress
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	In Progress
6	C-6) Number of speeding-related fatalities (FARS)	In Progress
7	C-7) Number of motorcyclist fatalities (FARS)	In Progress
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	In Progress
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	In Progress
10	C-10) Number of pedestrian fatalities (FARS)	In Progress
11	C-11) Number of bicyclists fatalities (FARS)	Not Met
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	In Progress
13	APM-3) Number of ED visit records reported (estimated percent of total ED records)	In Progress
13	APM-1) Number of fatalities involving a distracted/inattentive driver	In Progress
13	APM-2) Fatalities involving a drug positive and/or alcohol impaired (not imputed) driver	In Progress

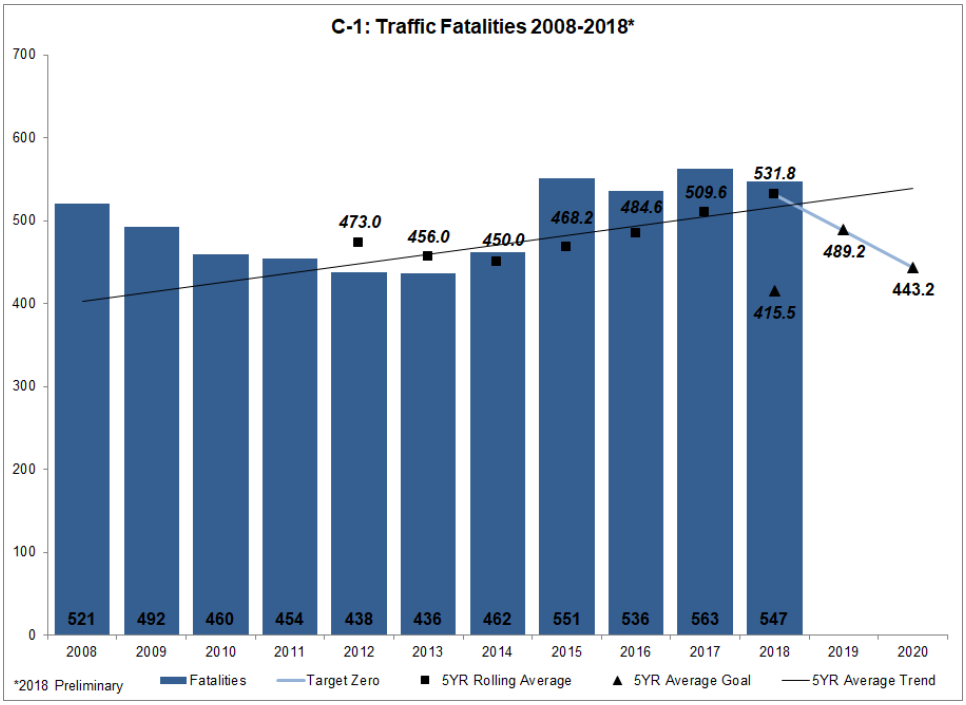
Performance Measure: C-1) Number of traffic fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

The 2019 target included in the FFY 2019 HSP for fatalities was 489.2 (2014-2019 Rolling Average Value). The FFY 2019 target was coordinated with the Washington State Department of Transportation. The FFY2019 target was set based on the value of the linear trend line projected with the most recent available data at that time (2013 – preliminary 2017). After additional outreach to Metropolitan Planning Organizations (MPOs) and other partners, this method has been changed for FFY 2020 target setting and the target set equal to the value of the Target Zero line; a straight line to zero in the year 2030 from the most recent five-year rolling average available at the time the target is set. According to the revised trend line used to develop the 2020 target for FFY 2020, it appears that the FFY 2019 HSP target will not be met. In order to reach the 2014-2019 Rolling Average Target of 489.2, the total number of fatalities in 2019 would have to be less than 249. The target remains "in progress" until full year 2019 data becomes available.

Preliminary 2014-2018 rolling average shows there were an average of 531.8 fatalities, missing the HSP 2018 target of 415.5 by 21.9 percent.



Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

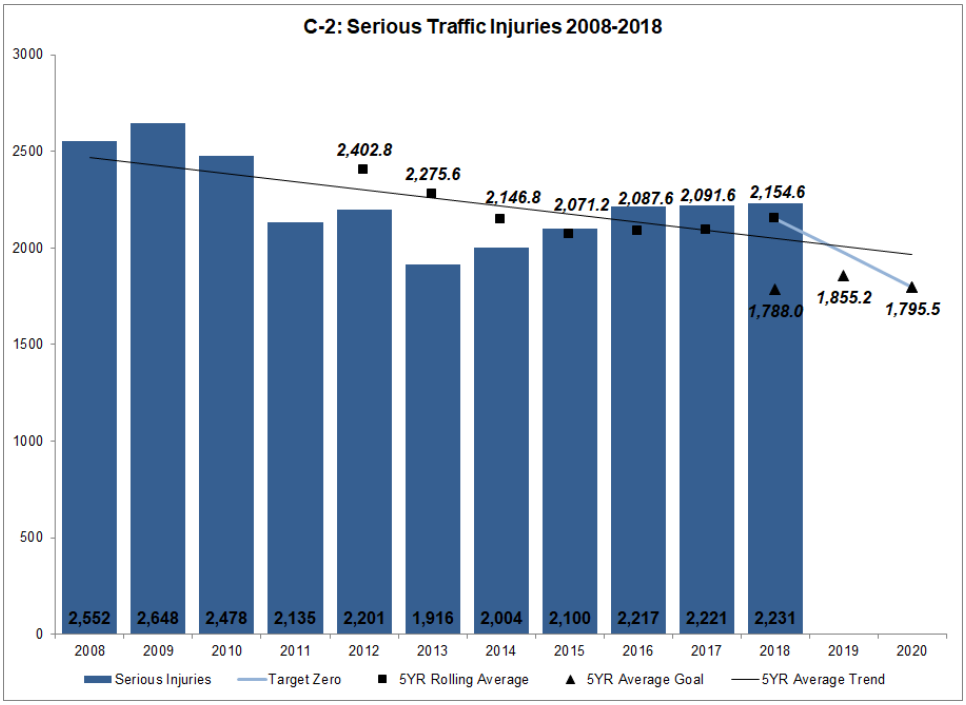
Progress: **In Progress**

Program-Area-Level Report

The 2019 target included in the FFY 2019 HSP for serious injuries was 1,855.2 (2014-2019 Rolling Average Value). The FFY 2019 target was coordinated with the Washington State

Department of Transportation. The FFY 2019 target was set based on the value of the linear trend line projected with the most recent available data at that time (2013 – preliminary 2017). After additional outreach to Metropolitan Planning Organizations (MPOs) and other partners, this method has been changed for FFY 2020 target setting and the target set equal to the value of the Target Zero line; a straight line to zero in the year 2030 from the most recent five-year rolling average available at the time the target is set. According to the revised trend line used to develop the 2020 target for FFY 2020, it appears that the FFY 2019 HSP target will not be met. In order to reach the 2014-2019 Rolling Average Target of 1,855.2, the total number of serious injuries in 2019 would have to be less than 507. The target remains "in progress" until full year 2019 data becomes available.

Preliminary 2014-2018 rolling average shows there were an average of 2,154.6 serious injuries, missing the HSP 2018 target of 1,788 by 17.0 percent.



Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

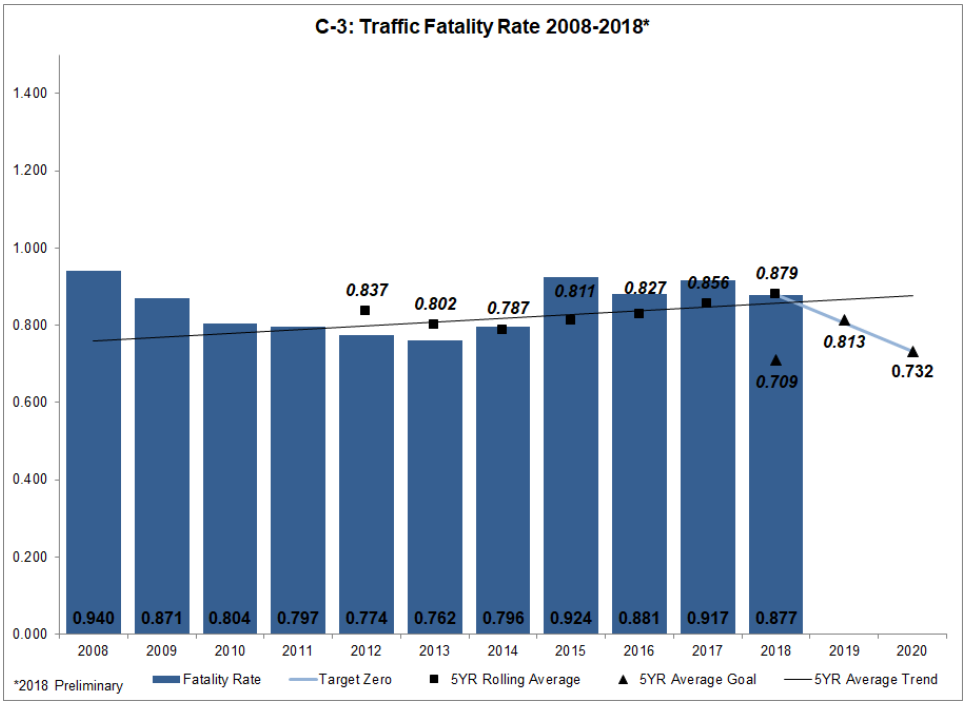
Progress: **In Progress**

Program-Area-Level Report

The 2019 target included in the FFY 2019 HSP for the fatality rate was 0.813 (2014-2019 Rolling Average Value). The FFY 2019 target was coordinated with the Washington State Department of Transportation. The FFY 2019 target was set based on the value of the linear trend line projected with the most recent available data at that time (2013 – preliminary 2017). After additional outreach to Metropolitan Planning Organizations (MPOs) and other partners, this method has been changed for FFY 2020 target setting and the target set equal to the value of the Target Zero line; a straight line to zero in the year 2030 from the most recent five-year rolling

average available at the time the target is set. According to the revised trend line used to develop the 2020 target for FFY 2020, it appears that the FFY 2019 HSP target will not be met. In order to reach the 2014-2019 Rolling Average Target of 0.813, the fatality rate in 2019 would have to be less than 0.466 per 100 million VMT. The target remains "in progress" until full year 2019 data becomes available.

Preliminary 2014-2018 rolling average shows an average fatality rate of 0.880, missing the HSP 2018 target of 0.709 by 19.3 percent.



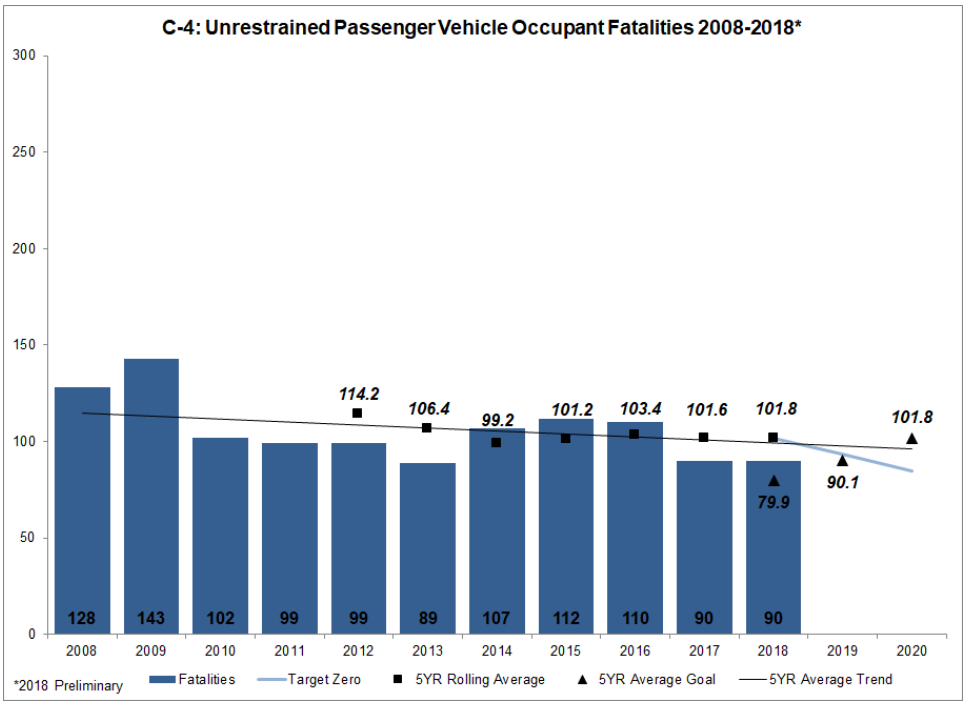
Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Progress: **In Progress**

Program-Area-Level Report

The 2019 target included in the FFY 2019 HSP for unrestrained passenger vehicle occupant fatalities was 90.1 (2014-2019 Rolling Average Value. According to the revised trend line used to develop the 2020 target for FFY 2020, it appears that the FFY 2019 HSP target will not be met. In order to reach the 2014-2019 Rolling Average Target of 90.1, the total number of unrestrained passenger vehicle occupant fatalities in 2019 would have to be less than 49. The target remains "in progress" until full year 2019 data becomes available.

Preliminary 2014-2018 rolling average shows there were an average of 101.8 unrestrained passenger fatalities, missing the HSP 2018 target of 79.9 by 21.5 percent.



Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Progress: **In Progress**

Program-Area-Level Report

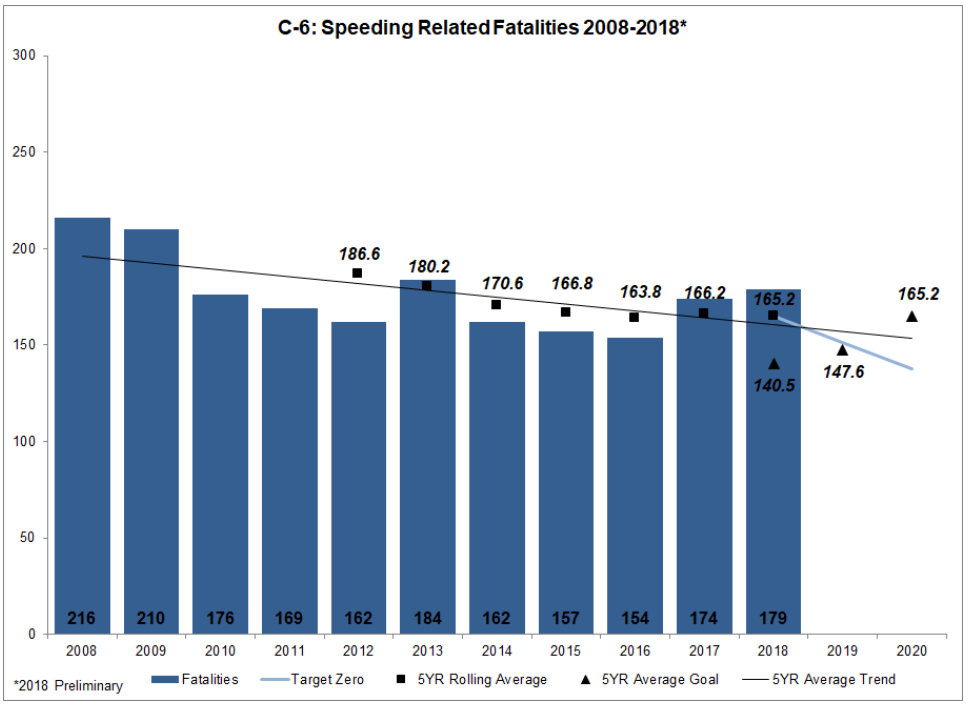
Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

The 2019 target included in the FFY 2019 HSP for speeding involved fatalities was 147.6 (2014-2019 Rolling Average Value). According to the revised trend line used to develop the 2020 target for FFY 2020, it appears that the FFY 2019 HSP target will not be met. In order to reach the 2014-2019 Rolling Average Target of 147.6, the total number of speeding involved fatalities in 2019 would have to be less than 74. The target remains "in progress" until full year 2019 data becomes available.

Preliminary 2014-2018 rolling average shows there 165.2 speeding involved fatalities, missing the HSP 2018 target of 140.5 by 15.0 percent.



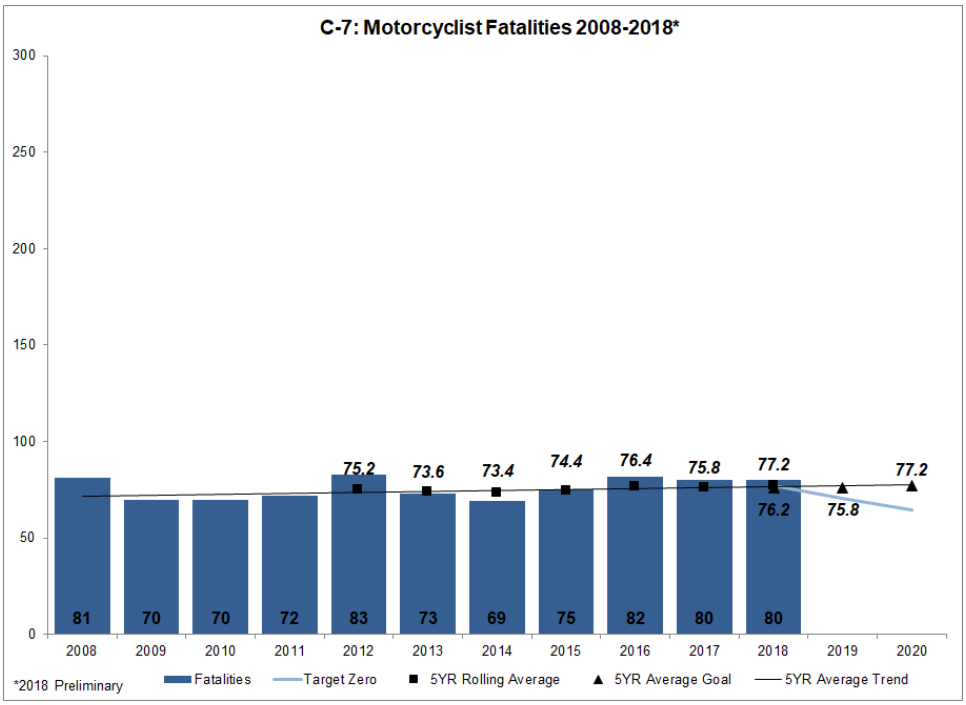
Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

The 2019 target included in the FFY 2019 HSP for motorcyclist fatalities was 75.8 (2014-2019 Rolling Average Value). According to the revised trend line used to develop the 2020 target for FFY 2020, it appears that the FFY 2019 HSP target will not be met. In order to reach the 2014-2019 Rolling Average Target of 75.8, the total number of motorcyclist fatalities in 2019 would have to be less than 62. The target remains "in progress" until full year 2019 data becomes available.

Preliminary 2014-2018 rolling average shows there were an average of 77.2 motorcyclist fatalities, missing the HSP 2018 target of 76.2 by 13.0 percent.



Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

Washington has a universal motorcycle helmet law therefore our goal is always 0 for this measure. The 2019 target included in the FFY 2019 HSP for unhelmeted motorcyclist fatalities was 0 (2014-2019 Rolling Average Value). The target remains "in progress" until full year 2019 data becomes available.

Preliminary 2018 shows there were 9 unhelmeted or improperly helmeted motorcyclist fatalities, missing the HSP 2018 target of 0.

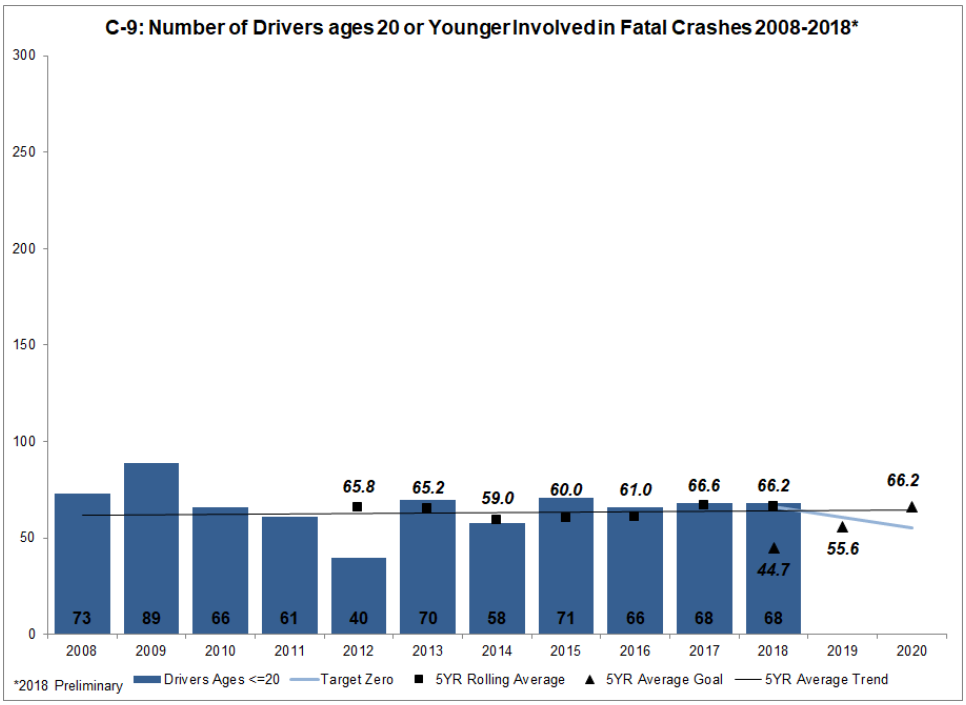
Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Progress: **In Progress**

Program-Area-Level Report

The 2019 target included in the FFY 2019 HSP for the number of drivers ages <=20 involved in fatal crashes was 55.6 (2014-2019 Rolling Average Value). According to the revised trend line used to develop the 2020 target for FFY 2020, it appears that the FFY 2019 HSP target will not be met. In order to reach the 2014-2019 Rolling Average Target of 55.6, the total number of drivers ages <=20 involved in fatal crashes in 2019 would have to be less than 5. The target remains "in progress" until full year 2019 data becomes available.

Preliminary 2014-2018 rolling average shows there were an average of 66.2 drivers ages 20 or younger in fatal collisions, missing the HSP 2018 target of 44.7 by 32.5 percent.



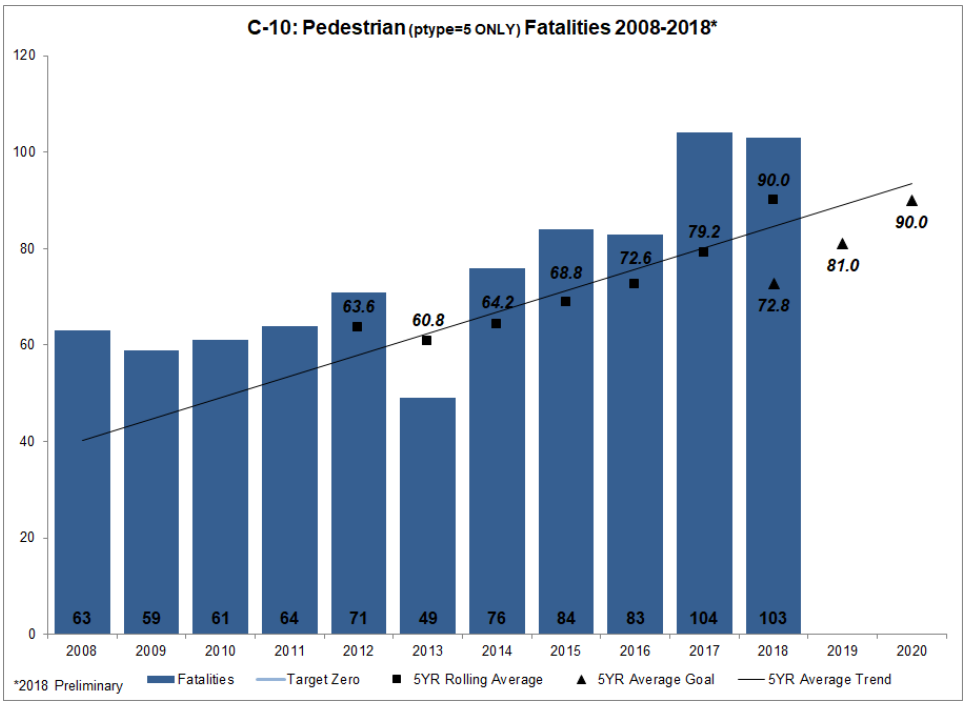
Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Progress: **In Progress**

Program-Area-Level Report

The 2019 target included in the FFY 2019 HSP for pedestrian fatalities was 81.0 (2014-2019 Rolling Average Value).). According to the revised trend line used to develop the 2020 target for FFY 2020, it appears that the FFY 2019 HSP target will not be met. In order to reach the 2014-2019 Rolling Average Target of 81.0, the total number of pedestrian fatalities in 2019 would have to be less than 31. The target remains "in progress" until full year 2019 data becomes available.

Preliminary 2014-2018 rolling average shows there were an average of 90.0 pedestrian fatalities, missing the HSP 2018 target of 72.8 by 19.1 percent.



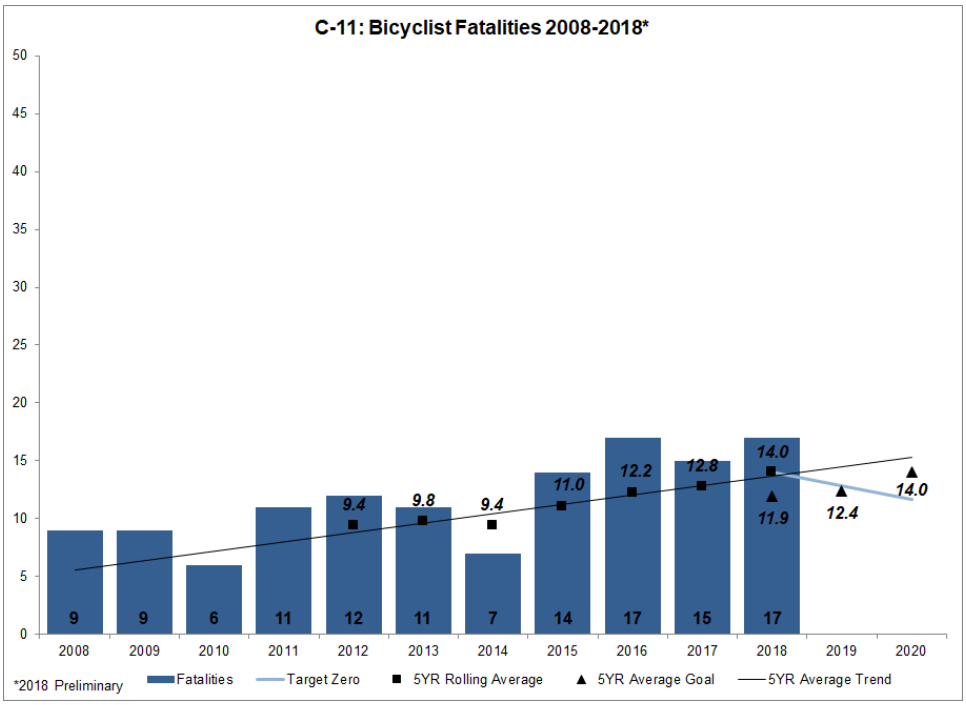
Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Progress: **Not Met**

Program-Area-Level Report

The 2019 target included in the FFY 2019 HSP for bicyclist fatalities was 12.4 (2014-2019 Rolling Average Value). The FFY 2019 HSP target will not be met. The best 2014-2019 Rolling Average that can be achieved with zero bicyclist fatalities in 2019 is 12.6, therefore this target was "not met".

Preliminary 2014-2018 rolling average shows there were an average of 14.0 bicyclist fatalities, missing the HSP 2018 target of 11.9 by 15.0 percent.



Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Progress: **In Progress**

Program-Area-Level Report

Washington's seat belt use rate goal is to achieve and maintain a rate of >=95%. Washington has one of the highest seat belt use rates in the nation, but our rate has hovered just below 95% for the past several years. The 95% goal is consistent with previous years.

Performance Measure: APM-3) Number of ED visit records reported (estimated percent of total ED records)

Progress: **In Progress**

Program-Area-Level Report

Injury Surveillance - Completeness	**Baseline**	**Actual**
	April 1, 2016 – March 31, 2017	April 1, 2017 – March 31, 2018
Number of Emergency Department visit records reported (estimated percent of total ED records)	288,688 (13.5%)	1,155,208 (41.9%)

Narrative –

There were an estimated 2,754,396 emergency department visits during the baseline period. The total number of Emergency Department visit records submitted to the National Syndromic Surveillance Program ESSENCE system increased by 865,780. This is nearly a 3-fold increase over the previous year. This increase has been driven through continuing outreach and on-boarding efforts with emergency departments, funded by TRC grants in the last few years. Washington EDs are now required to submit data to ESSENCE and DOH, so the goal remains 100% of all records.

Calculation Method –

A total of emergency department visit records submitted by all emergency departments, by visit date.

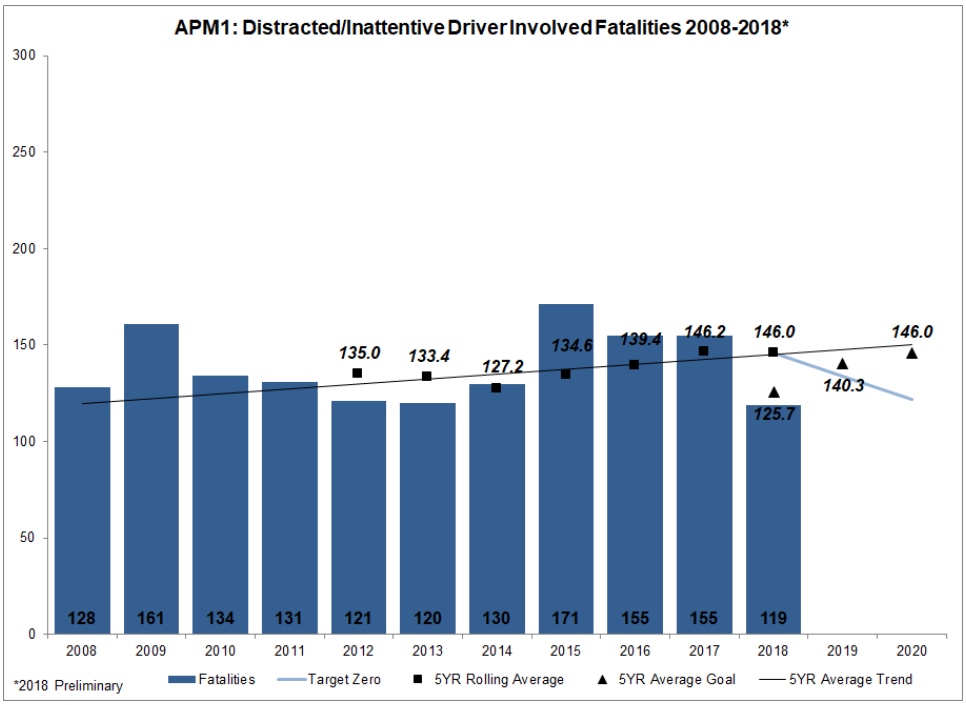
Performance Measure: APM-1) Number of fatalities involving a distracted/inattentive driver

Progress: **In Progress**

Program-Area-Level Report

The 2019 target included in the FFY 2019 HSP for distracted/inattentive driver involved fatalities was 140.3 (2014-2019 Rolling Average Value). According to the revised trend line used to develop the 2020 target for FFY 2020, it appears that the FFY 2019 HSP target will not be met. In order to reach the 2014-2019 Rolling Average Target of 140.3, the total number of distracted/inattentive driver involved fatalities in 2019 would have to be less than 102. The target remains "in progress" until full year 2019 data becomes available.

Preliminary 2014-2018 rolling average shows there were an average of 146.0 distracted driver involved fatalities, missing the HSP 2018 target of 125.7 by 13.9 percent.



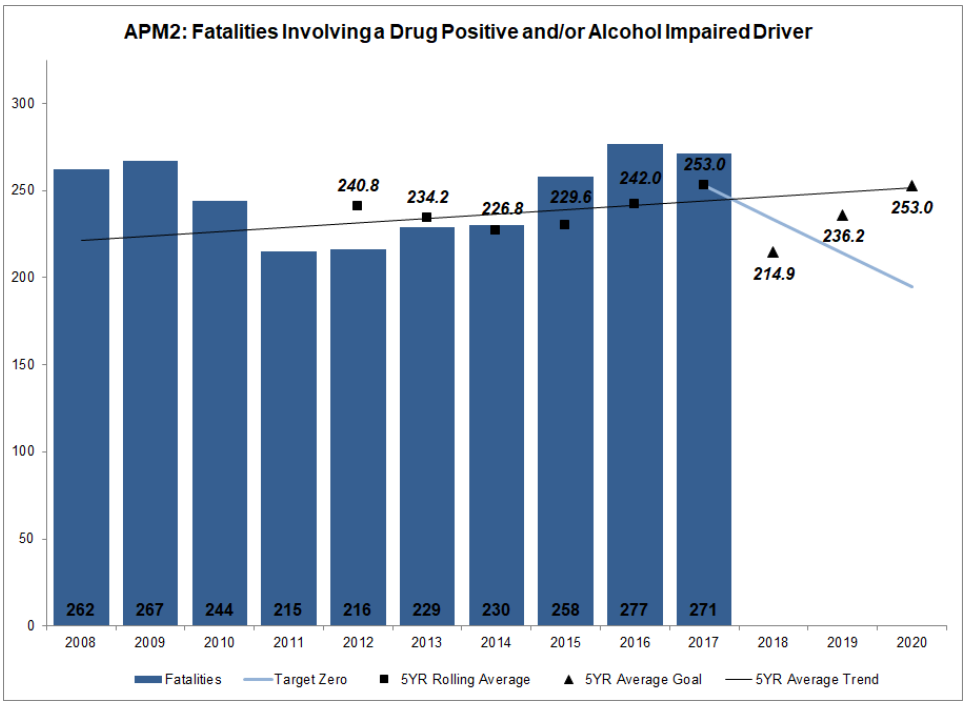
Performance Measure: APM-2) Fatalities involving a drug positive and/or alcohol impaired (not imputed) driver

Progress: **In Progress**

Program-Area-Level Report

The 2019 target included in the FFY 2019 HSP for fatalities involving an alcohol impaired or drug positive driver was 236.2 (2014-2019 Rolling Average Value). According to the revised trend line used to develop the 2020 target for FFY 2020, it appears that the FFY 2019 HSP target will not be met. Preliminary 2018 data for this state-level measure is not available due to toxicology laboratory backlogs. The target remains "in progress" until full year 2019 data becomes available.

Preliminary 2013-2017 rolling average shows there were an average of 253.0 fatalities involving a drug positive or alcohol impaired driver. The first target was set for FFY 2019 at a 2015-2019 rolling average of 214.9.


APM2: Fatalities Involving a Drug Positive and/or Alcohol Impaired Driver
300
250
200
150
100
50
0
262
267
244
215
216
229
230
258
277
271
240.8
234.2
226.8
229.6
242.0
253.0
214.9
236.2
253.0
2008
2009
2010
2011
2012
2013
2014
2015
2016
2017
2018
2019
2020
Fatalities
Target Zero
5YR Rolling Average
5YR Average Goal
5YR Average Trend

Performance Plan

Sort Order	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value
1	C-1) Number of traffic fatalities (FARS)	5 Year	2016	2020	443.2
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2016	2020	1795.5
3	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2016	2020	0.732
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2016	2020	101.8
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2016	2020	153.2
6	C-6) Number of speeding-related fatalities (FARS)	5 Year	2016	2020	165.2
7	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2016	2020	77.2
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2016	2020	0
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2016	2020	66.2
10	C-10) Number of pedestrian fatalities (FARS)	5 Year	2016	2020	90.0
11	C-11) Number of bicyclists fatalities (FARS)	5 Year	2016	2020	14.0
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2020	2020	95.0
13	TR-1) Number of ED visit records reported (estimated percent of total ED records)	Annual	2020	2020	100.00
14	APM-1) Number of fatalities involving a distracted/inattentive driver	5 Year	2016	2020	146.0
15	APM-2) Fatalities involving a drug positive and/or alcohol impaired (not imputed) driver	5 Year	2016	2020	253.0

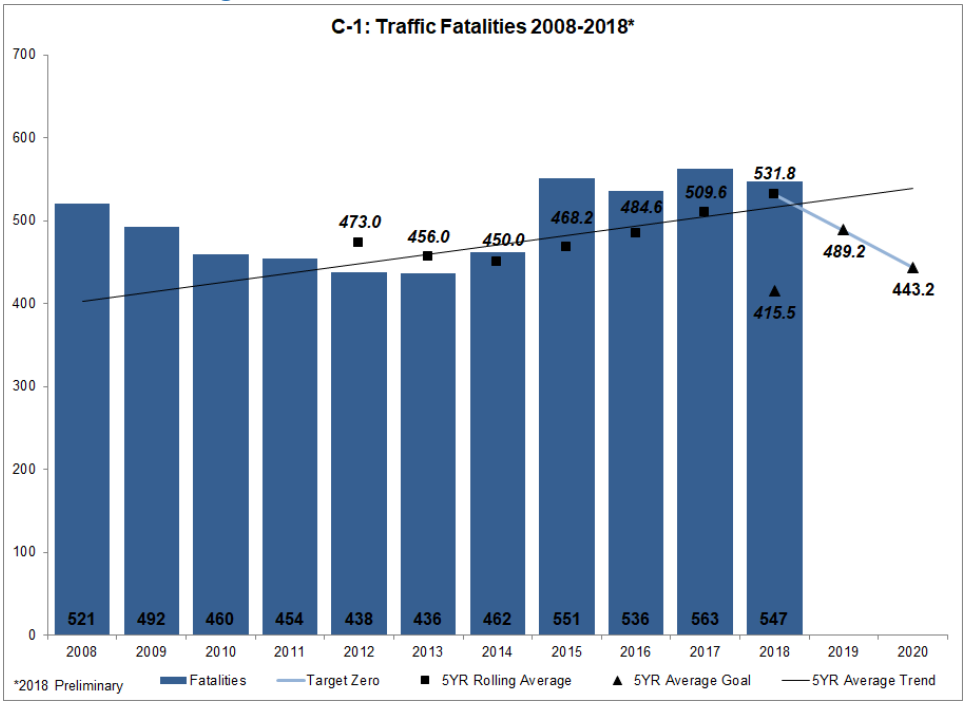
16	APM-3) Number of drivers ages 21-25 involved in fatal crashes	5 Year	2016	2020	95.60
17	APM-4) All Pedestrian Fatalitites (FARS person types 5 and 7)	5 Year	2016	2020	93.80

Performance Measure: C-1) Number of traffic fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-1) Number of traffic fatalities (FARS)-2020	Numeric	443.2	5 Year	2016

Performance Target Justification



Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year

C-2) Number of serious injuries in traffic crashes (State crash data files)-2020	Numeric	1795.5	5 Year	2016

Performance Target Justification

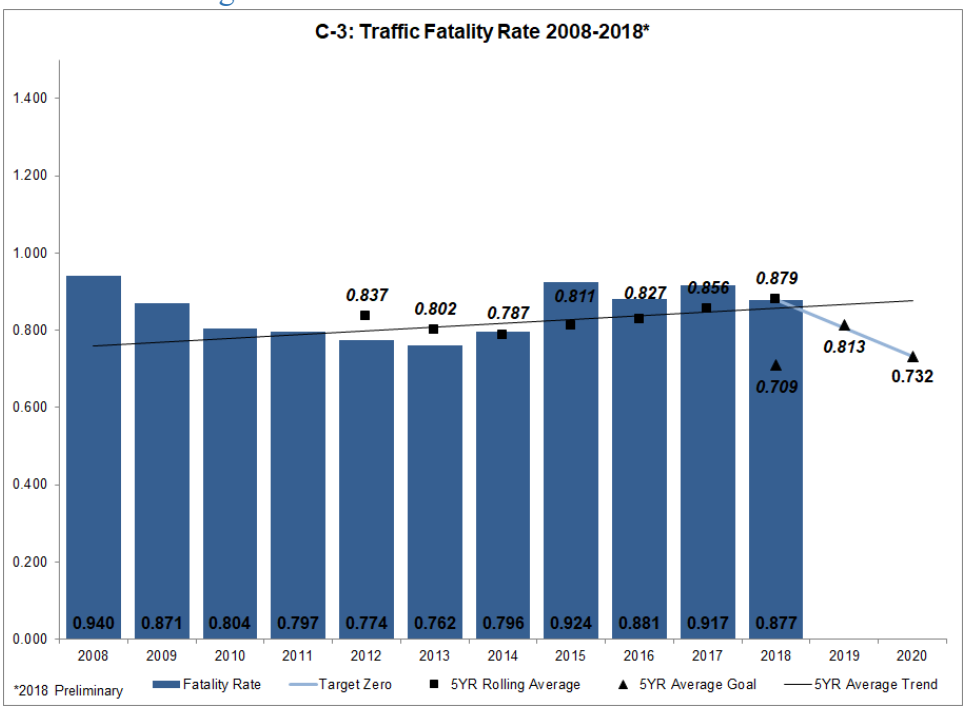
The serious injury target is coordinated with the Washington State Department of Transportation. The goal in Washington's Strategic Highway Safety Plan (SHSP) is zero fatalities and serious injuries by the year 2030. Data-driven targets are set on the most recent Target Zero line; a line straight to zero in the year 2030 from the most recent 5-year rolling average. The linear trend line of the five year rolling averages is also shown for comparison.

Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-3) Fatalities/VMT (FARS, FHWA)-2020	Numeric	0.732	5 Year	2016

Performance Target Justification



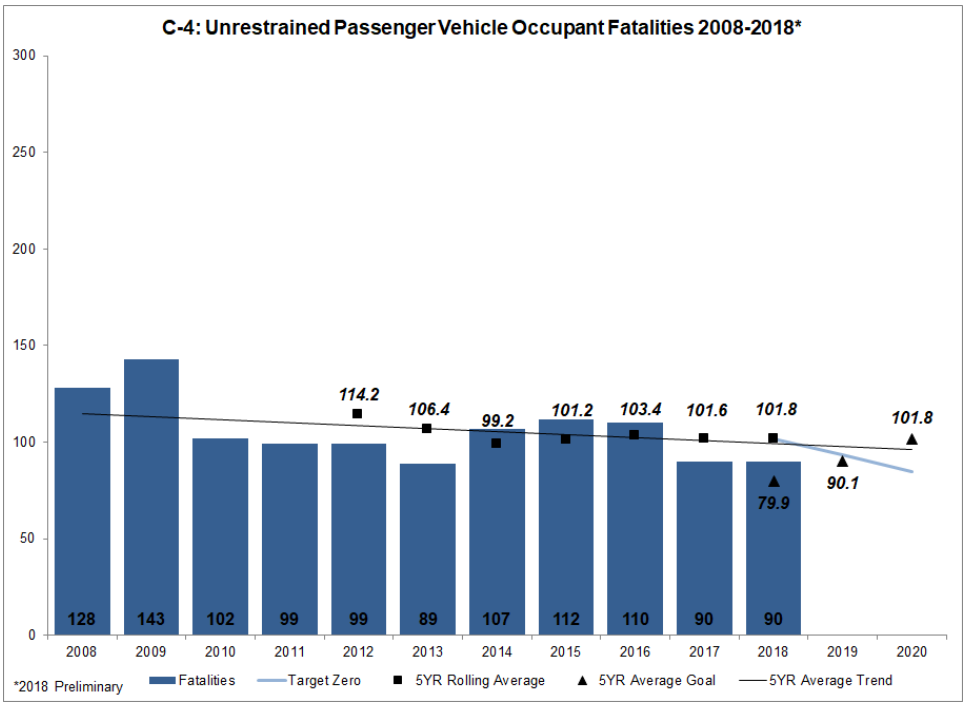
Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2020	Numeric	101.8	5 Year	2016

Performance Target Justification

For the FFY 2020 HSP Targets C-4 to C-11 and APM-1 to APM-4, "maintenance" targets were set equal to the most recent five year rolling average. This is in response to increasing and flat traffic fatality trends and a history of not meeting aggressive targets. As WTSC continues to improve the way we deliver our programs, we expect to also identify more informed ways of setting targets. The Target Zero line (a line straight to zero in the year 2030 from the most recent 5-year rolling average) from the Strategic Highway Safety Plan and the linear trend line of the five year rolling averages are also shown for comparison of progress.



Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2020	Numeric	153.2	5 Year	2016

Performance Target Justification

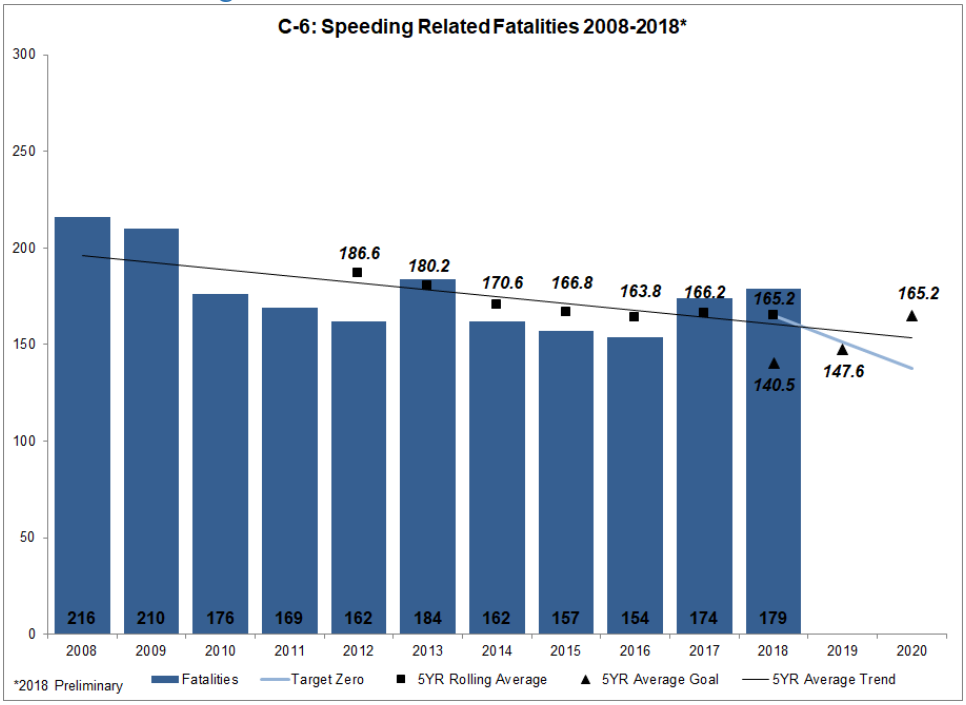
For the FFY 2020 HSP Targets C-4 to C-11 and APM-1 to APM-4, "maintenance" targets were set equal to the most recent five year rolling average. This is in response to increasing and flat traffic fatality trends and a history of not meeting aggressive targets. As WTSC continues to improve the way we deliver our programs, we expect to also identify more informed ways of setting targets. The Target Zero line (a line straight to zero in the year 2030 from the most recent 5-year rolling average) from the Strategic Highway Safety Plan and the linear trend line of the five year rolling averages are also shown for comparison of progress.

Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-6) Number of speeding-related fatalities (FARS)-2020	Numeric	165.2	5 Year	2016

Performance Target Justification

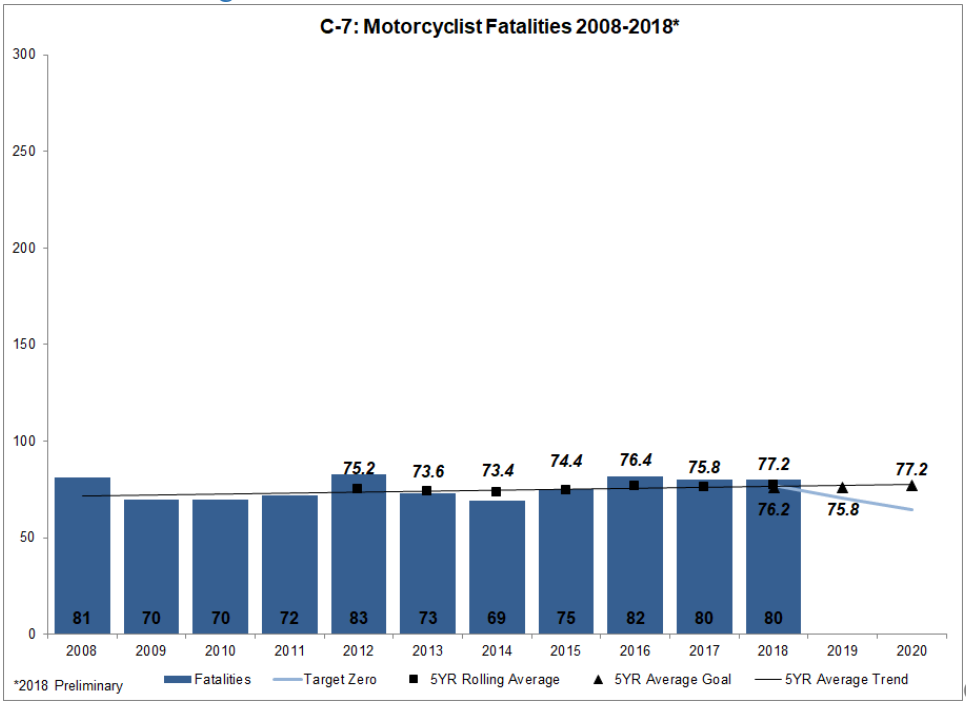


Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-7) Number of motorcyclist fatalities (FARS)-2020	Numeric	77.2	5 Year	2016

Performance Target Justification



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Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2020	Numeric	0	5 Year	2016

Performance Target Justification

Washington has a universal motorcycle helmet law therefore our unhelmeted motorcyclist fatalities goal is always zero.

Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

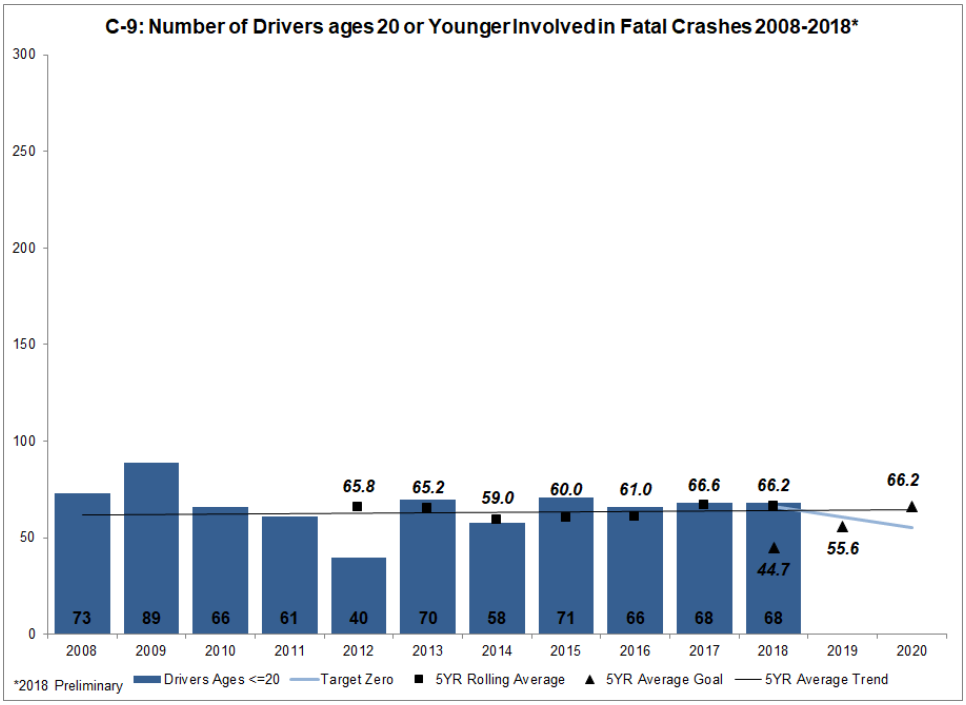
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2020	Numeric	66.2	5 Year	2016

Performance Target Justification

For the FFY 2020 HSP Targets C-4 to C-11 and APM-1 to APM-4, "maintenance" targets were set equal to the most recent five year rolling average. This is in response to increasing and flat traffic fatality trends and a history of not meeting aggressive targets. As WTSC continues to improve the way we deliver our programs, we expect to also identify more informed ways of setting targets. The Target Zero line (a line straight to zero in the year 2030 from the most recent 5-year rolling average) from the Strategic Highway Safety Plan and the linear trend line of the five year rolling averages are also shown for comparison of progress.



Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-10) Number of pedestrian fatalities (FARS)-2020	Numeric	90.0	5 Year	2016

Performance Target Justification

For the FFY 2020 HSP Targets C-4 to C-11 and APM-1 to APM-4, "maintenance" targets were set equal to the most recent five year rolling average. This is in response to increasing and flat traffic fatality trends and a history of not meeting aggressive targets. As WTSC continues to improve the way we deliver our programs, we expect to also identify more informed ways of setting targets. The Target Zero line (a line straight to zero in the year 2030 from the most recent 5-year rolling average) from the Strategic Highway Safety Plan and the linear trend line of the five year rolling averages are also shown for comparison of progress.

Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-11) Number of bicyclists fatalities (FARS)-2020	Numeric	14.0	5 Year	2016

Performance Target Justification

For the FFY 2020 HSP Targets C-4 to C-11 and APM-1 to APM-4, "maintenance" targets were set equal to the most recent five year rolling average. This is in response to increasing and flat traffic fatality trends and a history of not meeting aggressive targets. As WTSC continues to improve the way we deliver our programs, we expect to also identify more informed ways of setting targets. The Target Zero line (a line straight to zero in the year 2030 from the most recent 5-year rolling average) from the Strategic Highway Safety Plan and the linear trend line of the five year rolling averages are also shown for comparison of progress.

Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2020	Percentage	95.0	Annual	2020

Performance Target Justification

Washington's seat belt use rate goal is to achieve and maintain a rate of >=95%. Washington has one of the highest seat belt use rates in the nation, but our rate has hovered just below 95% for the past several years. The 95% goal is consistent with previous years.

Performance Measure: TR-1) Number of ED visit records reported (estimated percent of total ED records)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
APM-3) Number of ED visit records reported (estimated percent of total ED records)-2020	Percentage	100.00	Annual	2020

Primary performance attribute: **Completeness**

Core traffic records data system to be impacted: **Emergency Medical Services/Injury Surveillance Systems**

Performance Target Justification

The increase in Emergency Department reporting to RHINO and ESSENCE has been driven through continuing outreach and on-boarding efforts with emergency departments, funded by TRC grants in the last few years. Washington EDs are now required to submit data to ESSENCE and DOH, so the goal remains 100% of all records.

Performance Measure: APM-1) Number of fatalities involving a distracted/inattentive driver

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
APM-1) Number of fatalities involving a distracted/inattentive driver-2020	Numeric	146.0	5 Year	2016

Performance Target Justification

For the FFY 2020 HSP Targets C-4 to C-11 and APM-1 to APM-4, “maintenance” targets were set equal to the most recent five year rolling average. This is in response to increasing and flat traffic fatality trends and a history of not meeting aggressive targets. As WTSC continues to improve the way we deliver our programs, we expect to also identify more informed ways of setting targets. The Target Zero line (a line straight to zero in the year 2030 from the most recent

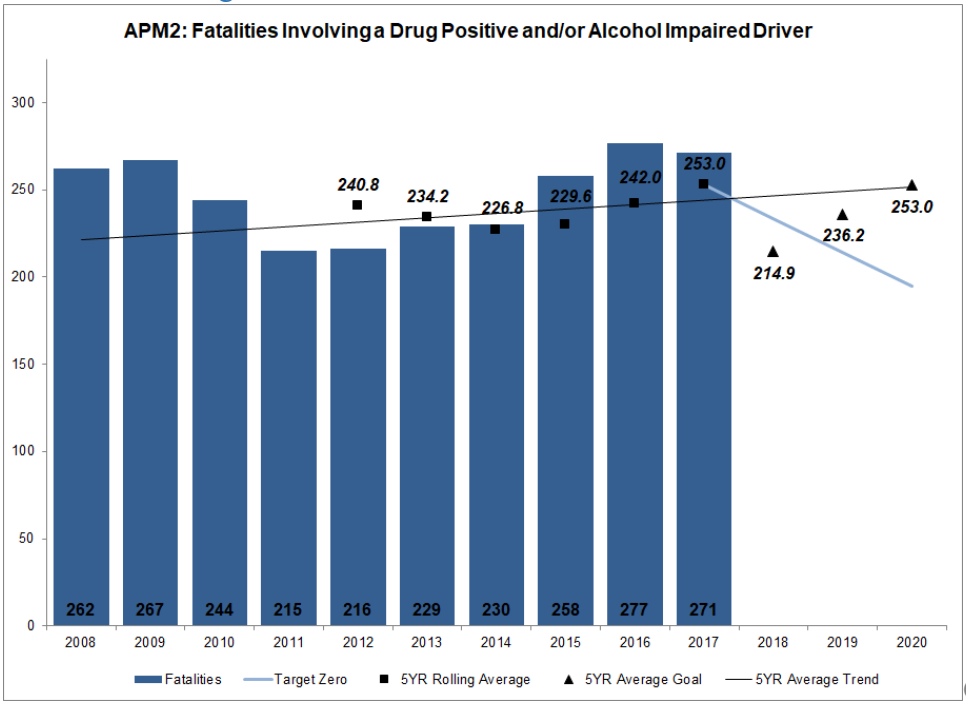
5-year rolling average) from the Strategic Highway Safety Plan and the linear trend line of the five year rolling averages are also shown for comparison of progress.

Performance Measure: APM-2) Fatalities involving a drug positive and/or alcohol impaired (not imputed) driver

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
APM-2) Fatalities involving a drug positive and/or alcohol impaired (not imputed) driver-2020	Numeric	253.0	5 Year	2016

Performance Target Justification



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Performance Measure: APM-3) Number of drivers ages 21-25 involved in fatal crashes

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year

APM-3) Number of drivers ages 21-25 involved in fatal crashes	Numeric	95.60	5 Year	2016

Performance Target Justification

For the FFY 2020 HSP Targets C-4 to C-11 and APM-1 to APM-4, "maintenance" targets were set equal to the most recent five year rolling average. This is in response to increasing and flat traffic fatality trends and a history of not meeting aggressive targets. As WTSC continues to improve the way we deliver our programs, we expect to also identify more informed ways of setting targets. The Target Zero line (a line straight to zero in the year 2030 from the most recent 5-year rolling average) from the Strategic Highway Safety Plan and the linear trend line of the five year rolling averages are also shown for comparison of progress.

Performance Measure: APM-4) All Pedestrian Fatalitites (FARS person types 5 and 7)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
APM-4) All Pedestrian Fatalitites (FARS person types 5 and 7)	Numeric	93.80	5 Year	2016

Performance Target Justification

For the FFY 2020 HSP Targets C-4 to C-11 and APM-1 to APM-4, "maintenance" targets were set equal to the most recent five year rolling average. This is in response to increasing and flat traffic fatality trends and a history of not meeting aggressive targets. As WTSC continues to improve the way we deliver our programs, we expect to also identify more informed ways of setting targets. The Target Zero line (a line straight to zero in the year 2030 from the most recent 5-year rolling average) from the Strategic Highway Safety Plan and the linear trend line of the five year rolling averages are also shown for comparison of progress.

Certification: State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.

I certify: **Yes**

A-1) Number of seat belt citations issued during grant-funded enforcement activities*

Seat belt citations: **1,728**

Fiscal Year A-1: **2018**

A-2) Number of impaired driving arrests made during grant-funded enforcement activities*

Impaired driving arrests: **1,017**

Fiscal Year A-2: **2018**

A-3) Number of speeding citations issued during grant-funded enforcement activities*

Speeding citations: **10,374**

Fiscal Year A-3: **2018**

Program areas

Program Area: Automated Vehicles

Description of Highway Safety Problems

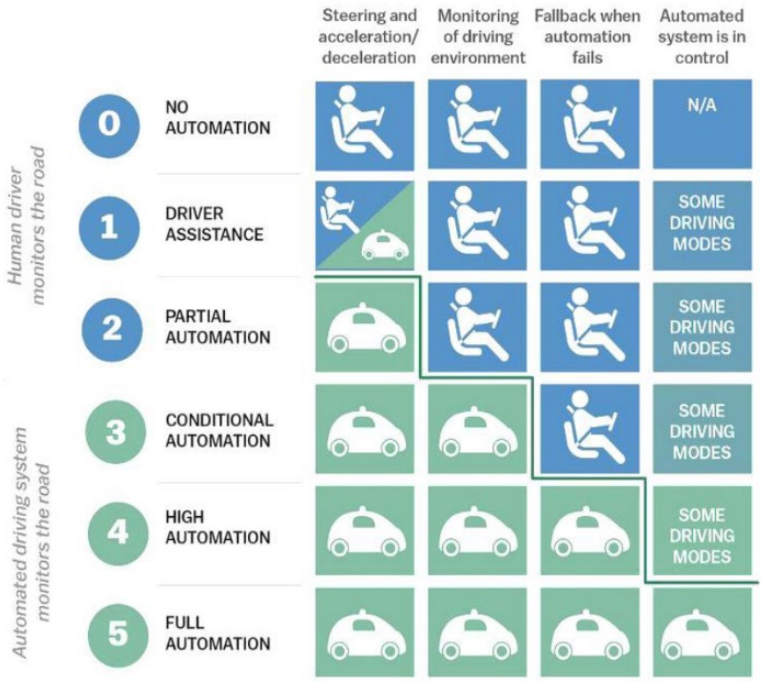
The primary mission of WTSC is to prevent fatalities and serious injuries. According to the National Highway Transportation Safety Administration (NHTSA), human error is a contributing factor in 94 percent of traffic fatalities.[1] Errors such as driving impaired, distraction, and speeding are the biggest issues we work so diligently to prevent.

Level 4 and 5 highly automated vehicles (HAV) that do not require a driver will reduce – and could even eliminate - many of these problem behaviors. A car that can pick up someone after a night out at the bar or club and drive them home safely, will address impaired driving. There will be no such thing as distracted driving when the passengers in the car are not even doing the driving. Speeding is not an issue when your car is programmed to follow speed limits and maintain a safe driving distance between vehicles. If we eliminate these issues, fewer people would die on our roads.

HAVs used to be the stuff of science fiction, but not anymore. After many years of testing and development, and with many technical and legal challenges still ahead, there are level 4 automated vehicles operating on US roads today. Understandably, the private sector developers of these vehicles are being cautious in their expansion, but there are currently cars capable of driverless operations on the road in Chandler, Arizona providing rides to the public.

However, most people do not understand HAVs, and this lack of knowledge creates fear. Multiple studies have shown that people are unwilling to ride in a driverless vehicle.[2] If people do not understand the technology and potential safety benefits, then adoption rates will be slower and we will lose some of the benefits of lives saved.[3]

But, we do not have to wait until these driverless cars are commonplace to begin seeing the safety benefits. There are many vehicles on the road today with level 1 and 2 automation. These vehicles have Advanced Driver Assistance Systems (ADAS) such as automatic emergency braking to prevent forward collisions and lane-keeping assist to make sure the vehicle stays in its lane.



According to the Insurance Institute for Highway Safety, these ADAS features have already been shown to prevent injuries.[4]

- Forward collision warning plus autobrake reduces front-to-rear injury crashes by 56 percent.
- Blind spot detection reduces lane change injury crashes by 23 percent.
- Lane departure warning reduces single-vehicle, side-swipe, and head-on injury crashes by 21 percent.

These are national average numbers, but we need to begin gathering the data needed to measure the effect that each of these ADAS features are having here in Washington. Currently, it is difficult to know what ADAS were in operation on each car involved in a crash. If we can begin gathering and/or connecting to that data, we will be able to more accurately understand how the use of these systems influence fatalities and serious injuries in crashes.

To reduce crashes, and prevent serious injuries and fatalities, we also need drivers to understand the safety benefits of cars with these technologies and use them correctly. Currently, there is a lack of understanding of how ADAS operate and their limitations. [5] With this lack of understanding, we will not realize their full potential safety benefits.

Vehicles with automated driving capabilities are here, and the traffic safety community needs to be vigilant and stay involved to help educate the public and guide the laws and policies of the regulatory framework for the new technology. It is critical that state and local governments – in partnership with safety advocate organizations, insurance companies, and manufacturers - do everything possible to ensure the safe testing and operation of automated vehicles, while

encouraging the continued development of this technology that has the potential to save so many lives on our roads.

Focus Populations

1. Government and private sector partners in traffic safety who are exploring the implications that autonomous vehicles will have on their areas of influence

During the 2018 session, the legislature passed SHB 2970, forming an autonomous vehicles workgroup "to develop policy recommendations to address the operation of autonomous vehicles on public roadways in the state." The work group established an Executive Committee, and created five subcommittees, including the Safety Subcommittee, led by WTSC and WSP. Each subcommittee is charged with developing recommendations to address the public policy changes necessitated by the emergence of AV technology in an informed, thorough, and deliberate manner. The AV Safety Subcommittee has already begun taking a leadership role in bringing together diverse stakeholders, developing expertise, and collaboratively developing recommendations. The focus is on how to maximize the health and safety benefits of AVs and mitigate potentially negative effects for Washingtonians. Vehicle developers and fleet owners, traffic design engineers, city and county planners, public health, law enforcement, traffic safety behaviorists, and insurance companies are all involved in the work of the subcommittee. Significant staff time and some nominal funding is needed to fuel the operation of an active and productive subcommittee.

2. **Drivers that have ADAS features in their vehicle that they do not understand or over-estimate its capabilities.**

Examples include:

- "Yikes! Why is my steering wheel vibrating?"
- "I can just put my car in Autopilot and go to sleep."

These ADAS technologies with proven safety benefits are becoming available to a growing segment of the motoring public. As referenced earlier, these technologies have measurable safety benefits in preventing crashes. However, those benefits will not be fully realized unless consumers accept these technologies, understand how to use them, and avoid misusing them or becoming over-reliant on them.

The AAA Foundation for Traffic Safety conducted a study on "Vehicle Owners' Experiences with and Reactions to Advanced Driver Assistance Systems". The purpose of this study was to examine experiences with, opinions about, and understanding of specific ADAS technologies. They surveyed the registered owners of selected model year 2016 and 2017 vehicles equipped with specific ADAS technologies of interest, such as automatic emergency braking lane departure warning, lane keeping assist, and others. This study concluded that the majority of drivers generally have favorable impressions of the technologies on their vehicles. However, many respondents demonstrated lack of awareness of important limitations of the technologies. The results also provided some suggestive evidence of some potentially unsafe behavioral adaption in response to the technologies. Source: https://aaafoundation.org/vehicle-owners-experiences-reactions-advanced-driver-assistance-systems/

According to another survey from AAA, 40 percent of Americans expect partially automated driving systems, with names like Autopilot, ProPILOT or Pilot Assist, to have the ability to drive the car by itself, indicating a gap in consumer understanding of these technologies and reality. AAA also tested these systems and found that they are *not* designed to take over the task of driving and can be significantly challenged by every day, real-world conditions such as poor lane markings, unusual traffic patterns and stationary vehicles. As this type of technology becomes more commonplace on the road, AAA cautions consumers not to take vehicle system names at face value and, although meant to assist in the driving task, should never be used as a replacement for driver engagement.[6]

3. Researchers

Target Zero is data-driven, and we have developed robust measures for determining how many fatalities and serious injuries are caused by each of the behavior and demographic priority areas. However, there is currently no way for researchers (outside of insurance companies) to determine if ADAS are effective and if they are effective, how many fatalities or serious injuries are currently being prevented due to ADAS in vehicles. Although insurance data shows that specific ADAS are effective at reducing injury crashes in at least one study, there are few corroborating studies. This is primarily because there is a lack of the necessary data publicly available for researchers to perform the needed analysis.

4. Drivers fearful of highly automated, driverless vehicles

The current level 1 and 2 vehicles with ADAS are the building blocks that will enable level 4 and 5 driverless vehicles. Understanding ADAS now will help increase the public's comfort level with automated technology. Currently, studies show that people are not comfortable with the idea of riding in HAVs. Following several high-profile crashes in the first half of 2018 involving vehicles with level 2 automated technology, many consumers lost trust in all automated vehicles.

Seventy-three percent of drivers in the United States said they would be afraid to ride in a fully self-driving vehicle, up from 63 percent at the end of 2017. Even the thought of sharing the road with automated vehicles was perceived as risky.[7]

[1] NHTSA: Critical Reasons for Crashes Investigated in the National Motor Vehicle Crash Causation Survey

[2] AAA: Three in Four Americans Remain Afraid of Fully Self-Driving Vehicles

Morning Consult: Americans Less Trusting of Self-Driving Safety Following High-Profile Accidents

Americans still don't trust self-driving cars, Reuters/Ipsos poll finds

[3] Rand Corporation: Estimating the Cost of Waiting for Nearly Perfect Automated Vehicles

[4] Real world benefits of crash avoidance technologies

[5] AAA, Vehicle Owners' Experiences and Reactions to Advanced Driver Assistance Systems

[6] https://newsroom.aaa.com/tag/autonomous-vehicles/

[7] https://publicaffairsresources.aaa.biz/download/10980/

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	443.2
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	1795.5
2020	C-3) Fatalities/VMT (FARS, FHWA)	2020	5 Year	0.732

Countermeasure Strategies in Program Area

Countermeasure Strategy
ADAS Public Understanding & Engagement
AV Leadership

Countermeasure Strategy: ADAS Public Understanding & Engagement

Program Area: **Automated Vehicles**

Project Safety Impacts

For drivers operating vehicles with ADAS features, we want to help them better understand the functions, limitations, and safety benefits so they do not use them in an unsafe manner.

Current ADAS in vehicles today are a bridge to help people become more comfortable with driverless HAVs. Helping people understand the processes, benefits, and limitations of HAVs will ensure that once the technology is safe enough to be on our roads, we will not lose safety benefits due to people's uncertainty.

The AV Safety Subcommittee identified public education as one of the most critical strategies to employ to maximize the number and the effectiveness of the ADAS that are in the cars today, and helping people understand HAVs in the future.

As the first step in improving the public's understanding, we will develop a strategic, coordinated ADAS and AV education communications plan. We will implement the plan in subsequent grant years, with the exception of any lower cost and low resource-intensive strategies that could begin sooner.

Linkage Between Program Area

This countermeasure support the Automated Vehicle Program

Rationale

If we do not address this lack of understanding of ADAS features currently in the cars, it could result in misuse or non-operation of some systems, which may result in more injury crashes than if we were able to effectively educate the public.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AV-02	Strategic Messaging & Comm Plan Development

Planned Activity: Strategic Messaging & Comm Plan Development

Planned activity number: **AV-02**

Primary Countermeasure Strategy ID:

Planned Activity Description

Building on existing research about the public's perception, beliefs, attitudes, and understanding of ADAS and highly automated vehicles, develop a strategic communication plan to identify focus audiences, key messages, delivery strategies, to include multi-cultural engagement, and public and private sector partnerships and activities (such as demonstrations). The messaging

approach may utilize the Positive Community Norms model. Depending on the performance measures, we may need to establish a baseline measure of driver's understanding of their car's safety systems.

Intended Subrecipients
Washington Traffic Safety Commission

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
ADAS Public Understanding & Engagement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405e Special Distracted Driving	405e Community Traffic Safety (FAST)	$100,000.00	$25,000.00	

Countermeasure Strategy: AV Leadership
Program Area: **Automated Vehicles**

Project Safety Impacts
AV Leadership

To support the growing number of state government and private sector partners in traffic safety, we need to continue to facilitate a well-organized AV Safety Subcommittee that enables productive cross-functional discussion and collaborative recommendations for the AV Workgroup Executive Committee. This will enable the Transportation Commission to provide recommendations to the legislature, in order to facilitate legislation that encourages the safe introduction of level 3, 4, and 5 automated vehicles.

Linkage Between Program Area
This countermeasure support the Automated Vehicle Program.

Rationale

Without a significant investment of time and funding, we run risk of a poorly run subcommittee that doesn't achieve any significant outcomes or recommendations, or even worse, recommendations that have unintended negative safety effects.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
AV-01	AV Workgroup Facilitation & Support

Planned Activity: AV Workgroup Facilitation & Support

Planned activity number: **AV-01**

Primary Countermeasure Strategy ID:

Planned Activity Description

Operational support of the AV Safety Subcommittee, to cover costs for travel to attend meetings and training to improve the knowledge of the subcommittee.

Intended Subrecipients

Washington Traffic Safety Commission

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
AV Leadership

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	$10,000.00	$2,500.00	

Program Area: Communications Program

Description of Highway Safety Problems

Communications Program Problem Identification

The number of total traffic fatalities in Washington increased 5.4 percent from 536 in 2016 to 565 in 2017. These 29 additional deaths came from a combination of factors:

- Speeding +18
- Pedestrian deaths +17
- Young drivers ages 18-20 +9
- Alcohol-impaired drivers +4
- THC-positive drivers +1

In the past five years, 2,550 people died on Washington roads.

- Sixty-four percent of the deaths occurred in just six counties: King (479), Pierce (290), Snohomish (201), Yakima (172), Spokane (166) and Clark (127).
- Sixty-two percent of the people killed were drivers, 19 percent were passengers, and 16 percent were people who were walking. People who were bicycling or "others" made up the remaining three percent.
- Motorcycle riders account for 15 percent of the total deaths.
- Of the 1,365 vehicle occupants with known restraint use, over sixty percent were wearing seat belts or secured in child restraints.
- Seventy percent of those who died were men. People between ages 21-25 were the most frequent age group killed.
- Forty-nine percent involved an impaired driver, 32 percent involved a distracted driver, and 40 percent involved a driver who was speeding.
- Driver behavior is the causing factor in 94 percent of all traffic deaths.

Focus Populations

Vulnerable Road Users

Some road users are more susceptible to involvement in fatal or serious injury crashes. Inexperience and developmental changes cause young drivers to face increased crash risks. Riding a motorcycle has inherent risks as a rider who crashes is completely exposed to the crash elements, save their helmet or protective riding gear. People who walk or bike face potential vehicle conflicts every time they cross the street and their risk of serious injury or death increases as the rate of vehicle speed increases. Descriptions of these focus populations is contained within their individual program plans. The communications program supports media campaigns that help to reduce the risks these vulnerable road users encounter.

Risky drivers

For many years, the communications program has focused high-visibility enforcement campaign communication efforts on those drivers at most risk of driving impaired or distracted, or failing to wear their seat belt. These communication campaigns are coupled with extra enforcement by over 150 law enforcement agencies using the high-visibility enforcement method. The communication targets the populations identified within these risky behavior programs. Participation in three of these campaigns—Holiday DUI, Click it or Ticket, and Labor Day DUI—meet our statewide high-visibility enforcement campaign requirements as mandated by the National Highway Safety Administration. An additional statewide campaign focuses on distracted drivers. Descriptions of these focus populations can be found within the impaired driving program, the distracted driving program, and the occupant protection program.

Safe Road Users

Washington Traffic Safety Commission is working with the Center for Health and Safety Culture, at Montana State University's Western Transportation Institute to apply a traffic safety culture lens to traffic safety behaviors. The communications program is using a cultural approach to build the engagement of the majority of safe road users to influence the behaviors of the smaller group engaging in risky behaviors. This approach is called Traffic Safety Citizenship or Proactive Traffic Safety.

Washington has a strong traffic safety culture. A recent representative sample of Washingtonians statewide found for adults in Washington:

- Most (74 percent) agree the only acceptable number of deaths and serious injuries on our roadways should be zero.
- Most (91 percent) agree that it is the responsibility of the driver to comply with the laws of our roads.
- Most (64 percent) agree that impairment begins with the first sip of alcohol.
- Most (76 percent) agree that impairment begins as soon as you start consuming cannabis.
- Most (81 percent) who find themselves in a situation to intervene, take steps to prevent someone from driving impaired.

Traffic Safety Partners and Stakeholders

In order to grow safe road user behaviors, we will rely on partners and stakeholders. Partners are people and organizations who share our vision and will work directly with us to take action to improve traffic safety. Examples of partners include commission agencies, target zero managers, and grantees. Stakeholders are people or organizations who are impacted or influenced by our activities. Stakeholders are all road users and so are the people and organizations they come in contact with such as their families, friends, classmates, teachers, employers, and community members. Partners can help connect us to stakeholders who can help us grow proactive traffic

safety behaviors. Stakeholders can take actions that change the shared belief systems of the traffic safety culture.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	443.2
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	1795.5
2020	C-3) Fatalities/VMT (FARS, FHWA)	2020	5 Year	0.732

Countermeasure Strategies in Program Area

Countermeasure Strategy
Growing Traffic Safety Culture
Social & News Media

Countermeasure Strategy: Growing Traffic Safety Culture

Program Area: **Communications Program**

Project Safety Impacts

Growing a Positive Traffic Safety Culture Countermeasure

The National Highway Traffic Safety Administration concluded that driver behavior was the critical reason for 94 percent of all traffic crashes. Impaired driving, speeding, distraction, and lack of seat belt use are the major driver behaviors cited in fatal crashes in Washington. Each of these behaviors is the result of a conscious choice. The choices that we make are deeply connected to our values, attitudes, and beliefs. Growing a positive traffic culture therefore requires understanding of which attitudes and beliefs are most closely associated with either the choices that increase traffic safety or choices that disregard traffic safety.

According to the Center for Health and Safety Culture, Western Transportation Institute, University of Montana, a traffic safety culture is “the shared belief system of a group of people, which influences road user behaviors and stakeholder actions that impact traffic safety.”

Road users include all participants in the roadway transportation system such as drivers, passengers, and people who walk or bike. Road user behaviors include actions that increase crash risk such as speeding, driving impaired, or driving distracted; as well as actions that decrease crash risk or crash severity such a driver keeping their focus on the road or wearing a seatbelt.

Our partners also take actions that impact this shared belief system. They establish effective traffic safety laws, enforce traffic safety rules, engineer safer roads, or fund effective traffic safety programs. This countermeasure also seeks the assistance of majority of safe road users and asks them to take actions such as setting up family rules about wearing seat belts, planning ahead to remove the chance of impaired driving, or coaching new drivers about hazard perception.

This countermeasure is designed to influence the behavior of risky drivers by engaging traffic safety partners and stakeholders to promote proactive traffic safety behaviors. Growing a positive traffic safety culture also influences safe road users giving them the tools and confidence to take actions such as asking someone to put away their phone while they are driving.

The long-range plan for this countermeasure seeks to answer, "What are the skills we need to build in safe road users, partners and stakeholders to grow proactive traffic safety?" We plan to work with an overall concept of everyone's role in traffic safety because we are all in this together. We share road dangers and responsibilities for mitigating those dangers. Additionally, we want to map culture change treatment for each risky-driving behavior—impairment, distracted driving, seat belt use, speed. We want to incorporate learnings from the multicultural projects throughout the development of the countermeasure.

Linkage Between Program Area

This countermeasure can be applied across program areas. In 2020, WTSC will use the Positive Culture Framework to develop strategies for building proactive traffic safety behaviors across the social ecology in general, in impaired driving and young driver program specifically.

Rationale

In order to grow a positive traffic safety culture we will need to leverage the large group of people making safe choices by integrating efforts to grow our traffic safety culture into existing programs and influence the smaller group of Washingtonians who are engaged in risky road user behaviors.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
CP-02	Conduct Positive Traffic Safety Culture Projects

Planned Activity: Conduct Positive Traffic Safety Culture Projects

Planned activity number: **CP-02**

Primary Countermeasure Strategy ID:

Planned Activity Description
WTSC recently completed a positive traffic safety culture project to better understand Washington resident's views on traffic safety in general, driving after using alcohol and marijuana specifically, and bystander intervention behaviors, we will continue this training and implementation in communities.

Intended Subrecipients
Washington Traffic Safety Commission

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Growing Traffic Safety Culture

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d 24-7 Sobriety	405d 24-7 Community Traffic Safety	$33,500.00	$8,375.00	
2019	FAST Act 405d Impaired Driving Low	405d Low Community Traffic Safety	$60,000.00	$15,000.00	
2020	FAST Act 405d Impaired Driving Low	405d Low Community Traffic Safety	$310,000.00	$77,500.00	

Countermeasure Strategy: Social & News Media
Program Area: **Communications Program**

Project Safety Impacts
Social and News Media Countermeasure

WTSC uses communication tactics designed to accomplish the following:

- Encourage safe road users to grow their proactive safety behaviors and use their influence to engage with risky drivers.

- Create awareness of specific safety issues that vulnerable road users face and encourage safe road users take proactive steps to increase protections for those vulnerable road users.
- Provide social media platforms and content to engage our partners to help us grow proactive traffic safety behaviors.
- Conduct outreach to stakeholders from across the social ecology who can take actions to engage others in ways that change the shared belief systems of the traffic safety culture.
- Conduct outreach to risky drivers that challenges their misperceptions about risky driving behaviors and increases their perception of the risks of those behaviors.

Linkage Between Program Area

The News and Social Media Countermeasure supports our overall traffic safety goals C-1, C-2 and C-3. It provides new assets, platforms, outreach, new releases, and education for Autonomous Vehicle, Community Traffic Safety, Distracted Driving, Impaired Driving, Motorcycle Safety, Non-Motorized, Occupant Protection, Speed, Tribal, and Young Driver programs.

Rationale

The Social and New Media Countermeasure supports ”Countermeasures that Work” as follows:

- Chapter 1, Sections 2.2, 5.2
- Chapter 2, Sections 2.1, 3.1, 3.2, 6.1, 6.2
- Chapter 3, Sections 2.2, 4.1
- Chapter 4, Sections 2.1, 2.2
- Chapter 5, Sections 4.1, 4.2
- Chapter 6, Sections 3.1
- Chapter 8, Section 4.7

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
CP-01	Conduct Education:TS Program Support

Planned Activity: Conduct Education:TS Program Support

Planned activity number: **CP-01**

Primary Countermeasure Strategy ID:

Planned Activity Description

Traffic Safety Program Support provides resources for agency staff to provide information, outreach, and education to stakeholders and the general public.

Intended Subrecipients

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Social & News Media

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d 24-7 Sobriety	405d 24-7 Community Traffic Safety	$50,000.00	$12,500.00	
2020	FAST Act 405d 24-7 Sobriety	405d 24-7 Paid/Earned Media	$10,000.00	$2,500.00	
2020	FAST Act 405d Impaired Driving Low	405d Low Community Traffic Safety	$300,000.00	$75,000.00	

Program Area: Community Traffic Services

Description of Highway Safety Problems

Community Traffic Services Problem Identification

Program definition: The Community Traffic Services program aims to connect the programs of WTSC to individuals within communities. Through this program, WTSC can provide traffic safety resources and support to law enforcement, Target Zero Managers (TZMs), and engaged community members. The program hopes to build interest and engagement in traffic safety by providing resources and support to community members, local leaders, law enforcement officers, etc.

Need for this program: Communities, especially rural communities, have limited resources to address traffic safety concerns. Washington's diversity calls for a customized approach to reaching Target Zero. This diversity from community to community shows a need for community-level approaches to traffic safety improvements.

- Diversity in people – ethnicity, language, political beliefs, socio-economic status, etc.
- Diversity in roads – rural vs. urban differences in roads include roadway design, safety features, and options available for roadway improvements
- Diversity in resource availability – capacity to make traffic safety improvements varies greatly from community to community
- Diversity in political views

This program provides resources that support traffic safety at a local level - based on the needs of specific communities so that:

- Local communities can implement traffic safety strategies so that lives can be saved.
- Local leaders recognize the importance of traffic safety.
- Community members feel empowered and take ownership to solve traffic safety problems identified in their community.

Focus Populations

- Local leaders, local agencies, local traffic safety activists, local organizations who support or ignore traffic safety issues (or are not aware of them).
- Traffic safety professionals throughout the state
    1. TZMs
    2. Target Zero Task Force Reps
    3. Law Enforcement Leadership

- Local traffic safety coalitions focus on implementing countermeasure strategies at the local level. These countermeasures are contained in other program areas, based on local needs.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	443.2
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	1795.5
2020	C-3) Fatalities/VMT (FARS, FHWA)	2020	5 Year	0.732

Countermeasure Strategies in Program Area

Countermeasure Strategy
Community Traffic Services

Countermeasure Strategy: Community Traffic Services

Program Area: **Community Traffic Services**

Project Safety Impacts

Community Traffic Services Countermeasure

This countermeasure strategy influences the behavior of focus populations by providing resources to key groups. For local community leaders and local organizations, this countermeasure strategy provides resources and opportunities for them to prioritize traffic safety within their communities. It also provides tools for how they can engage with the public to increase awareness in traffic safety issues.

For traffic safety professionals, this countermeasure provides the resources necessary to conduct traffic safety activities. It also provides them with opportunities to learn about current traffic safety issues in the state and nation, and solutions created to address them. The countermeasure also provides tools to better reach all of the public in each community, regardless of the language they speak. Finally, this countermeasure provides support and guidance in traffic laws and best practice enforcement models to law enforcement officers in the state.

Linkage Between Program Area

This countermeasure supports the Community Traffic Services Program.

Rationale

Washington is known for strong state and local partnerships in traffic safety efforts. For over 30 years, our state has invested in a coordinated network of local traffic safety professionals. Known as Target Zero Managers, they guide local traffic safety task forces and coordinate local traffic safety efforts. WTSC will continue to fund this network.

With 45 percent of deadly crashes in Washington occurring on rural roads, this countermeasure is designed to specifically address the unique concerns of rural areas.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
CTS-01	Rural TS Enforcement & Education
CTS-02	Local Program Implementation
CTS-03	LE Support

Planned Activity: Rural TS Enforcement & Education

Planned activity number: **CTS-01**

Primary Countermeasure Strategy ID:

Planned Activity Description

Continue to support a pilot traffic safety team project, and develop opportunities to support rural communities.

Intended Subrecipients

Grant County Sheriff's Office, Washington Traffic Safety Commission

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Community Traffic Services

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	$250,000.00	$62,500.00	$250,000.00
2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	$10,000.00	$2,500.00	

Planned Activity: Local Program Implementation

Planned activity number: **CTS-02**

Primary Countermeasure Strategy ID:

Planned Activity Description

Provide support to our Local Target Zero Managers network in coordinating HVE campaigns, monitoring local data to identify emerging trends, leading planning and outreach efforts for the local traffic safety coalition, and managing other traffic safety projects as well as professional development training

Intended Subrecipients

Regional Tareget Zero Managers throughout Washington State

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Community Traffic Services

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	$495,000.00	$123,750.00	$470,000.00

Planned Activity: LE Support

Planned activity number: **CTS-03**

Primary Countermeasure Strategy ID:

Planned Activity Description

Support a statewide Law Enforcement Liaison, (LEL), that works with state and local organizations to develop and implement statewide initiatives focusing on traffic safety education and law enforcement. The statewide LEL also provides guidance and support to a network of local LEL's.

Intended Subrecipients

Bob Thompson and Local Law Enforcement Liaison Agencies throughout Washington State

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Community Traffic Services

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	$162,000.00	$40,500.00	$162,000.00
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	$300,000.00	$75,000.00	$300,000.00

Program Area: Distracted Driving

Description of Highway Safety Problems

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	APM-1) Number of fatalities involving a distracted/inattentive driver	2020	5 Year	146.0

Countermeasure Strategies in Program Area

Countermeasure Strategy
Traffic Safety Enforcement
Training Distracted Driving

Countermeasure Strategy: Traffic Safety Enforcement

Program Area: **Distracted Driving**

Project Safety Impacts

Traffic Safety Enforcement Program Distracted Driving

This countermeasure strategy will influence behavior to gain more engaged road users through enforcement and education.

Enforcement changes behavior by increasing the expectation drivers will be fined and insurance rates will increase if they choose to drive distracted. For some, enforcement is not just a temporary deterrent. Enforcement can potentially influence long-term behavior.

For law enforcement, a distracted driving high visibility campaign will provide the opportunity to focus solely on distracted driving enforcement, strengthen partnerships within their respective regions, and foster creativity in enforcing distracted driving laws.

The educational campaign can make the highest impact across different cultures by influencing long-term behavior. Education can empower people to intervene and speak up to their friends and family with a clear statement that it is not okay to drive distracted.

Linkage Between Program Area

This countermeasure supports the Distracted Driving Program

Rationale

Countermeasures That Work
Section 1.3., 2.2 ,Chapter 4

- NHTSA High Visibility Toolkit
- NHTSA Guide to High Visibility Enforcement
- NHTSA Demonstration Projects Using HVE to Reduce Distracted Driving
- NHTSA Blueprint for Ending Distracted Driving

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
DD-01	Conduct Education & Enforcement
DD-02	Enforcement

Planned Activity: Conduct Education & Enforcement

Planned activity number: **DD-01**

Primary Countermeasure Strategy ID:

Planned Activity Description

Through extra high visibility enforcement and education the goal is to decrease unsafe behaviors among drivers related to cell phone use.

Intended Subrecipients

Kent Police Department

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Traffic Safety Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP High	405b High Police Traffic Services (FAST)	$85,000.00	$21,250.00	

Planned Activity: Enforcement

Planned activity number: **DD-02**

Primary Countermeasure Strategy ID:

Planned Activity Description

Conduct distracted driving HVE and media throughout the state. Regions will submit proposals for funding that will be scored, and funds will be prioritized based on need and capacity.

Intended Subrecipients

Various county and local agencies throughout the state of Washington and the State Patrol

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Traffic Safety Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Distracted Driving (FAST)	$400,000.00	$100,000.00	$300,000.00
2020	FAST Act NHTSA 402	Paid Advertising (FAST)	$400,000.00	$100,000.00	$0.00

Countermeasure Strategy: Training Distracted Driving

Program Area: **Distracted Driving**

Project Safety Impacts

Training, Distracted Driving

This countermeasure will focus on making law enforcement aware about distracted driving challenges within their line of work and training them on solutions to address them.

Background:

The new law states that emergency responders are immune to the law. During the social media campaign to educate Washington drivers about the new law, it became evident that the public had a negative perception about law enforcement using their cell phones on the job. To address the issue of distraction in patrol cars the State of Washington collaborated with the Training,

Research, Education, for Driving Safety (TREDS) program at the University of California at San Diego. The pilot course covered national and state distracted driving data, a review of the new state law, law enforcement risks and consequences, and featured a local law enforcement speaker who recently caused a distracted driving crash that involved three other vehicles.

Linkage Between Program Area

This countermeasure support the Distracted Driving Program.

Rationale

Emergency responders – who often use technology in their vehicles in order to effectively do their jobs – are not subject to the distracted driving law. To reduce the effects of distraction in patrol cars, Washington collaborated with the Training, Research, Education, for Driving Safety (TREDS) program at the University of California at San Diego. The pilot course attracted 44 attendees from 21 different agencies, varying from local to federal entities. The state expects each of those 44 trainees to host at least one of these classes in their own jurisdiction or region. This project is ongoing. The course covers:

- Strategies to manage distraction and reduce distracted driving
- National and state distracted driving data
- A review of the state law
- Law enforcement risks and consequences, including civil liability
- The experience of a local law enforcement speaker who recently caused a distracted driving crash involving three other vehicles.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
DD-03	TREDS Training

Planned Activity: TREDS Training

Planned activity number: **DD-03**

Primary Countermeasure Strategy ID:

Planned Activity Description

This activity will focus on making Law Enforcement aware of distracted driving challenges within their line of work and training them on solutions to address them.

Intended Subrecipients
Washington Traffic Safety Commission

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Training Distracted Driving

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Low	405d Low Community Traffic Safety	$25,000.00	$6,250.00	

Program Area: Impaired Driving (Drug and Alcohol)

Description of Highway Safety Problems

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	5 Year	153.2
2020	APM-2) Fatalities involving a drug positive and/or alcohol impaired (not imputed) driver	2020	5 Year	253.0

Countermeasure Strategies in Program Area

Countermeasure Strategy
Adjudication & Prosecution
Law Enforcement
Prevention
Toxicology
Treatment & Monitoring

Countermeasure Strategy: Adjudication & Prosecution

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

Impaired Driving Adjudication and Prosecution

Following an arrest, the adjudication and prosecution process is important in holding impaired drivers accountable. The penalties for DUI must be swift and sure.

States utilize Traffic Safety Resource Prosecutors (TSRPs) to provide training for prosecutors on traffic safety programs, provide technical assistance to law enforcement officers and prosecutors, and serve as second chairs on complex impaired driving cases that include evidentiary standards of reliability for scientific proof. TSRPs are effective in prosecuting and winning DUI cases.

Establishing a TSRP is identified by Washington's Strategic Highway Safety Plan: Target Zero as a best practice to reduce the incidence of impaired driving. A TSRP helps ease the burden

that these difficult impaired driving cases make on prosecutors by aiding with trial preparation, predicate questions, case review, briefing preparation, or serving as second chair at trial. In addition to their work with prosecutors, a TSRP will respond to queries from law enforcement and other stakeholders on recent law changes, defense challenges, and court procedures. They conduct research on a variety of topics unique to the state for use in legal memoranda, at hearings, for trial, or on appeal.

Linkage Between Program Area

This countermeasure support the Impaired Driving Program

Rationale

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
ID_07	Support TSRP
ID-06	Support DUI Felony Prosecution

Planned Activity: Support TSRP

Planned activity number: **ID_07**

Primary Countermeasure Strategy ID:

Planned Activity Description

Traffic Safety Resource Prosecutors (TSRP) will provide training, education, and technical support to other prosecutors and law enforcement agencies.

Intended Subrecipients

City of Seattle Prosecutors Office, Spokane County Prosecutors Office, Municipal Research Service Center

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Adjudication & Prosecution

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	$649,904.00	$162,476.00	

Planned Activity: Support DUI Felony Prosecution

Planned activity number: **ID-06**

Primary Countermeasure Strategy ID:

Planned Activity Description

Provide support for DUI felony prosecution in Snohomish County

Intended Subrecipients

Snohomish County Prosecutor's Office

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Adjudication & Prosecution

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-AL	164 Alcohol	$95,320.00		$95,320.00
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	$95,320.00	$23,830.00	

Countermeasure Strategy: Law Enforcement

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

Impaired Driving Law Enforcement

High Visibility Enforcement (HVE), also called a saturation patrol, consists of a large number of law enforcement officers patrolling a specific area looking for impaired drivers. These patrols usually take place at times and locations where impaired driving crashes commonly occur. Like publicized sobriety checkpoint programs, the primary purpose of publicized HVE patrol programs is to deter driving after drinking by increasing the perceived risk of arrest.

The evidence-based traffic safety enforcement program (TSEP) is focused on preventing traffic crashes and crash-related fatalities and injuries in the areas of highest risk. TSEP is implemented through deployment of resources in the priority areas throughout the year when HVE is not being implemented.

Ignition interlock reduces repeat offenders. In Washington, all DUI offenders are required to install interlocks. Program support is required to ensure compliance.

Law enforcement training: NHTSA has developed the Advanced Roadside Impaired Driving Enforcement (ARIDE) training, which bridges the gap between the standardized field sobriety test (SFST) and the drug recognition expert (DRE) training programs. This program is available to those who are already certified to conduct the SFST and requires 16 hours of training (International Association of Chiefs of Police, 2017). All 50 states and the District of Columbia have Drug Evaluation and Classification (DEC) programs, which are designed to train officers to become DREs (GHSA, 2015). Nationally these programs have prepared approximately 1,500 instructors and trained more than 8,000 officers (National Sobriety Testing Resource Center, 2016). Washington currently has around 185 certified DREs.

- A saturation patrol (also called HVE) consists of a large number of law enforcement officers patrolling a specific area looking for impaired drivers. The primary purpose of publicized HVE patrol programs is to deter driving after drinking by increasing the perceived risk of arrest.
- Provide impaired driving-related training and technical support (DRE, SFST, ARIDE, prosecution) for all law enforcement agencies across the state. These programs improve an officer's ability to detect, arrest, process, and testify with regard to alcohol and drug impaired driving. Supports the Ignition Interlock program that monitors interlock users statewide. Supports the Mobile Impaired Driving Unit (MIDU) for efficient mobile DUI processing at events statewide.

Linkage Between Program Area

The Law Enforcement countermeasure support the Impaired Driving Program.

Rationale

Countermeasures that Work

Chapter 1, Section 2.2, 2.5, 4.2, 5.2, and 7.1

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
ID-02	Conduct HVE DUI Education & Enforcement
ID-03	Support WSP DUI Unit
ID-04	Conduct Training-DUI
ID-05	Conduct Enforcement DUI

Planned Activity: Conduct HVE DUI Education & Enforcement

Planned activity number: **ID-02**

Primary Countermeasure Strategy ID:

Planned Activity Description

Support paid media and overtime for WSP and local law enforcement.

Intended Subrecipients

County and local law enforcement agencies around Washington including the state patrol.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-AL	164 Alcohol	$564,000.00		
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	$350,000.00	$87,500.00	
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	$500,000.00	$125,000.00	$500,000.00

2020	FAST Act NHTSA 402	Paid Advertising (FAST)	$376,000.00	$94,000.00	

Planned Activity: Support WSP DUI Unit

Planned activity number: **ID-03**

Primary Countermeasure Strategy ID:

Planned Activity Description

Support WSP's Impaired Driving Section for statewide DRE, Ignition Interlock and MIDU programs

Intended Subrecipients

Washington State Patrol (WSP)

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-AL	164 Alcohol	$150,000.00		
2019	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	$406,100.00	$101,525.00	

Planned Activity: Conduct Training-DUI

Planned activity number: **ID-04**

Primary Countermeasure Strategy ID:

Planned Activity Description

Provide funding and projects to train law enforcement officers in the complexities of DUI detection, arrest, and prosecution.

Intended Subrecipients

Seattle Police Department, Snohomish County

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	$60,000.00	$15,000.00	$60,000.00
2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	$60,000.00	$15,000.00	$60,000.00

Planned Activity: Conduct Enforcement DUI

Planned activity number: **ID-05**

Primary Countermeasure Strategy ID: **Law Enforcement**

Planned Activity Description

Support additional DUI officers at various law enforcement agencies as needed.

Intended Subrecipients

Spokane County Sheriff's Office, City of Spokane

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-AL	164 Alcohol	$70,012.00		$70,012.00

2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	$192,759.00	$48,190.00	$192,759.00

Countermeasure Strategy: Prevention

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

ID Prevention Countermeasure

In Washington, our DUI prevention work is centered around the Positive Culture Framework. This framework provides a theoretical basis for predicting intentional behavior based on cognitive components (or "thoughts"). Traffic Safety Culture is the shared belief system of a group of people, which influences their road user behaviors and stakeholder actions that influence traffic safety. All road users are participants in the state's traffic safety culture. This behavior can increase crash risk and severity (like speeding) or it can decrease crash risk and severity (like eliminating driver distractions).

Washington's Current Traffic Safety Culture

In Washington, we have many indicators of a strong traffic safety culture:

- Our seat belt use rate is one of the best in the nation at 93 percent.
- Most people (78 percent) do not drive after drinking.
- Most people (85 percent) do not drive after using cannabis.
- Most drivers (91 percent) keep their focus on the road.

These are proactive traffic safety behaviors, deliberate choices most of us make every day that show a commitment to a safe roadway transportation system.

Improving our Traffic Safety Culture

We can leverage this large group of people making safe choices by integrating efforts to grow our traffic safety culture into existing programs and influence the smaller group of Washingtonians who are engaged in risky road user behaviors.

To accomplish this, we must seek allies who can influence those risky road users. Think of all the people and spaces surrounding an individual— family members, friends, teachers, coaches, co-workers, bosses, health professionals, law enforcement officers, community leaders and legislators. Each contact helps to shape an individual's beliefs and attitudes. Each can also influence an individual's intention and willingness to engage in the desired behavior.

Linkage Between Program Area

This countermeasure applies to the Impaired Driving Program.

Rationale

A Strategic Approach to Transforming Traffic Safety Culture to Reduce Deaths and Injuries

The Center for Health and Safety Culture (CHSC) at Montana State University with Cambridge Systematics contributed to a report recently released by TRB's National Cooperative Highway Research Program (NCHRP) called "A Strategic Approach to Transforming Traffic Safety Culture to Reduce Deaths and Injuries." This report provides guidance to traffic safety stakeholders seeking to improve traffic safety culture in their communities.

The report is available at http://www.trb.org/main/blurbs/178272.aspx.

Citation-National Academies of Sciences, Engineering, and Medicine. 2018. *A Strategic Approach to Transforming Traffic Safety Culture to Reduce Deaths and Injuries*. Washington, DC: The National Academies Press. https://doi.org/10.17226/25286.

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Developing a theoretical foundation to change road user behavior and improve traffic safety: Driving under the influence of cannabis (DUIC)

Prof. Nicholas Ward, Prof. William Schell, Jay Otto, M.S., and Kari Finley, Ph.D. with the Center for Health and Safety Culture at Montana State University along with Tara Kelley-Baker at the AAA Foundation for Traffic Safety have published an article in the Traffic Injury Prevention Journal. The article highlights a study exploring a theoretical model to assess the influence of culture on willingness and intention to drive under the influence of cannabis. The findings of this research suggest that specific attitudes and norms reliably predict past DUIC behavior, general DUIC willingness, and future DUIC intention.

A limited number of free eprints can be found at
https://www.tandfonline.com/eprint/3SiicQZQi3bddECusWrG/full [html version]

Ward, N.J., Schell, W., Kelley-Baker, T., Otto, J., & Finley, K. (2018). Developing a theoretical foundation to change road user behavior and improve traffic safety: Driving under the influence of cannabis (DUIC). *Traffic Injury Prevention*, 10.1080/15389588.2018.1425548

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
ID-01	Conduct Culture Change

Planned Activity: Conduct Culture Change

Planned activity number: **ID-01**

Primary Countermeasure Strategy ID:

Planned Activity Description

Provide funding to support traffic safety culture change.

Intended Subrecipients

Neighborhood House

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Prevention

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	$80,000.00	$20,000.00	$80,000.00

Countermeasure Strategy: Toxicology

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

Impaired Driving Toxicology

The Washington State Toxicology Laboratory has seen a 45 percent increase in case submissions over the past five years, which has caused a backlog of untested results. The resulting turnaround time for case completion has drastically increased (from three weeks to over 100 days). Additional scientists are necessary to process the additional cases.

Following an arrest, the adjudication and prosecution process is important in holding impaired drivers accountable. The system relies on receiving the results of blood tests from the state toxicology laboratory in a timely manner. The current lab test backlog is putting public safety at risk, as many judges will not impose conditions of pre-trial release without the test results. WTSC invests funds designed to reduce the test result backlog. The ability to receive timely test results will allow prosecutors and judges to protect the public by imposing pre-trial conditions such as installing ignition interlock on DUI suspects.

Linkage Between Program Area
This countermeasure supports the Impaired Driving Program.

Rationale
Countermeasures That Work

Chapter 1, Section 7.1, 7.2

Governors Highway Safety Association, Drugged Driving , A Guide for States, April 2017, page 44

https://www.ghsa.org/sites/default/files/2017-07/GHSA_DruggedDriving2017_FINAL_revised.pdf

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
ID-08	Improve DUI Blood Testing

Planned Activity: Improve DUI Blood Testing
Planned activity number: **ID-08**

Primary Countermeasure Strategy ID:

Planned Activity Description
Support the state tox lab with personnel, equipment, and training to expedite the processing of blood testing for DUI prosecution.

Intended Subrecipients
Washington State Patrol (WSP)

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Toxicology

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2020	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	$400,000.00	$100,000.00	

Countermeasure Strategy: Treatment & Monitoring

Program Area: **Impaired Driving (Drug and Alcohol)**

Project Safety Impacts

Treatment and Monitoring

Treatment and monitoring allows the legal and medical system to identify the alcoholic DUI offender early in the process to encourage voluntary treatment. This countermeasure includes DUI Courts and 24/7 programs.

DWI Courts are the most successful strategy for holding repeat impaired drivers accountable while ensuring they receive life-saving treatment. DWI courts are specialized, comprehensive court programs that provide individual treatment, supervision and accountability for repeat DWI offenders. These specialty courts follow the well-established drug court model and are based on the premise that impaired driving can be prevented if the underlying causes, such as substance use and mental health disorders, are identified and addressed.

The 24/7 Sobriety Program is a 24 hour a day, seven days a week monitoring program in which a participant submits to testing in order to determine the presence of alcohol, cannabis, or any other controlled substance. The program provides an alternative to incarceration.

Linkage Between Program Area

This countermeasure supports the Impaired Driving program.

Rationale

Countermeasures That Work

Chapter 1, Sections 3.1, 4.4

DUI Courts:

A Michigan study found that participants were **19 times** less likely to be re-arrested for another impaired-driving offense than offenders processed through a traditional court. DWI courts were also determined to be cost-effective and efficient.

And a Georgia evaluation found that DWI court participants had a recidivism rate of 15% compared to a recidivism rate of 35% among DWI offenders who were processed through traditional courts.

24/7 Sobriety Programs:

A RAND study finds 24/7 reduced the probability a participant was rearrested or had probation revoked at 12 months by 49%, at 24 months by 35%, and at 36 months by 26%.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
ID-09	Support 24/7
ID-10	Support DUI Courts

Planned Activity: Support 24/7

Planned activity number: **ID-09**

Primary Countermeasure Strategy ID:

Planned Activity Description

Support the startup and expansion of 24/7 programs.

Intended Subrecipients

Clallam County Sheriff's Office, Washington Association of Sheriff's and Police Chiefs (WASPC)

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Treatment & Monitoring

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-AL	164 Alcohol	$70,000.00		$70,000.00

Planned Activity: Support DUI Courts

Planned activity number: **ID-10**

Primary Countermeasure Strategy ID:

Planned Activity Description
Support the startup and expansion of DUI Courts.

Intended Subrecipients
Des Moines Municipal Court, City of Kent, Spokane Municipal Court, Washington Traffic Safety Commission

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Treatment & Monitoring

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-AL	164 Alcohol	$321,000.00		$271,000.00

Program Area: Motorcycle Safety

Description of Highway Safety Problems

Motorcycle Safety Problem Identification

Motorcycles represent just four percent of the registered passenger vehicles in Washington, but accounted for 14 percent of fatalities and 18 percent of serious injuries between 2015 and 2017.

The federal government estimates that, per vehicle mile traveled, the number of deaths on motorcycles is over 26 times the number in cars.

The common belief that most motorcycle crashes are caused by other motorists is inaccurate. In actuality, 75 percent of all fatalities are due to motorcycle rider error. When we break this down by type of motorcycle, the risky nature of sport bikes again shows up — 86 percent of their fatalities were rider-caused.

Impairment by drugs and/or alcohol, speeding, and improper passing are the major risk factors for most serious and fatal injury motorcycle crashes.

Washington is using education for both motorcycle operators and other drivers, as well as a focus on training and licensing endorsement, to address motorcycle fatalities and serious injuries.

Sport bikes have increased in their proportion of fatal crashes. They are primarily ridden by younger operators who are more likely to be unendorsed.

Motorcycle riders involved in fatal and serious injury crashes are primarily male, comprising 91 percent of the fatalities during 2015–2017.

Currently, motorcycles may be purchased and registered in Washington without a valid motorcycle endorsement. This contributed to the fact that from 2015–2017, over one-third of riders involved in fatal crashes were not endorsed to be riding a motorcycle.

Focus Populations

Recent research conducted jointly between WTSC and DOL points to a number of high priority audiences.

The highest priority audience is young men 19-25 years old that drive sport-style motorcycles. Sport bikes are involved in both serious injury and fatal crashes at a significantly higher rate than all other motorcycle types according to the 2019 Target Zero Plan. This population is at most risk when they drive at excessive speeds. We will focus on countermeasures that influence this population to seek additional education (endorsements) and to reduce their speed.

We will also pursue countermeasures that seek to influence these riders through social norms through a peer-to-peer mentoring campaign and direct mailings.

Lastly, we will conduct primary research (surveys and focus groups) on this audience to learn more about their perception of the problem and to refine countermeasures and develop new ones.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-7) Number of motorcyclist fatalities (FARS)	2020	5 Year	77.2
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2020	5 Year	0

Countermeasure Strategies in Program Area

Countermeasure Strategy
HVE - TSEP Motorcycle
Motorcycle Rider Training

Countermeasure Strategy: HVE - TSEP Motorcycle

Program Area: **Motorcycle Safety**

Project Safety Impacts

Traffic Safety Enforcement Program (TSEP) Motorcycles

Traffic Safety Enforcement Program (TSEP) is a proven strategy by NHTSA to influence drivers and riders and change bad behavior. Law enforcement officers can help deter dangerous motorcycle riding behaviors, such as riding impaired. They can also deter dangerous behaviors by all other motor vehicle drivers when operating around motorcycles.

An effective media campaign before and during the patrols can educate drivers and riders about causation factors of motorcycle crashes, and the reasons for the patrols.

Linkage Between Program Area

This countermeasure is linked to the Motorcycle Safety Program.

Rationale

Countermeasures That Work

Chapter 4, Sections 2.1, 22

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
MC-02	Conduct TSEP MC DUI

Planned Activity: Conduct TSEP MC DUI

Planned activity number: **MC-02**

Primary Countermeasure Strategy ID:

Planned Activity Description

Conduct TSEP patrols and media in and around locations of major motorcycle events in Washington.

Intended Subrecipients

County and local law enforcement agencies around Washington including the Washington State Patrol.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
HVE - TSEP Motorcycle

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	164 Transfer Funds-AL	164 Alcohol	$150,000.00		$100,000.00
2020	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	$50,000.00	$12,500.00	
2020	FAST Act NHTSA 402	Paid Advertising (FAST)	$100,000.00	$25,000.00	

Countermeasure Strategy: Motorcycle Rider Training

Program Area: **Motorcycle Safety**

Project Safety Impacts
Motorcycle Rider Training and Endorsements

This countermeasure strategy is based on research conducted by NHTSA and the Research and Data Division of WTSC that demonstrates that riders with a motorcycle endorsement are less likely to be involved in a fatal or serious-injury crash. This strategy seeks to influence this audience to obtain their motorcycle endorsement through a peer-to-peer mentoring program and a direct mail campaign. This strategy is based on the fact that motorcycle riding is often a group activity. The strategy uses Facebook ads targeted at users who have self-identified as sport bike riders. The messaging will also be distributed via direct mailings using the DOL motorcycle registration database.

The strategy will also rely on convenience – ensuring training classes are easily accessible. The DOL trainers will target zip codes with the highest number of registered sport bikes and boost the number of endorsement classes offered in those locations so that they are convenient and conducted year round.

Linkage Between Program Area
This countermeasure supports the Motorcycle Safety program.

Rationale
Countermeasures That Work

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
MC-01	Motorcyclist Training

Planned Activity: Motorcyclist Training
Planned activity number: **MC-01**

Primary Countermeasure Strategy ID:

Planned Activity Description
Conduct education campaigns to support motorcycle awareness and Washington's Motorcycle training schools and endorsement program at Department of Licensing. WTSC's safety program will continue the It's A Fine Line campaign. All education activities promote safe riding, watch out for motorcycles.

Intended Subrecipients
Department of Licensing and Washington Traffic Safety Commission

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Motorcycle Rider Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405f Motorcycle Programs	405f Motorcycle Programs (FAST)	$100,000.00	$25,000.00	
2019	FAST Act 405f Motorcycle Programs	405f Motorcycle Programs (FAST)	$100,000.00	$25,000.00	

Program Area: Non-motorized (Pedestrians and Bicyclist)

Description of Highway Safety Problems

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-10) Number of pedestrian fatalities (FARS)	2020	5 Year	90.0
2020	C-11) Number of bicyclists fatalities (FARS)	2020	5 Year	14.0
2020	APM-4) All Pedestrian Fatalities (FARS person types 5 and 7)	2020	5 Year	93.80

Countermeasure Strategies in Program Area

Countermeasure Strategy
Community Based Pedestrian & Bicycle Safety
Increase Data on Pedestrian & Bicycle Exposure
Pedestrian Safety-Homeless Population

Countermeasure Strategy: Community Based Pedestrian & Bicycle Safety

Program Area: **Non-motorized (Pedestrians and Bicyclist)**

Project Safety Impacts

Community-Based Pedestrian and Bicyclists Safety

Deaths involving people who were walking comprised about 20 percent of the state's total traffic fatalities in 2017 (109 out of 565 total fatalities). This was a significant increase since the 2012 to 2014 period. From 2015 to 2017, non-motorist fatalities experienced the second highest rate of growth in fatal crashes of any other category from 233 to 329 – a 41.2 percent increase. The performance target for this problem area is the reduction of the number of pedestrian fatalities (C-10). This countermeasure strategy is designed to fund focused efforts on the roadways that have the highest potential for these crashes to occur. The strategy will fund local agencies and organizations to conduct a blend of research and interventions customized for the specific locations where the behavior of drivers, people who walk, and bicycle are leading to fatal or serious injury crashes. These activities may include one or more of the following depending on the specific location:

- Implementation of observational studies at selected locations to determine the causes and contributing factors for fatalities and serious injuries for walkers and bicyclists.
- Implementation of public outreach and education and enforcement efforts to get walkers, bicyclists, and drivers to enact behaviors that will address the local community's specific problems.
- Implementation of follow-up observational studies at the same selected locations to determine if any change resulted from the public education and enforcement efforts.

Funds will be allocated to local agencies to conduct this work based on the priority (based on their history of fatal or serious injury crashes or existence of causal factors) and agency/organization ability and need.

Linkage Between Program Area
This countermeasure supports the Non-Motorized Safety Program.

Rationale
This countermeasure strategy, was chosen to respond to the specific set of factors that may exist in locations across the state that may differ widely and therefore require a customized approach. The specific approach chosen at each location will be based on the best available data.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NM-02	Community Specific Ped & Bike Safety

Planned Activity: Community Specific Ped & Bike Safety
Planned activity number: **NM-02**

Primary Countermeasure Strategy ID:

Planned Activity Description
Provide grant funding and technical assistance for community-specific efforts to increase pedestrian and bicyclist safety

Intended Subrecipients
Various cities/communities around Washington

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy

Community Based Pedestrian & Bicycle Safety

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405h Nonmotorized Safety	405h Nonmotorized Safety (FAST)	$340,000.00	$85,000.00	

Countermeasure Strategy: Increase Data on Pedestrian & Bicycle Exposure

Program Area: **Non-motorized (Pedestrians and Bicyclist)**

Project Safety Impacts

Deaths involving people who were walking comprised about 20 percent of the state's total traffic fatalities in 2017 (109 out of 565 total fatalities). This was a significant increase since the 2012 to 2014 period. From 2015 to 2017, non-motorist fatalities experienced the second highest rate of growth in fatal crashes of any other category from 233 to 329 – a 41.2 percent increase. The performance target for this problem area is the reduction of the number of pedestrian fatalities (C-10). A helpful piece of data to evaluate our progress in meeting this performance goal is the rate of non-motorist fatalities or serious injury crashes in terms of the number per hour of exposure. Washington has only a limited ability to estimate the exposure rates due to a limited number of sites where this data is gathered. Washington also lacks a robust method for calculating estimates of exposure. This countermeasure was designed to address these data gaps by funding activities to purchase additional counters and primary research in to developing a robust estimation methodology.

Linkage Between Program Area

This countermeasure strategy supports the Non-Motorized Safety Program.

Rationale

The countermeasure strategy was chosen after the Bicycle Safety and Pedestrian Safety Advisory Councils independently identified this gap in data and made formal recommendations to address this gap in their 2018 final reports. See Bicycle Safety Advisory Council 2018 Final Report – recommendation 1.2 and the Pedestrian Safety Advisory Council 2018 Final Report – Recommendation 1.2. These groups which have been combined to form the Active Transportation Safety Advisory Council have been tasked by the Washington State Legislature to make recommendations to advance the safety of non-motorists on Washington State roadways.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NM-03	Increase Pedestrian & Bike Counters

Planned Activity: Increase Pedestrian & Bike Counters

Planned activity number: **NM-03**

Primary Countermeasure Strategy ID:

Planned Activity Description

Increase the number of pedestrian and bicycle counters, develop methodology for estimating walkers & bicyclists.

Intended Subrecipients

Washington Traffic Safety Commission

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Increase Data on Pedestrian & Bicycle Exposure

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405h Nonmotorized Safety	405h Nonmotorized Safety (FAST)	$55,000.00	$13,750.00	

Countermeasure Strategy: Pedestrian Safety-Homeless Population

Program Area: **Non-motorized (Pedestrians and Bicyclist)**

Project Safety Impacts

Homeless Pedestrian Safety Campaign

Homeless individuals are overrepresented in fatalities involving people walking. Their homeless situation presents special challenges for communications and education campaigns. The aim of the project will be to identify and test some strategies for encouraging safer walking and bicycling behavior within an area with a concentration of homeless individuals.

The Active Transportation Safety Advisory Committee is required to review case studies involving pedestrian and bicyclist fatalities. There have been more than 30 cases reviewed over the past two years and seven of the cases (23 percent) involved individuals whose addresses were listed as “homeless” or “transient.” This countermeasure strategy is focused on reducing the number of homeless or transient people that fall victim to fatal crashes which will support meeting the C-10 target. The work will require coordination and collaboration with a wide range of social service and public safety organizations to explore and refine

Linkage Between Program Area
This countermeasure is linked to the Non-Motorist Safety Program.

Rationale
Countermeasures That Work

Chapter 8, Section 3.1, 4.7

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
NM-01	Homeless Population Focus

Planned Activity: Homeless Population Focus
Planned activity number: **NM-01**

Primary Countermeasure Strategy ID:

Planned Activity Description
Increase public awareness about pedestrian safety in a homeless population

Intended Subrecipients
Washington Traffic Safety Commission

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Pedestrian Safety-Homeless Population

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2018	FAST Act 405h Nonmotorized Safety	405h Nonmotorized Safety (FAST)	$10,000.00	$2,500.00	

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Description of Highway Safety Problems

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	5 Year	101.8
2020	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2020	Annual	95.0

Countermeasure Strategies in Program Area

Countermeasure Strategy
High Visibility Enforcement OP
Protecting Children Traveling in Vehicles

Countermeasure Strategy: High Visibility Enforcement OP

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

High Visibility Enforcement – Occupant Protection

Our state level data shows a small percentage of Washington drivers and passengers that resist using their seatbelts. This population is over represented in the fatality and serious injury statistics. We hypothesize that if we can influence these populations to wear their seatbelts, we can drive down the percentage of drivers/occupants involved in fatal and serious injury crashes. The countermeasure strategy chosen to address this problem area is High visibility enforcement, specifically, the national “Click It or Ticket” campaign is classified as an effective strategy to influence target populations to wear their seatbelts by increasing the perceived risk of a citation. The effectiveness of this strategy is established in Countermeasures That Work, 9th edition – strategy 2.1 Short Term High-Visibility Seat Belt Law Enforcement.

Linkage Between Program Area

This countermeasure support our Occupant Protection Program.

Rationale

Countermeasures That Work

Chapter 2, Section 2.1

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP-02	Conduct OP HVE Education & Enforcement

Planned Activity: Conduct OP HVE Education & Enforcement

Planned activity number: **OP-02**

Primary Countermeasure Strategy ID:

Planned Activity Description

High Visibility Enforcement (HVE) is a universal traffic safety approach designed to create deterrence and change unlawful traffic behaviors. Law enforcement efforts are combined with visibility elements and a publicity strategy to educate the public and promote voluntary compliance with the law. Enforcement will target occupant protection violations and will take place during the national Click It or Ticket campaign. The WTSC will support these local enforcement efforts with paid media support.

Intended Subrecipients

County and local law enforcement agencies around Washington including the Washington State Patrol.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
High Visibility Enforcement OP

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b High HVE (FAST)	$130,000.00	$32,500.00	

2020	FAST Act 405b OP High	405b High Police Traffic Services (FAST)	$130,000.00	$32,500.00	
2020	FAST Act NHTSA 402	Paid Advertising (FAST)	$260,000.00	$65,000.00	

Countermeasure Strategy: Protecting Children Traveling in Vehicles

Program Area: **Occupant Protection (Adult and Child Passenger Safety)**

Project Safety Impacts

Protection Children Traveling in Vehicles

Children are our most vulnerable road users. Washington State places a high priority on child passenger safety. We are attempting to drive down the number of unrestrained children in vehicles. Washington State has built a large network of seatbelt technicians to increase compliance with our seatbelt laws to ensure that we continue to meet targets.

This strategy is intended to increase appropriate use of child passenger safety devices by providing a network of trained Child Passenger Safety Technicians that conduct education and outreach on this issue to influence the focus population to install and use child car seats properly. It involves providing Child Passenger Safety Technician (CPST) training multiple times each year across the state, providing one tribal CPST training, and supporting a mini-grant program that supports community-based child passenger safety providers. The NHTSA requirement for a statewide network to provide child safety system inspections and installations is met through this strategy. It is important that parents/guardians/grandparents and others who transport children know that Washington State's child passenger safety law is changing on January 1, 2020 to require that children be restrained in an approved car seat or approved booster seat until they are four feet nine inches. The bill changes Washington law to be consistent with current best practice for child passenger safety.

Linkage Between Program Area

This countermeasure support the Occupant Protection Program.

Rationale

This countermeasure strategy is a blend of components from strategies 6.1, 6.2, and 7.2 from Countermeasures That Work, 9th Edition. All three have been identified as promising. A single activity with four projects will provide the funding for management of the CPST (accomplished through a subgrant to Bonney Lake Police Dept) network including ongoing training, funding for the development of updated educational materials used by the CPSTs to promote child passenger safety to the focus populations and provide funding for a work group that will develop trainings for law enforcement officers on the updated child passenger safety law.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
OP-01	Statewide CPS Services

Planned Activity: Statewide CPS Services

Planned activity number: **OP-01**

Primary Countermeasure Strategy ID:

Planned Activity Description

Support statewide network of child safety seat inspectors, train new inspectors, develop, schedule and promote child safety seat inspections.

Intended Subrecipients

Bonney Lake Police Department

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Protecting Children Traveling in Vehicles

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP High	405b High Community CPS Services (FAST)	$292,200.00	$73,050.00	
2019	FAST Act 405b OP High	405b High Community Traffic Safety (FAST)	$15,000.00	$3,750.00	

Program Area: Planning & Administration

Description of Highway Safety Problems

Associated Performance Measures

Planned Activities

Planned Activities in Program Area

Unique Identifier	Planned Activity Name	Primary Countermeasure Strategy ID
PA-01	Planning & Administration	Program Coordination

Planned Activity: Planning & Administration

Planned activity number: **PA-01**

Primary Countermeasure Strategy ID: **Program Coordination**

Planned Activity Description

Provide staff and applicable services for the performance of the professional and technical functions outlined in Washington's Highway Safety Plan, and in accordance with the Strategic Highway Safety Plan, and to ensure that that all Traffic Safety projects are appropriately planned, executed, monitored, and closed.

Intended Subrecipients

Washington Traffic Safety Commission

Countermeasure strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	$603,068.00	$603,068.00	$0.00

Program Area: Program Coordination and Development

Description of Highway Safety Problems

Program Coordination and Development Problem Identification

Program coordination and development encompasses a myriad of activities required to successfully operate and improve Washington's highway safety program. The WTSC is required to provide staff and services related to the performance of the professional and technical functions outlined in Washington's Highway Safety Plan and in accordance with Target Zero. This funding is essential to ensure that traffic safety projects authorized for the year are appropriately planned, executed, monitored, and closed. It also ensures that WTSC is investing in the right kind of projects to enhance the future of traffic safety in Washington State.

Focus Populations

These funds are the federal share of costs to support WTSC employees' salaries and benefits for executive, administrative, research, programs, and services staff. Program coordination encompasses all activities associated with implementing Target Zero strategies applicable to specific WTSC traffic safety programs. Many WTSC programs include activities that do not incur costs but are critical to the success of the agency's efforts to reduce fatal traffic crashes to zero by the year 2030.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	443.2
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	1795.5
2020	C-3) Fatalities/VMT (FARS, FHWA)	2020	5 Year	0.732

Countermeasure Strategies in Program Area

Countermeasure Strategy
Funding Emerging Traffic Safety Projects
Grant Management System Maint. & Improvements
Multicultural Support
Program Coordination

Research and Data
Traffic Safety Program Support & Leadership

Countermeasure Strategy: Funding Emerging Traffic Safety Projects

Program Area: **Program Coordination and Development**

Project Safety Impacts

Funding for Emerging Traffic Safety Projects

This countermeasure provides the opportunity for WTSC to respond to opportunities to fund innovative traffic safety projects that either fall outside the normal grant timelines or were unforeseen and require a rapid turnaround time. WTSC sets aside this funding in order to take action if certain opportunities meet the criteria outlined below. Because these projects fall outside normal approval processes, WTSC seeks NHTSA approval for each of these projects as they come up. Following NHTSA approval, eligible projects would receive funding to execute the proposal.

Eligibility criteria for emerging projects:

- Projects must demonstrate quantifiable, measurable progress improvements in at least one area of the traffic safety priorities.
- Grant requests cannot exceed $15,000.
- Washington Traffic Safety Commission will not fund 100 percent of any project.
- Eligible entities:
    1. Washington State agencies
    2. Federally recognized tribal governments
    3. Cities, counties, and their sub-agencies
    4. Non-profit organizations with existing IRS 501(c) (3) status
    5. Public schools (and private schools with non-profit status)

Linkage Between Program Area

This countermeasure supports Program Coordination and Development.

Rationale

Experience has shown that often, projects emerge that WTSC could not anticipate or that are short term in scope and unable to adhere to the normal funding schedules and timelines. This countermeasure strategy was created to provide flexibility and capacity to respond to these

opportunities when they arise so that they are not lost. The countermeasure strategy is designed to only fund projects within a specific set of guidelines, for small amounts, and NHTSA approval is sought for all expenditures from this strategy prior to their approval. This design allows WTSC to respond to emerging opportunities to create traffic safety benefits while managing risk through federal oversight of each project funding request.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PCD-06	Activity

Planned Activity: Activity

Planned activity number: **PCD-06**

Primary Countermeasure Strategy ID: **Funding Emerging Traffic Safety Projects**

Planned Activity Description

Provide an opportunity to fund innovative traffic safety projects that fall outside the normal grant timelines.

Intended Subrecipients

Washington Traffic Safety Commission

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Funding Emerging Traffic Safety Projects

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	$50,000.00	$12,500.00	

Countermeasure Strategy: Grant Management System Maint. & Improvements

Program Area: **Program Coordination and Development**

Project Safety Impacts

Grants Management System

The WEMS system is a comprehensive grant management system used by the WTSC to manage all aspects of the traffic safety grants including soliciting and receiving grant proposals, tracking reviews and approvals, awards, contract development, risk analysis, monitoring, invoicing, and grant close out. It is used by all WTSC grantees. NHTSA gave WTSC a commendation for this program during its 2018 Management Review.

Linkage Between Program Area

This countermeasure support Program Coordination and Development.

Rationale

WEMS is a comprehensive grant management solution used for all federal funds grants. It tracks grants from proposal to closeout and provides workflows for a myriad of grant management functions in between including invoice submittal and review, contract amendments, grant monitoring and communication with the grantee. The countermeasure focuses on providing funding for system improvements, support for staff training, and system maintenance.

We must continue to enhance our agency's Grants Management System, through the implementation of projects such as a tool to collect officer activity log data, and new programs to handle our unique grant administration environment.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PCD-01	WEMS

Planned Activity: WEMS

Planned activity number: **PCD-01**

Primary Countermeasure Strategy ID:

Planned Activity Description

Intended Subrecipients

Washington Traffic Safety Commission

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Grant Management System Maint. & Improvements

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	$100,000.00	$25,000.00	

Countermeasure Strategy: Multicultural Support

Program Area: **Program Coordination and Development**

Project Safety Impacts

Multicultural Support

This strategy is designed to increase the number of WTSC funded projects accessible to populations with limited English proficiency (LEP) through two mechanisms:

- Increasing the capacity of agency staff and Target Zero Managers (TZMs) to become effective in using tools and resources to help grantees and contractors translate materials into other languages and transcreate information into culturally relevant messaging
- Creating a grant fund reserved for specific geographic areas with large populations with limited English proficiency and a demonstrated need for traffic safety interventions

Linkage Between Program Area

This project supports Communications, Distracted Driving, Impaired Driving, Non-Motorized, Occupant Protection, and Young Driver Programs and is linked to Program Coordination and Development.

Rationale

This multicultural training will make program managers and target zero managers more effective at influencing the behaviors of risky drivers who have limited English proficiency to help them adopt healthy driving habit.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PCD-07	Multicultural Support-Training

Planned Activity: Multicultural Support-Training

Planned activity number: **PCD-07**

Primary Countermeasure Strategy ID:

Planned Activity Description

Provide training for WTSC staff and Target Zero managers to expose them to multicultural resources and strategies so that they are well equipped to build in an appropriate level of language access to grant funded projects. The goal of the training will be to make these employees effective in influencing the behavior of focus populations with limited English proficiency to adopt healthy driving habits

Intended Subrecipients

Washington Traffic Safety Commission

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Multicultural Support

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	$50,000.00	$12,500.00	

Countermeasure Strategy: Program Coordination

Program Area: **Program Coordination and Development**

Project Safety Impacts

Planning and Administration

WTSC is required to provide staff and services related to the performance of the professional and technical functions outlined in Washington's Highway Safety Plan and in accordance with Target Zero. This funding is essential to ensure that traffic safety projects authorized for the year are appropriately planned, executed, monitored, and closed. This funding is the federal share of costs to support WTSC employees' salaries and benefits for executive, administrative, research, and programs, and services. Technical Coordination encompasses all activities associated with implementing Target Zero strategies applicable to specific WTSC Traffic Safety Programs.

Linkage Between Program Area
This countermeasure is listed in Program Coordination and Development, but it supports all 13 program areas.

Rationale
WTSC is granting approximately $14 million of federal grants per year to over 100 grantees. Planning and administration funding is required to support all 13 programs.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PCD-05	Program Coordination

Planned Activity: Program Coordination
Planned activity number: **PCD-05**

Primary Countermeasure Strategy ID:

Planned Activity Description
Provide staff and applicable services for the performance of the professional and technical functions outlined in Washington's Highway Safety Plan, and in accordance with the Strategic Highway Safety Plan, and to ensure that that all Traffic Safety projects are appropriately planned, executed, monitored, and closed.

Intended Subrecipients
Washington Traffic Safety Commission

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Program Coordination

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2019	FAST Act NHTSA 402	Alcohol (FAST)	$123,155.00	$30,789.00	
2019	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	$698,029.00	$174,507.00	
2019	FAST Act NHTSA 402	Distracted Driving (FAST)	$45,543.00	$11,386.00	
2019	FAST Act NHTSA 402	Motorcycle Safety (FAST)	$29,007.00	$7,252.00	
2019	FAST Act NHTSA 402	Occupant Protection (FAST)	$60,631.00	$15,158.00	
2019	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$51,231.00	$12,808.00	
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	$121,131.00	$30,283.00	
2019	FAST Act NHTSA 402	Speed Management (FAST)	$28,467.00	$7,117.00	
2019	FAST Act NHTSA 402	Traffic Records (FAST)	$375,548.00	$93,887.00	

Countermeasure Strategy: Research and Data

Program Area: **Program Coordination and Development**

Project Safety Impacts

Research and Data

Quality data, research, and evaluation are the foundation for traffic safety programs. Beyond collecting and storing data, it is vital to ensure that data is accurate and complete, and in turn is analyzed appropriately to support the identification and implementation of effective traffic safety strategies, and to ensure the continuous effectiveness of existing programs. Traffic safety professionals across the state require a source of quality data and analytical support in order to reach our goal of Target Zero. To meet this need, Research and Data Division of WTSC was developed and allocated with staff and resources.

Linkage Between Program Area

This countermeasure is linked to Program Coordination and Support.

Rationale

Data-related strategies are supported by RADD across all priority areas. Specifically under Traffic Data Systems, during FY2019 RADD is leading or is a main contributor to the following strategies:

TDS 1.9 Revise the PTCR to improve nomenclature and ensure business needs are met with stakeholder involvement.

TDS 2.1 Derive a more accurate classification of injury severity based on clinical assessments from medical records to

augment the investigating officer's assessment of traffic crash injury severity.

TDS 2.6 Make systems changes necessary to WSDOT and DOL to enable analysts to identify unlicensed drivers involved in

serious injury collisions.

TDS 2.7 Create connections for systems with similar or duplicate data to eliminate duplicate entry.

TDS 3.1 Provide more frequent and enhanced traffic safety trend reporting. Present data/trends in a manner that is easy to understand and is actionable.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PCD-03	Conduct Surveys
PCD-04	Conduct Research

Planned Activity: Conduct Surveys

Planned activity number: **PCD-03**

Primary Countermeasure Strategy ID:

Planned Activity Description

Provide data and support for all traffic safety partners. Oversee survey research efforts for the statewide seatbelt observation survey, statewide cell phone use observation survey, and the traffic safety module on the statewide Behavioral Risk Factor Surveillance Survey.

Intended Subrecipients

Washington Traffic Safety Commission

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Research and Data

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Traffic Records (FAST)	$241,000.00	$60,250.00	

Planned Activity: Conduct Research

Planned activity number: **PCD-04**

Primary Countermeasure Strategy ID:

Planned Activity Description

Support the Research and ata Division within WTSC

Intended Subrecipients

Washington Traffic Safety Commission

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Research and Data

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Traffic Records (FAST)	$15,000.00	$3,750.00	

Countermeasure Strategy: Traffic Safety Program Support & Leadership

Program Area: **Program Coordination and Development**

Project Safety Impacts

Traffic Safety Program and Support Leadership

This countermeasure is focused on planning and executing the Washington State Traffic Safety Conference. The Washington Traffic Safety Commission holds a two and a half day conference every two years. The purpose of the conference is to create a venue for traffic safety professionals to gather, participate in professional growth opportunities, and build stronger collaborative relationships across the traffic safety landscape.

The Washington Traffic Safety Commission has a long history of providing leadership for the State's Traffic Safety Program. The Commission, begun in 1967 by legislative mandate, has provided a high level of visibility through its chair, the governor, and a broad-based representation of key State and local agencies. This leadership has allowed a strong traffic safety culture to flourish.

WTSC projects continuing to invest in the countermeasure of Leadership will allow the Commission to provide technical assistance, education, planning and innovation will support processes and partnerships needed to achieve zero traffic deaths and serious injuries.

Linkage Between Program Area

This countermeasure supports Program Coordination and Development .

Rationale

Creating a Traffic Safety Culture: Washington Case Study

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PCD-02	Traffic Safety Conference

Planned Activity: Traffic Safety Conference

Planned activity number: **PCD-02**

Primary Countermeasure Strategy ID:

Planned Activity Description

Plan and execute the 2020 Washington Traffic Safety Conference

Intended Subrecipients

Washington Traffic Safety Commission

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Traffic Safety Program Support & Leadership

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	$150,000.00	$37,500.00	$150,000.00

Program Area: Speed Management

Description of Highway Safety Problems

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-6) Number of speeding-related fatalities (FARS)	2020	5 Year	165.2

Countermeasure Strategies in Program Area

Countermeasure Strategy
Traffic Safety Enforcement Program

Countermeasure Strategy: Traffic Safety Enforcement Program

Program Area: **Speed Management**

Project Safety Impacts

Traffic Safety Enforcement Program

Traffic Safety Enforcement Programs have been used to deter speeding and aggressive driving through specific and general deterrence. In the this model, law enforcement targets certain high-crash or high-violation geographical areas using either expanded regular patrols or designated aggressive driving patrols. The objective is to convince the public that speeding and aggressive driving actions are likely to be detected and that offenders will be arrested, cited, or fined.

Linkage Between Program Area

This countermeasure is linked to the Speed Reduction program.

Rationale

Countermeasures that Work

Chapter 3, Sections 2.2, 2.3, and 4.1

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name

SR-01	Conduct TSEP Speed Enforcement

Planned Activity: Conduct TSEP Speed Enforcement

Planned activity number: **SR-01**

Primary Countermeasure Strategy ID:

Planned Activity Description

Law Enforcement will conduct high visibility speed enforcement patrols at events around the state.

Intended Subrecipients

Various county and local LE agencies around the state.

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Traffic Safety Enforcement Program

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Speed Enforcement (FAST)	$100,000.00	$25,000.00	$100,000.00

Program Area: Traffic Records

Description of Highway Safety Problems

Traffic Records Program Problem Identification
The mission of the Traffic Records Committee (TRC) is to support the reduction of fatalities and serious injuries on Washington State roadways to achieve the state's goal of Target Zero by providing timely, accurate, complete, uniform, integrated, and accessible traffic records data. They work to achieve this through four goals:

- Remove barriers to data sharing and integration
- Provide quality data, analysis, and tools to customers
- Sustain high levels of collaboration and acquired knowledge within the TRC
- Identify and secure targeted investments to sustain TRC initiatives

Washington's traffic information and support data systems are comprised of hardware, software, and accompanying processes that capture, store, transmit, and analyze a variety of data.

Focus Population
In the context of the traffic records program, the focus populations are the agencies and organizations that contribute to, own, maintain, and manage the six core systems that make up Washington's traffic data ecosystem:

- Department of Licensing (DOL)
    1. Driver data
    2. Vehicle
- Washington Department of Transportation
    1. Crash data
    2. Roadway data
- County Road Administration Board (CRAB)
    1. Roadway data
- Washington State Patrol (WSP)
    1. Citation data
    2. Crash data
- Department of Health
    1. Emergency management systems data

2. Hospital data
3. Trauma registry
4. Emergency room data

- Administrator of the Courts
  1. Adjudication data

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	TR-1) Number of ED visit records reported (estimated percent of total ED records)	2020	Annual	100.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
Traffic Data Systems Improvement

Countermeasure Strategy: Traffic Data Systems Improvement

Program Area: **Traffic Records**

Project Safety Impacts

Traffic Records Ecosystem Improvements

Program oversight is provided by the consortium of agencies and partners that manage, maintain, own, contribute to, or use traffic records systems. This consortium is the Traffic Records Coordinating Committee (TRCC). The TRCC is charged with providing oversight of all aspects of the work involved with traffic records improvement including:

- Oversight
- Data governance
- Performance management

Linkage Between Program Area
This countermeasure support the Traffic Records Program.

Rationale
These traffic record projects are part of TRC strategic plan developed to implement the 2019 NHTSA TRC assessment.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
TR-01	Improve Data Systems

Planned Activity: Improve Data Systems
Planned activity number: **TR-01**

Primary Countermeasure Strategy ID:

Planned Activity Description
The TRCC evaluates gaps in their process and systems and solicits applicants that can execute projects to address these gaps. The TRCC makes grant funding recommendations to the Washington Traffic Safety Commission to provide funding and oversight of the grants.

Intended Subrecipients
Department of Health, Department of Licensing, and Washington Traffic Safety Commission

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy
Traffic Data Systems Improvement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	$825,281.00	$206,320.00	
2020	FAST Act 405c Data Program	405c Data Program (FAST)	$308,793.00	$77,199.00	

Program Area: Tribal Traffic Safety

Description of Highway Safety Problems

Tribal Traffic Safety Program Problem Identification
Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	443.2
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	1795.5
2020	C-3) Fatalities/VMT (FARS, FHWA)	2020	5 Year	0.732

Countermeasure Strategies in Program Area

Countermeasure Strategy
Tribal Law Enforcement Training & Supplies
Tribal Traffic Safety Leadership

Countermeasure Strategy: Tribal Law Enforcement Training & Supplies

Program Area: **Tribal Traffic Safety**

Project Safety Impacts

Tribal Enforcement of Tribal Traffic Ordinances and Federal and State Laws

This strategy involves recruitment of tribal law enforcement to enforce tribal seat belt and child passenger safety ordinances, if they exist. Additionally, for cross-commissioned agencies, enforcement of state and federal seat belt and child passenger safety laws.

One key to successful implementation of any change is the reinforcement of that change. Currently, according to focus group responses from one reservation, tribal law enforcement spend little time either on seatbelt of child passenger safety enforcement activities. Law enforcement play a key role in reinforcing the norms of their communities that have become translated into laws. Tribal law enforcement are particularly important in helping to send messages about what the norms are in tribal communities. Enforcement by tribal law enforcement will be very important if a tribal council does enact changes to bring tribal ordinances in line with best practices in child passenger safety as reflected in state law.

Another part of the countermeasure strategy is providing support to tribal law enforcement for purchase of needed equipment and training. Both the equipment purchases and training increase the effectiveness of the tribal law enforcement agencies.

Our FARS data reveals that Native Americans are overrepresented in fatal and serious injury crashes. By driving down the number of Native Americans involved in these crashes we are supporting performance measure C-1. Enforcement of traffic safety laws is a fundamental strategy of traffic safety. This strategy is focused on increasing the enforcement of traffic safety laws on tribal road ways in order to drive down fatal and serious injury crashses by providing support to tribal law enforcement agencies. Support is provided in the form of funding for training for tribal law enforcement officers and supplies to aid them in the enforcement of traffic safety laws on their reservation roadways.

Linkage Between Program Area
This countermeasure supports the Tribal Program

Rationale
The countermeasure was chosen to address the gaps in training of law enforcement officers and lack of law enforcement tools (such as portable breathalyzer tests and speed radar guns) that were identified as barriers to the active enforcement of traffic safety laws on tribal roadways.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
TTS-02	Enforcement of Tribal Ordinances, Federal & State Laws

Planned Activity: Enforcement of Tribal Ordinances, Federal & State Laws
Planned activity number: **TTS-02**

Primary Countermeasure Strategy ID:

Planned Activity Description
Support tribal law enforcement training and supply needs

Intended Subrecipients
Indian Nations throughout Washington State

Countermeasure strategies
Countermeasure strategies in this planned activity

Countermeasure Strategy

Tribal Law Enforcement Training & Supplies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	$60,000.00	$15,000.00	$60,000.00

Countermeasure Strategy: Tribal Traffic Safety Leadership

Program Area: **Tribal Traffic Safety**

Project Safety Impacts

Tribal Traffic Safety Leadership

This strategy will focus on identifying tribes and tribal councils that may have an interest in adopting tribe-specific policies like seatbelt use by tribal employees in tribal vehicles and then assisting them to develop and implement those policies. Tribal councils develop policies for their individual tribes. They are elected by tribal membership in general elections. The activities and projects associated with this strategy are all designed to increase involvement of tribal councils and tribal leadership to become involved in traffic safety.

Our FARS data reveals that Native Americans are overrepresented in fatal and serious injury crashes. By driving down the number of Native Americans involved in these crashes we are supporting performance measure C-1. From our many years of working with Washington State Tribes, we know that traffic safety programs are much more likely to be successful when embraced by and promoted within the tribal communities. This countermeasure strategy was chosen to promote traffic safety by influencing tribal leaders to embrace and promote traffic safety within their communities through a number of means. Funding allocated for this strategy will pay for a multi-prong approach that includes dedicated staff within tribes, an advisory council of tribal members that will focus exclusively on traffic safety issues, and a traffic safety conference designed specifically for tribal leaders.

Linkage Between Program Area

This countermeasure supports the Tribal Program.

Rationale

This countermeasure strategy has developed over time through many years of work with tribes and tribal leaders. Evaluation of this strategy is ongoing. We have seen promising movement in key performance indicators. These include the number of tribes actively engaged in traffic safety

forums such as the Tribal Traffic Safety Advisory Board (membership and attendance is highly variable year to year, but has grown steadily overall) and the participation of tribal representatives in the writing of Washington's Strategic Highway Safety Plan – Target Zero. Such promising indicators have lead us to continue with this strategy and increase the funding allocated to it.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
TTS-01	Develop & Enhance TTS Leadership

Planned Activity: Develop & Enhance TTS Leadership

Planned activity number: **TTS-01**

Primary Countermeasure Strategy ID:

Planned Activity Description

Develop and enhance traffic safety leadership through tribal councils by creating engagement with the Tribal Traffic Safety Advisory Board, and through dedicated staff that act as traffic safety coordinators.

Intended Subrecipients

Various Indian Nations in Washington, Washington Traffic Safety Commission

Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Tribal Traffic Safety Leadership

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	$333,000.00	$83,250.00	$300,000.00

Program Area: Young Drivers

Description of Highway Safety Problems

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2020	5 Year	66.2
2020	APM-3) Number of drivers ages 21-25 involved in fatal crashes	2020	5 Year	95.60

Countermeasure Strategies in Program Area

Countermeasure Strategy
Improve Young Driver Training & Licensing System

Countermeasure Strategy: Improve Young Driver Training & Licensing System

Program Area: **Young Drivers**

Project Safety Impacts

This countermeasure strategy influences the behavior of the focus population by creating critical resources for their most important traffic safety influencers, parents, the driver education industry, as well as teachers and Target Zero Managers. These resources will serve as new tools and information for these influencers to use as they work with teens to change the culture of obtaining a driver license from a right to a privilege. This strategy also has the potential to influence the behavior of those in this focus population who are the highest risk of crashing, by interfacing with them at a point of crisis, when they receive a traffic citation.

Linkage Between Program Area

This countermeasure supports the Young Driver Program.

Rationale

Countermeasures That Work

Chapter 6, Section 2.2, 3.1

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name

YD-01	Improve Young Driver Education System

Planned Activity: Improve Young Driver Education System

Planned activity number: **YD-01**

Primary Countermeasure Strategy ID:

Planned Activity Description

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Intended Subrecipients

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Countermeasure strategies

Countermeasure strategies in this planned activity

Countermeasure Strategy
Improve Young Driver Training & Licensing System

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	$50,000.00	$12,500.00	

Evidence-based traffic safety enforcement program (TSEP)

Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):

Analysis of crashes, crash fatalities, and injuries in areas of highest risk.

Crash Analysis

Washington's SHSP, Target Zero, establishes the Traffic Safety Enforcement Program (TSEP) as one of its hallmark strategies. Executing effective traffic safety enforcement requires 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, and Project Oversight. The strategy starts with an annual analysis of fatality and serious injury 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 traffic safety enforcement program designed to address the areas and locations at highest risk and with the greatest potential for improvement.

Deployment of Resources

The agency allocates funding to state and local law enforcement to participate in multi-jurisdictional mobilizations in conjunction with paid and news media efforts. Funding for these traffic safety enforcement programs is allocated to locations throughout the state using data-weighted scores based on fatalities, serious injuries, and exposure (Vehicle Miles Traveled (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.

Effectiveness Monitoring

Accurate and timely data is the foundation of this HSP. Fatal and serious injury crash data are used to establish Target Zero priorities. All projects presented in the HSP are directly linked to Target Zero's priorities and strategies. Data provide the basis for evaluating the effectiveness of completed projects and tracking our progress toward zero.

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

Countermeasure Strategy
High Visibility Enforcement OP
Law Enforcement

HVE planned activities that demonstrate the State's support and participation in the National HVE mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:

405(b) Occupant protection grant

Occupant protection plan

State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems:

Program Area Name
Occupant Protection (Adult and Child Passenger Safety)

Participation in Click-it-or-Ticket (CIOT) national mobilization

Agencies planning to participate in CIOT:

Agency
Black Diamond Police Department
Bonney Lake Police Department
Bothell Police Department
Bremerton Police Department
Brewster Police Department
Burien Police Department
Burlington Police Department
Camas Police Department
Castle Rock Police Department
Central Washington University Police Department
Centralia Police Department
Chehalis Police Department
Chelan County Sheriff's Office
City of Bainbridge Island
Clallam County Sheriff's Office
Clark County Sheriff's Office
Clark Regional Emergency Services Agency

Clarkston Police Department
Colfax Police Department
College Place Police Department
Covington Police Department
Covington Police Department
Cowlitz County Sheriff's Office
Des Moines Police Department
Douglas County Sheriff's Office
DuPont Police Department
East Wenatchee Police Department
Eastern Washington University Police Department
Edmonds Police Department
Ellensburg Police Department
Elma Police Department
Enumclaw Police Department
Ephrata Police Department
Everett Police Department
Evergreen State College Police Department
Everson Police Department
Federal Way Police Department
Ferndale Police Department
Ferry County Sheriff's Office
Fife Police Department
Fircrest Police Department
Franklin County Sheriff's Office
Garfield County Sheriff's Office
Gig Harbor Police Department
Grand Coulee Police Department
Grandview Police Department

Grant County Sheriff's Office
Grays Harbor Communications E-911
Grays Harbor County Sheriff's Office
Hoquiam Police Department
Issaquah Police Department
Jefferson County Sheriff's Office
Kalama Police Department
Kenmore Police Department
Kennewick Police Department
Kent Police Department
Kirkland Police Department
Kitsap 911
Kitsap County Sheriff's Office
Kittitas County Sheriff's Office
Klickitat County Sheriff's Office
La Center Police Department
Lake Forest Park Police Department
Lake Stevens Police Department
Lakewood Police Department
Lewis County Sheriff's Office
Liberty Lake Police Department
Lincoln County Sheriff's Office
Longview Police Department
Lynden Police Department
Lynnwood Police Department
Mabton Police Department
Maple Valley Police Department
Mason County Sheriff's Office
Mattawa Police Department

Mercer Island Police Department
Mill Creek Police Department
Milton Police Department
Monroe Police Department
Montesano Police Department
Morton Police Department
Moses Lake Police Department
Mount Vernon Police Department
Mountlake Terrace Police Department
Mukilteo Police Department
Multi Agency Communication Center (MACC)
Newcastle Police Department
Normandy Park Police Department
Oak Harbor Police Department
Ocean Shores Police Department
Odessa Police Department
Okanogan County Sheriff's Office
Olympia Police Department
Omak Police Department
Othello Police Department
Pacific County Sheriff's Office
Aberdeen Police Department
Adams County Sheriff's Office
Airway Heights Police Department
Algona Police Department
Anacortes Police Department
Arlington Police Department
Asotin County Sheriff's Office
Auburn Police Department

Battle Ground Police Department
Bellevue Police Department
Bellingham Police Department
Benton County Sheriff's Office
Pacific Police Department
Palouse Police Department
Pasco Police Department
Pend Oreille County Sheriff's Office
Pierce County Sheriff's Office
Port Angeles Police Department
Port of Seattle Police Department
Port Orchard Police Department
Port Townsend Police Department
Poulsbo Police Department
Prosser Police Department
Public Health Seattle King County
Pullman Police Department
Puyallup Police Department
Quincy Police Department
Raymond Police Department
Reardan Police Department
Redmond Police Department
Region 15 Target Zero Manager
Republic Police Department
Richland Police Department
Ridgefield Police Department
Ritzville Police Department
Royal City Police Department
Ruston Police Department

Sammamish Police Department
San Juan County Sheriff's Office
SeaTac Police Department
Seattle Police Department
Sedro-Woolley Police Department
Selah Police Department
Sequim Police Department
Shelton Police Department
Shoreline Police Department
Skagit 911
Skagit County Sheriff's Office
Snohomish County
Snohomish County 911
Snoqualmie Police Department
Soap Lake Police Department
South Bend Police Department
Spokane County Sheriff's Office
Spokane Police Department
Steilacoom Police Department
Sumner Police Department
Sunnyside Police Department
Suquamish Tribal Police Department
Tacoma Police Department
Tenino Police Department
Thurston 9-1-1 Communications
Thurston County Sheriff's Office
Toledo Police Department
Toppenish Police Department
Tukwila Police Department

Tumwater Police Department
Union Gap Police Department
University Place Police Department
Vancouver Police Department
Wahkiakum County Sheriff's Office
Walla Walla Emergency Services Communications (WESCOM)
Walla Walla Police Department
Warden Police Department
Washington Traffic Safety Commission
Washougal Police Department
Wenatchee Police Department
West Richland Police Department
Western WA University Police Department
Whatcom County Sheriff's Office
Whitman County Sheriff's Office
Woodland Police Department
Yakima County Sheriff's Office
Yakima Police Department
Yelm Police Department

Description of the State's planned participation in the Click-it-or-Ticket national mobilization:

Planned Participation in Click-it-or-Ticket

The state will engage in each of the following activities:

1) Engage and promote involvement from law enforcement so a minimum of 150 agencies are participating during the Click It Or Ticket campaign period;

2) Develop media releases and work with media release promoter to increase use by media in the state by “earned media”;

3) Acquire funds to develop new creative video, print and audio messaging focused on changing safety restraint usage among specific, identified populations;

4) Utilize CIOT campaign to discuss anticipated change to state law requiring children 2 years of age or younger to be in rear-facing car seats in the back seat; and,

5) Schedule a minimum of 10 car seat inspection events during the CIOT campaign to create additional opportunities for earned media coverage.

List of Task for Participants & Organizations

Click or tap here to enter text.

Child restraint inspection stations

Countermeasure strategies demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Countermeasure Strategy
Protecting Children Traveling in Vehicles

Planned activities demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: **99**

Total number of planned inspection stations and/or events in the State serving each of the following population categories: urban, rural, and at-risk:

Populations served - urban: **99**

Populations served - rural: **99**

Populations served - at risk: **99**

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians

Countermeasure strategies for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Countermeasure Strategy
Protecting Children Traveling in Vehicles

Planned activities for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes: **8**

Estimated total number of technicians: **80**

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

405(c) State traffic safety information system improvements grant

Traffic records coordinating committee (TRCC)

Meeting dates of the TRCC during the 12 months immediately preceding the application due date:

Meeting Date
3/4/2019
5/6/2019
6/3/2019

Name and title of the State's Traffic Records Coordinator:

Name of State's Traffic Records Coordinator: **Nadine Selene-Hait**

Title of State's Traffic Records Coordinator: **Program Manager**

TRCC members by name, title, home organization and the core safety database represented:

List of TRCC members

Executive TRCC

Database	Name	Organization
A	Darrin Grondel, TRC Chair	Washington Traffic Safety Commission, Director-Highway Safety Office
B	Dirk Marler	Administrative Office of the Courts, Court Services Director; Citation/Adjudication Systems
A, B	Asst. Chief Marc Lamoreaux	Washington State Patrol, Assistant Chief, Technical Services Bureau; State Law Enforcement
A, E	Mark Finch	Department of Transportation, Assistant Multimodal Planning Director; Crash & Roadway Systems
E	Eric Hagenlock	County Road Administration Board, Information Services Division Manager
C, F	Brad Benfield	Department of Licensing, Programs and Services Assistant Director; Driver & Vehicle Systems
D	Dolly Fernandes	Department of Health, Office of Community Health Systems Director; Injury Surveillance Systems,

A, B	Chief Tim Quenzer	Washington Association of Sheriffs & Police Chiefs, Police Chief; Local Law Enforcement
All	Scott Bream	Office of the Chief Information Officer, Sr. Policy Advisor; State Information Technology

Technical TRCC

Name	**Organization**
Tania Johnson	Washington State Patrol, Technical Services Bureau, Information Technology Division; Crash and Citation/Adjudication Systems
Lt. Dave Putnam	Washington State Patrol, Field Operations Bureau, Lieutenant; State Law Enforcement
Daniel Cooke	Washington State Department of Licensing, Office of Performance & Accountability ; Driver System
Marcia Drake	Administrative Office of the Courts, Information Services Division, Data Quality Coordinator; Citation/Adjudication Systems
Sharon Harvey	Administrative Office of the Courts, Judicial Services Division, Court Association Coordinator; Citation/Adjudication Systems
Nadine Selene-Hait	Washington Traffic Safety Commission, Programs & Services Division, Program Manager; Highway Safety Office (TRCC Coordinator and Workgroup Chair)
Staci Hoff	Washington Traffic Safety Commission, Research & Data Division, Research Director; Highway Safety Office Data Integration
Warren Stanley	Washington State Department of Transportation, Statewide Travel & Collision Data Office, Senior Business Project Manager; Crash System
Lou Baker	Washington State Department of Transportation, GIS & Roadway Data Office, Transportation Planning Specialist; Roadway System
Catie Holstein	Washington State Department of Health, Community Health Systems; Injury Surveillance Systems (WEMSIS)
Kevin Wickersham	Washington State Department of Health, Disease Control and Health Statistics; Injury Surveillance Systems (ESSENCE/RIHNO)
Kim Goodman	Washington Association of Sheriffs & Police Chiefs, Administrative Services Director; Local Law Enforcement

Mike Clark	County Road Administration Board, Road System Inventory Manager; Local Roadway Systems
Patrick Gibbs	Washington State Patrol, Collision Records; Crash System

Traffic Records System Assessment

Appendix A: Aligning the TRC Strategic Plan with the 2014 NHTSA Traffic Records Assessment

NHTSA conducts peer evaluations of state traffic records system capabilities. Independent subject matter experts from state, local, and other areas examine state responses to a uniform set of questions and rates the responses against the ideal set out in the Traffic Records Program Assessment Advisory.

From January through April 2014, NHTSA sponsored a state-wide assessment of Washington's traffic records system. At the conclusion of the assessment, the assessment team released a written report, which documented current traffic records processes in the state and provided recommendations for improvements.

The Traffic Records committee will undertake the next assessment of Washington's traffic records systems in early 2019.

2014 NHTSA Traffic Records Assessment Recommendation	**TRC Goal/Strategy/Projects and Performance Measures**
Recommendation #1: Crash Interfaces - Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.	**Strategic Goals:** • Create an environment to support quality data collection, sharing and integration. • Provide quality data, analysis, and tools to customers and stakeholders. **Strategies:** • Support data integration for traffic records data sharing • Provide a modern language that eliminates issues caused by the mixed codebase. **2020 TRC Funded Project:**

Repair Technical Debt - SECTOR is built on an outdated platform causing an increasing number of issues with integration and sharing of data. This project will provide funding for Washington State Patrol (WSP) to contract with the third party vendor to convert the SECTOR code to an industry standard codebase, in lieu of a complete replacement. This is intended to improve the user experience and the quality of the data transmitted

Performance Measure: Crash Completeness

Recommendation #2: Crash Data Quality Control - Improve the data quality control program for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Strategic Goal:

5. Provide quality data, analysis, and tools to customers and stakeholders.

Strategies:

- Modernize traffic data systems

2020 TRC Funded Project:

Crash Data Needs for Automated Vehicles – Automated vehicles exist in many cars on the road today, in the form of advanced driver assistance systems (ADAS) such as emergency braking, lane assist, and pedestrian detection. This project will fund the development of a framework for measuring the effectiveness of ADAS now and the methodology required to obtain the data.

Repair Technical Debt - SECTOR is built on an outdated platform causing an increasing number of issues with integration and sharing of data. This project will provide funding for Washington State Patrol (WSP) to contract with the third party vendor to convert the SECTOR code to an industry standard

codebase, in lieu of a complete replacement. This is intended to improve the user experience and the quality of the data transmitted

Performance Measure: Crash Completeness

Performance Measure: Crash and Adjudication Accessibility

Recommendation #3: Vehicle Interfaces - Improve the interfaces with the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Strategic Goal:

6. Create an environment to support quality data collection, sharing and integration.

Strategies:

- Promote innovative data collection solutions
- Pursue statutory changes to allow greater collection and access to traffic records systems
- Support data integration for traffic records data sets

Agency Project:

System Modernization – After implementing the vehicle side of DRIVES in December 2016, which included the ability for vehicle data systems to interface with other program applications, the driver side of DRIVES is scheduled for implementation in May 2019. DOL is now working on educating law enforcement as to the definition of a commercial vehicle.

Performance Measure: Vehicle Integration

Recommendation #4: Vehicle Data Quality Control - Improve the data quality control program for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Strategic Goal:

- Create an environment to support quality data collection, sharing and integration.

Strategies:

- Promote innovative data collection solutions
- Standardize fields to support data linkages

Agency Project:

Data Quality Controls - The updated DOL Vehicle System, DRIVES, has data quality controls to limit and/or standardize how fields such as "Makes" and "Models" are entered into the new system.

Performance Measure: Vehicle Uniformity

Recommendation #5: Driver Description and Contents - Improve the description and contents of the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Strategic Goal:

- Provide quality data, analysis, and tools to customers and stakeholders.

Strategy:

- Modernize traffic data systems

Agency Project:

Data Dictionary - DOL has an updated data dictionary that will be implemented in 2019.

This should improve data descriptions and content.

Performance Measure: Driver Uniformity

Recommendation #6: Driver Data Quality Control - Improve the data quality control program for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Strategic Goal:

- Create an environment to support quality data collection, sharing and integration.

Strategies:

- Develop data quality processes between partner agencies to improve information quality
- Improve timeliness and quality of traffic safety data

2020 TRC Funded Projects:

S2S Data Cleanup - State-to-State (S2S) Verification Service is a means for states to electronically check with all other participating states to determine if the applicant currently holds a driver license or identification card in another state and ensure our state has the driver's complete driver history. This project will provide funding for Department of Licensing (DOL) to hire one Customer Service Specialist project position to review records, perform data clean up, fraud detection, and licensing verification when DOL implements S2S Verification Service. In addition to preventing fraud, this project will provide access to driver records from other states, enabling more complete data collection and analysis of crash records.

Performance Measure: Driver Data Integration

Law Table Audit and Cleanup - The large volume of local law tables and the numerous law entries each contains, exposes the risk for inaccurate or missing conviction data as a result of inconsistent review and maintenance of local law tables. This project will provide funding for one staff to clear the backlog and clean up local law and charge tables. An electronic law update process between the AOC, the Washington State Patrol (WSP) and the Department of Licensing (DOL) will improve the quality of the information.

Performance Measure: Driver Accuracy, Adjudication Accuracy

Agency Projects:

Standardization of Data Elements - DOL has an updated data dictionary that will be implemented in 2019, This will include a review of all business rules associated with record updates that will improve data quality and establish and/or identify improved data quality controls for the Driver data systems.

Performance Measure: Driver Uniformity

Recommendation #7: Roadway Data Quality Control - Improve the data quality control program for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Strategic Goal:

- Create an environment to support quality data collection, sharing and integration.

Strategies:

- Improve timeliness and quality of traffic safety data
- Standardize fields to support data linkages
- Improve the data quality control programs for traffic records systems

2019 TRC Funded Project:

GIS-Mo - This project will allow County Road Administration Board (CRAB) to purchase and configure software to implement GIS-Mo, improving the timeliness, accuracy, completeness, uniformity, integration, and accessibility of approximately 40K miles of Washington State county roads, and road related assets by replacing the CRAB Mobility application, and the LRS it manages. GIS-Mo will be a modern, innovative, commercial-off-the-shelf (COTS) enterprise asset management system (EAMS) with a geospatial emphasis, improving the county engineer's data-driven decision making capabilities.

Performance Measure: Roadway Completeness and Uniformity

Agency Project:

Roadway Data System Improvements - WSDOT's GIS and HPMS data teams are working on modernizing the processes for stewarding HPMS data (includes the majority of the MIRE FDE) and roadway intersection geometry points:

- HPMS data is updated throughout the year and WSDOT is streamlining the various processes for harvesting data from authoritative sources, loading data,

data validation, placement of data on all of WA State's publicly accessible roads and the annual process of delivering a complete statewide dataset to FHWA.

- The primary purpose of the intersection points is to support an association with crash locations. WSDOT is also exploring the potential impacts/value of stewarding "complex intersections" (small groups of related points) and "Interchanges" (larger groups of related points).

Performance Measure: Roadway Integration

Recommendation #8: Citation / Adjudication Interfaces - Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Strategic Goals:

- Create an environment to support quality data collection, sharing and integration.
- Provide quality data, analysis, and tools to customers and stakeholders.

Strategies:

- Promote innovative data collection solutions
- Improve timeliness and quality of traffic safety data

2020 TRC Funded Projects:

Law Table Audit and Cleanup - The large volume of local law tables and the numerous law entries each contains, exposes the risk for inaccurate or missing conviction data as a result of inconsistent review and maintenance of local law tables. This project will provide funding for one staff to clear the backlog and

clean up local law and charge tables. An electronic law update process between the AOC, the Washington State Patrol (WSP) and the Department of Licensing (DOL) will improve the quality of the information.

Performance Measure: Driver Accuracy, Adjudication Accuracy

Performance Measure: Citation/Adjudication Accuracy and Completeness

Recommendation #9: Citation / Adjudication Data Quality Control - Improve the data quality control program for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Strategic Goal:

- Create an environment to support quality data collection, sharing and integration.

Strategy:

- Improve timeliness and quality of traffic safety data

2019 TRC Funded Project:

SECTOR eLearning - The current in-person training model for SECTOR is not sustainable. This project will allow the Washington Association of Sheriffs and Police Chiefs (WASPC) to complete the work started in FFY2018 to create a SECTOR eLearning class that can be delivered anytime and anywhere, creating a savings to both local agencies and the state. This eLearning class will ensure that newly hired officers can learn to use the system correctly, maintaining quality data and widespread use of SECTOR.

Performance Measure: Citation/Adjudication Accuracy

Recommendation #10: EMS / Injury Surveillance Interfaces - Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Strategic Goals:

- Create an environment to support quality data collection, sharing and integration.
- Provide quality data, analysis, and tools to customers and stakeholders.

Strategies:

- Develop better injury data
- Pursue additional statutory changes to allow greater access to the trauma registry and other health data
- Further develop guidelines for deduplication and linkage of data
- Create an environment to support data quality reporting and feedback mechanisms to stakeholders

2020 TRC Funded Projects:

DOH Rapid Health Information Network (RHINO) - This project will continue to improve the analytical utility of the data in the Washington State Department of Health's (DOH) emergency department data system, and expand its use for traffic related injury surveillance. DOH plans to improve processes and continue partner engagement to assure long term program sustainability, inform use cases for this data, and provide technical assistance to Target Zero partner agencies.

Performance Measure: Injury Surveillance Completeness

Washington State Emergency Medical Services Information System (WEMSIS) – This project builds on the Key EMS Performance Indicators successfully developed in the Washington State Emergency Medical Services data registry (WEMSIS). The funding will be used to fund the project FTE to work with DOH epidemiologists and the WEMSIS program manager to: 1) evaluate the quality of data, 2) establish feedback loops between DOH and reporting EMS services to improve data quality, and 3) continue progress with aligning WEMSIS with Trauma Registry efforts to link to other data.

Performance Measure: Injury Surveillance Completeness

2014 NHTSA Traffic Records Assessment Recommendation	**TRC Goal/Strategy/Project**
Recommendation #11: Data Use and Integration Capacity - Improve the traffic records systems capacity to integrate data that reflects best practices identified in the Traffic Records Program Assessment Advisory.	**Strategic Goal:** • Create an environment to support quality data collection, sharing and integration. **Strategies:** • Develop data quality processes between partner agencies to improve information quality • Improve timeliness and quality of traffic safety data • Develop predictive analytics tool for law enforcement

2020 TRC Funded Project:

S2S Data Cleanup - State-to-State (S2S) Verification Service is a means for states to electronically check with all other participating states to determine if the applicant currently holds a driver license or identification card in another state and ensure our state has the driver's complete driver history. This project will provide funding for Department of Licensing (DOL) to hire one Customer Service Specialist project position to review records, perform data clean up, fraud detection, and licensing verification when DOL implements S2S Verification Service. In addition to preventing fraud, this project will provide access to driver records from other states, enabling more complete data collection and analysis of crash records.

Performance Measure: Driver Data Integration

Data Integration: Linking Datasets – WTSC formed a partnership with Office of Financial Management to transfer management and governance of the integrated traffic records program. The initial implementation and maintenance contract spans 5 years.

Performance Measure: Crash and Injury Surveillance Integration

Traffic Records for Measurable Progress

Appendix A: Aligning the TRC Strategic Plan with the 2014 NHTSA Traffic Records Assessment

NHTSA conducts peer evaluations of state traffic records system capabilities. Independent subject matter experts from state, local, and other areas examine state responses to a uniform set

of questions and rates the responses against the ideal set out in the Traffic Records Program Assessment Advisory.

From January through April 2014, NHTSA sponsored a state-wide assessment of Washington's traffic records system. At the conclusion of the assessment, the assessment team released a written report, which documented current traffic records processes in the state and provided recommendations for improvements.

The Traffic Records committee will undertake the next assessment of Washington's traffic records systems in early 2019.

2014 NHTSA Traffic Records Assessment Recommendation	TRC Goal/Strategy/Projects and Performance Measures
Recommendation #1: Crash Interfaces - Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.	**Strategic Goals:** • Create an environment to support quality data collection, sharing and integration. • Provide quality data, analysis, and tools to customers and stakeholders. **Strategies:** • Support data integration for traffic records data sharing • Provide a modern language that eliminates issues caused by the mixed codebase. **2020 TRC Funded Project:** Repair Technical Debt - SECTOR is built on an outdated platform causing an increasing number of issues with integration and sharing of data. This project will provide funding for Washington State Patrol (WSP) to contract with the third party vendor to convert the SECTOR code to an industry standard codebase, in lieu of a complete replacement. This is intended to improve the user experience and the quality of the data transmitted

Performance Measure: Crash Completeness

Recommendation #2: Crash Data Quality Control - Improve the data quality control program for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Strategic Goal:

- Provide quality data, analysis, and tools to customers and stakeholders.

Strategies:

- Modernize traffic data systems

2020 TRC Funded Project:

Crash Data Needs for Automated Vehicles – Automated vehicles exist in many cars on the road today, in the form of advanced driver assistance systems (ADAS) such as emergency braking, lane assist, and pedestrian detection. This project will fund the development of a framework for measuring the effectiveness of ADAS now and the methodology required to obtain the data.

Repair Technical Debt - SECTOR is built on an outdated platform causing an increasing number of issues with integration and sharing of data. This project will provide funding for Washington State Patrol (WSP) to contract with the third party vendor to convert the SECTOR code to an industry standard codebase, in lieu of a complete replacement. This is intended to improve the user experience and the quality of the data transmitted

Performance Measure: Crash Completeness

Performance Measure: Crash and Adjudication Accessibility

Recommendation #3: Vehicle Interfaces - Improve the interfaces with the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Strategic Goal:

- Create an environment to support quality data collection, sharing and integration.

Strategies:

- Promote innovative data collection solutions
- Pursue statutory changes to allow greater collection and access to traffic records systems
- Support data integration for traffic records data sets

Agency Project:

System Modernization – After implementing the vehicle side of DRIVES in December 2016, which included the ability for vehicle data systems to interface with other program applications, the driver side of DRIVES is scheduled for implementation in May 2019. DOL is now working on educating law enforcement as to the definition of a commercial vehicle.

Performance Measure: Vehicle Integration

Recommendation #4: Vehicle Data Quality Control - Improve the data quality control program for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Strategic Goal:

- Create an environment to support quality data collection, sharing and integration.

Strategies:

- Promote innovative data collection solutions
- Standardize fields to support data linkages

Agency Project:

Data Quality Controls - The updated DOL Vehicle System, DRIVES, has data quality controls to limit and/or standardize how fields such as “Makes” and “Models” are entered into the new system.

Performance Measure: Vehicle Uniformity

Recommendation #5: Driver Description and Contents - Improve the description and contents of the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Strategic Goal:

- Provide quality data, analysis, and tools to customers and stakeholders.

Strategy:

- Modernize traffic data systems

Agency Project:

Data Dictionary - DOL has an updated data dictionary that will be implemented in 2019. This should improve data descriptions and content.

Performance Measure: Driver Uniformity

Recommendation #6: Driver Data Quality Control - Improve the data quality control program for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Strategic Goal:

- Create an environment to support quality data collection, sharing and integration.

Strategies:

- Develop data quality processes between partner agencies to improve information quality
- Improve timeliness and quality of traffic safety data

2020 TRC Funded Projects:

S2S Data Cleanup - State-to-State (S2S) Verification Service is a means for states to electronically check with all other participating states to determine if the applicant currently holds a driver license or identification card in another state and ensure our state has the driver's complete driver history. This project will provide funding for Department of Licensing (DOL) to hire one Customer Service Specialist project position to review records, perform data clean up, fraud detection, and licensing verification when DOL implements S2S Verification Service. In addition to preventing fraud, this project will provide access to driver records from other states, enabling more complete data collection and analysis of crash records.

Performance Measure: Driver Data Integration

Law Table Audit and Cleanup - The large volume of local law tables and the numerous law entries each contains, exposes the risk for inaccurate or missing conviction data as a result of inconsistent review and maintenance of local law tables. This project will provide funding for one staff to clear the backlog and clean up local law and charge tables. An electronic law update process between the

AOC, the Washington State Patrol (WSP) and the Department of Licensing (DOL) will improve the quality of the information.

Performance Measure: Driver Accuracy, Adjudication Accuracy

Agency Projects:

Standardization of Data Elements - DOL has an updated data dictionary that will be implemented in 2019, This will include a review of all business rules associated with record updates that will improve data quality and establish and/or identify improved data quality controls for the Driver data systems.

Performance Measure: Driver Uniformity

Recommendation #7: Roadway Data Quality Control - Improve the data quality control program for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Strategic Goal:

- Create an environment to support quality data collection, sharing and integration.

Strategies:

- Improve timeliness and quality of traffic safety data
- Standardize fields to support data linkages
- Improve the data quality control programs for traffic records systems

2019 TRC Funded Project:

GIS-Mo - This project will allow County Road Administration Board (CRAB) to purchase and

configure software to implement GIS-Mo, improving the timeliness, accuracy, completeness, uniformity, integration, and accessibility of approximately 40K miles of Washington State county roads, and road related assets by replacing the CRAB Mobility application, and the LRS it manages. GIS-Mo will be a modern, innovative, commercial-off-the-shelf (COTS) enterprise asset management system (EAMS) with a geospatial emphasis, improving the county engineer's data-driven decision making capabilities.

Performance Measure: Roadway Completeness and Uniformity

Agency Project:

Roadway Data System Improvements - WSDOT's GIS and HPMS data teams are working on modernizing the processes for stewarding HPMS data (includes the majority of the MIRE FDE) and roadway intersection geometry points:

- HPMS data is updated throughout the year and WSDOT is streamlining the various processes for harvesting data from authoritative sources, loading data, data validation, placement of data on all of WA State's publicly accessible roads and the annual process of delivering a complete statewide dataset to FHWA.
- The primary purpose of the intersection points is to support an association with crash locations. WSDOT is also exploring the potential impacts/value of stewarding "complex intersections" (small groups of related points) and "Interchanges" (larger groups of related points).

Performance Measure: Roadway Integration

Recommendation #8: Citation / Adjudication Interfaces - Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Strategic Goals:

- Create an environment to support quality data collection, sharing and integration.
- Provide quality data, analysis, and tools to customers and stakeholders.

Strategies:

- Promote innovative data collection solutions
- Improve timeliness and quality of traffic safety data

2020 TRC Funded Projects:

Law Table Audit and Cleanup - The large volume of local law tables and the numerous law entries each contains, exposes the risk for inaccurate or missing conviction data as a result of inconsistent review and maintenance of local law tables. This project will provide funding for one staff to clear the backlog and clean up local law and charge tables. An electronic law update process between the AOC, the Washington State Patrol (WSP) and the Department of Licensing (DOL) will improve the quality of the information.

Performance Measure: Driver Accuracy, Adjudication Accuracy

Performance Measure: Citation/Adjudication Accuracy and Completeness

Recommendation #9: Citation / Adjudication Data Quality Control - Improve the data quality control program for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Strategic Goal:

- Create an environment to support quality data collection, sharing and integration.

Strategy:

- Improve timeliness and quality of traffic safety data

2019 TRC Funded Project:

SECTOR eLearning - The current in-person training model for SECTOR is not sustainable. This project will allow the Washington Association of Sheriffs and Police Chiefs (WASPC) to complete the work started in FFY2018 to create a SECTOR eLearning class that can be delivered anytime and anywhere, creating a savings to both local agencies and the state. This eLearning class will ensure that newly hired officers can learn to use the system correctly, maintaining quality data and widespread use of SECTOR.

Performance Measure: Citation/Adjudication Accuracy

Recommendation #10: EMS / Injury Surveillance Interfaces - Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Strategic Goals:

- Create an environment to support quality data collection, sharing and integration.
- Provide quality data, analysis, and tools to customers and stakeholders.

Strategies:

- Develop better injury data
- Pursue additional statutory changes to allow greater access to the trauma registry and other health data
- Further develop guidelines for deduplication and linkage of data
- Create an environment to support data quality reporting and feedback mechanisms to stakeholders

2020 TRC Funded Projects:

DOH Rapid Health Information Network (RHINO) - This project will continue to improve the analytical utility of the data in the Washington State Department of Health's (DOH) emergency department data system, and expand its use for traffic related injury surveillance. DOH plans to improve processes and continue partner engagement to assure long term program sustainability, inform use cases for this data, and provide technical assistance to Target Zero partner agencies.

Performance Measure: Injury Surveillance Completeness

Washington State Emergency Medical Services Information System (WEMSIS) – This project builds on the Key EMS Performance Indicators successfully developed in the Washington State Emergency Medical Services data registry (WEMSIS). The funding will be used to fund the project FTE to work with DOH epidemiologists and the WEMSIS program manager to: 1) evaluate the quality of data, 2) establish feedback loops between DOH and reporting EMS services to improve data quality, and 3) continue progress with aligning WEMSIS with Trauma Registry efforts to link to other data.

Performance Measure: Injury Surveillance Completeness

2014 NHTSA Traffic Records Assessment Recommendation	TRC Goal/Strategy/Project
Recommendation #11: Data Use and Integration Capacity - Improve the traffic records systems capacity to integrate data that reflects best practices identified in the Traffic Records Program Assessment Advisory.	**Strategic Goal:** • Create an environment to support quality data collection, sharing and integration. **Strategies:** • Develop data quality processes between partner agencies to improve information quality • Improve timeliness and quality of traffic safety data • Develop predictive analytics tool for law enforcement **2020 TRC Funded Project:** S2S Data Cleanup - State-to-State (S2S) Verification Service is a means for states to electronically check with all other participating states to determine if the applicant currently holds a driver license or identification card in another state and ensure our state has the driver's complete driver history. This project will provide funding for Department of Licensing (DOL) to hire one Customer Service Specialist project position to review records, perform data clean up, fraud detection, and licensing verification when DOL implements S2S Verification Service. In addition to

preventing fraud, this project will provide access to driver records from other states, enabling more complete data collection and analysis of crash records.

Performance Measure: Driver Data Integration

Data Integration: Linking Datasets – WTSC formed a partnership with Office of Financial Management to transfer management and governance of the integrated traffic records program. The initial implementation and maintenance contract spans 5 years.

Performance Measure: Crash and Injury Surveillance Integration

Traffic Records Supporting Non-Implemented Recommendations

All recommendations that we are being addressed with a TRC or agency funded project.

Traffic Records for Model Performance Measures

Appendix C: Performance Measures

The TRC has developed a set of traffic records performance measures to gauge the timeliness, accuracy completeness, uniformity, integration, and accessibility of traffic safety data.

These measures are updated and reviewed annually by the Oversight Council. In addition to these TRC level measures, individual project managers track performance measures at the project level and for the specific objectives or strategies that they own individually, and these are reported to the TRC during project updates.

For FFY2018, the following performance measure demonstrates significant, system-wide performance:

Injury Surveillance - Completeness	**Baseline**	**Actual**

	April 1, 2016 – March 31, 2017	April 1, 2017 – March 31, 2018
Number of Emergency Department visit records reported (estimated percent of total ED records)	288,688 (13.5%)	1,155,208 (41.9%)

Narrative –

There were an estimated 2,754,396 emergency department visits during the baseline period. The total number of Emergency Department visit records submitted to the National Syndromic Surveillance Program ESSENCE system increased by 865,780. This is nearly a 3-fold increase over the previous year. This increase has been driven through continuing outreach and onboarding efforts with emergency departments, funded by TRC grants in the last few years.

Calculation Method –

A total of emergency department visit records submitted by all emergency departments, by visit date.

State traffic records strategic plan

Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements that are anticipated in the State's core safety databases (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations:

Supporting Document
Traffic Records Strategic Plan 2019.docx

Planned activities that implement recommendations:

Quantitative and Measurable Improvement

Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Supporting Document
Traffic Records Strategic Plan 2019.docx

State Highway Safety Data and Traffic Records System Assessment

Date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date:

Date of Assessment: **7/1/2014**

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015

405(d) Impaired driving countermeasures grant

Impaired driving assurances

Impaired driving qualification: **Low-Range State**

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

405(d) Alcohol-ignition interlock law grant

Alcohol-ignition interlock laws Grant

Legal citations to demonstrate that the State statute meets the requirement.

Requirement Description	State citation(s) captured
The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.	Yes

Citations

Legal Citation Requirement: **The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.**

Legal Citation: **46/20.720**

Amended Date: **7/1/2017**

Citations

Legal Citation Requirement: **The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.**

Legal Citation: **RCW 46.20.270**

Amended Date: **4/4/2016**

Citations

Legal Citation Requirement: **The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.**

Legal Citation: **RCW 46.20.385**

Amended Date: **5/17/2017**

405(d) 24-7 Sobriety programs grant

Mandatory license restriction requirement

The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(9)(2) applies, for a period of not less than 30 days.

Requirement Description	State citation(s) captured
The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.	Yes

Citations

Legal Citation Requirement: **The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.**

Legal Citation: **46.61.502**

Amended Date: **5/17/2017**

Citations

Legal Citation Requirement: **The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.**

Legal Citation: **RCW 46.20 720 (3c)**

Amended Date: **5/17/2017**

Citations

Legal Citation Requirement: **The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.**

Legal Citation: **RCW 46.20.720 (1d)**

Amended Date: **5/17/2017**

Citations

Legal Citation Requirement: **The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.**

Legal Citation: **RCW 46.20.720 (1d)**

Amended Date: **7/23/2017**

Citations

Legal Citation Requirement: **The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.**

Legal Citation: **RCW 46.20.720 (3c)**

Amended Date: **7/23/2017**

Citations

Legal Citation Requirement: **The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.**

Legal Citation: **RCW 46.61.502**

Amended Date: **7/23/2017**

Citations

Legal Citation Requirement: **The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.**

Legal Citation: **RCW 46.61.504**

Amended Date: **5/17/2017**

Citations

Legal Citation Requirement: **The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.**

Legal Citation: **RCW 46.61.504**

Amended Date: **7/23/2017**

Citations

Legal Citation Requirement: **The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to**

receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.

Legal Citation: **RCW 46.61.5055 (9)**

Amended Date: **5/17/2017**

Citations

Legal Citation Requirement: **The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.**

Legal Citation: **RCW 46.61.5055 (9)**

Amended Date: **7/1/2018**

Sobriety program information

Legal citations: **Yes**

State program information: **No**

Legal citations

State law authorizes a Statewide 24-7 sobriety program.

Requirement Description	State citation(s) captured
State law authorizes a Statewide 24-7 sobriety program.	Yes

Citations

Legal Citation Requirement: **State law authorizes a Statewide 24-7 sobriety program.**

Legal Citation: **36.28A.300**

Amended Date: **4/4/2014**

Citations

Legal Citation Requirement: **State law authorizes a Statewide 24-7 sobriety program.**

Legal Citation: **RCW 36.28A.301**

Amended Date: **4/4/2014**

Citations

Legal Citation Requirement: **State law authorizes a Statewide 24-7 sobriety program.**

Legal Citation: **RCW 36.28A.340**

Amended Date: **4/4/2014**

Program information

State program information that authorize a Statewide 24-7 sobriety program.

405(e) Distracted driving grant

Sample Questions

- **Parker was driving when he noticed emergency vehicles on the side of the road. There had been a traffic collision. What should Parker do to travel past the collision safely?**
- Slow down and keep his eyes on the road
- Speed up to get past the collision quickly
- Pull over until the collision is clear
- Call 9-1-1 on his cell phone
-
- **lnattentional blindness is also known as "____.“**
- Distracted driving
- Lack of peripheral vision
- A type of color blindness
- Deficient central vision
-
- **The single biggest contributor to collisions is_____.**
- Failing to see what is happening
- Listening to the radio
- Talking to another person in the car
- Not wearing a seatbelt
-
-
- **While some distracted driving activities may not be against the law, they may cause you to_____.**
- Violate other traffic laws
- Forget to check your washer fluid
- Run out of gas
- Not use your parking brake

-
- **Which of the following is NOT a possible distraction while driving?**
- Not wearing your seatbelt
- Eating or drinking
- Listening to the radio
- Passengers in the car

Legal citations

The State's texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least $25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?:**Primary Offense**

Date enacted: **5/16/2017**

Date amended: **5/16/2017**

Prohibition on texting while driving.

Requirement Description	State citation(s) captured
Prohibition on texting while driving.	Yes
Definition of covered wireless communication devices.	Yes
Minimum fine of at least $25 for an offense.	Yes

Citations

Legal Citation Requirement: **Prohibition on texting while driving.**

Legal Citation: **46.61.672**

Amended Date: **7/23/2017**

Citations

Legal Citation Requirement: **Prohibition on texting while driving.**

Legal Citation: **RCW 46.61.672**

Amended Date: **5/16/2017**

Citations

Legal Citation Requirement: **Definition of covered wireless communication devices.**

Legal Citation: **46.61.672**

Amended Date: **7/23/2017**

Citations

Legal Citation Requirement: **Definition of covered wireless communication devices.**

Legal Citation: **RCW 46.61.672 (5)(b)**

Amended Date: **5/16/2017**

Citations

Legal Citation Requirement: **Minimum fine of at least $25 for an offense.**

Legal Citation: **46.63.110 (3)**

Amended Date: **6/1/2013**

Citations

Legal Citation Requirement: **Minimum fine of at least $25 for an offense.**

Legal Citation: **Infraction Rules for Courts of Limited Jurisdictions Rule 6.2**

Amended Date: **7/1/2015**

Citations

Legal Citation Requirement: **Minimum fine of at least $25 for an offense.**

Legal Citation: **RCW 46.63.110 Monetary penalties**

Amended Date: **3/23/2012**

Legal citations for exemptions to the State's texting ban:

Citations

Legal Citation Requirement:

Legal Citation: **RCW 46.61.672(2)(a)(b)(c)(d)**

Amended Date: **5/16/2017**

The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving and requiring a minimum fine of at least $25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?:**Primary Offense**

Date enacted: **6/10/2010**

Date amended: **4/14/2011**

Prohibition on youth cell phone use while driving.

Requirement Description	State citation(s) captured
Prohibition on youth cell phone use while driving.	Yes
Definition of covered wireless communication devices.	Yes
Minimum fine of at least $25 for an offense.	Yes

Citations

Legal Citation Requirement: **Prohibition on youth cell phone use while driving.**

Legal Citation: **46.20.075 (4)**

Amended Date: **1/1/2012**

Citations

Legal Citation Requirement: **Prohibition on youth cell phone use while driving.**

Legal Citation: **RCW 46.20.075(4)**

Amended Date: **4/14/2011**

Citations

Legal Citation Requirement: **Definition of covered wireless communication devices.**

Legal Citation: **RCW 46.61.672(5)(b)**

Amended Date: **4/14/2011**

Citations

Legal Citation Requirement: **Minimum fine of at least $25 for an offense.**

Legal Citation: **RCW 46.63.110**

Amended Date:

Legal citations for exemptions to the State's youth cell phone use ban.

Citations

Legal Citation Requirement:

Legal Citation: **RCW 46.20.075(4)**

Amended Date: **4/14/2011**

405(f) Motorcyclist safety grant

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria:

Motorcycle rider training course: **Yes**

Motorcyclist awareness program: **No**

Reduction of fatalities and crashes: **No**

Impaired driving program: **No**

Reduction of impaired fatalities and accidents: **No**

Use of fees collected from motorcyclists: **Yes**

Motorcycle rider training course

Name and organization of the head of the designated State authority over motorcyclist safety issues:

State authority agency: **Department of Licensing**

State authority name/title: **Teresa Berntsen, Secretary, DOL**

Introductory rider curricula that has been approved by the designated State authority and adopted by the State:

Approved curricula: **(v) Other approved curriculum**

Other approved curricula: **Motorcycle Safety Foundation Basic Rider Course and Puget Sound Safety Motorcycle Safety Program**

CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

County or Political Subdivision	Number of registered motorcycles
03 Benton	6,231
04 Chelan	4,040
06 Clark	13,034
09 Douglas	1,388

17 King	47,376
18 Kitsap	11,525
27 Pierce	24,493
29 Skagit	6,111
31 Snohomish	27,353
32 Spokane	16,105
34 Thurston	10,095
37 Whatcom	6,925
39 Yakima	5,590
ADAMS	378
ASOTIN	853
BENTON	6,939
CHELAN	4,148
CLALLAM	2,836
CLARK	13,136
COLUMBIA	195
COWLITZ	3,671
DOUGLAS	1,703
FERRY	280
FRANKLIN	1,954
GARFIELD	49
GRANT	2,784
GRAYS HARBOR	2,269
ISLAND	4,515
JEFFERSON	1,456
KING	47,490
KITSAP	11,614
KITTITAS	2,326
KLICKITAT	989

LEWIS	2,955
LINCOLN	398
MASON	2,832
OKANOGAN	1,489
PACIFIC	770
PEND OREILLE	614
PIERCE	26,760
SAN JUAN	934
SKAGIT	5,182
SKAMANIA	557
SNOHOMISH	27,235
SPOKANE	15,651
STEVENS	1,878
THURSTON	10,017
WAHKIAKUM	155
WALLA WALLA	2,167
WHATCOM	7,623
WHITMAN	986
YAKIMA	5,672

Total number of registered motorcycles in State.

Total # of registered motorcycles in State: **223,460**

Use of fees collected from motorcyclists for motorcycle programs

Process under which all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are used for motorcycle training and safety programs.

Use of fees criterion: **Law State**

Legal citations for each law state criteria.

Requirement Description	State citation(s) captured
The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.	Yes
The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.	Yes

Citations

Legal Citation Requirement: **The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.**

Legal Citation: **46.20.510**

Amended Date: **7/15/2011**

Citations

Legal Citation Requirement: **The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.**

Legal Citation: **46.20.520**

Amended Date: **7/1/1989**

Citations

Legal Citation Requirement: **The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.**

Legal Citation: **RCW 46.20.505**

Amended Date: **7/16/2012**

Citations

Legal Citation Requirement: **The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.**

Legal Citation: **RCW 46.20.510**

Amended Date: **7/15/2011**

Citations

Legal Citation Requirement: **The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.**

Legal Citation: **45.20.505**

Amended Date: **7/16/2012**

Citations

Legal Citation Requirement: **The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.**

Legal Citation: **46.20.510**

Amended Date: **7/15/2011**

Citations

Legal Citation Requirement: **The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.**

Legal Citation: **RCW 46.20.505**

Amended Date: **3/23/2012**

405(g) State graduated driver licensing incentive grant

Graduated driver licensing

Date that the State's graduated driver's licensing statute requiring both a learner's permit stage and intermediate stage prior to receiving an unrestricted driver's license was last amended. The statute must be in effect and be enforced during the entire fiscal year of the grant.

Graduated driver licensing law last amended on: **7/1/2014**

Legal citations demonstrating that the State statute meets the requirement.

Learner's permit stage

Requirement Description	State citation(s) captured
Applies prior to receipt of any other permit, license, or endorsement by the State if applicant is younger than 18 years of age and has not been issued an intermediate license or unrestricted driver's license by any State.	Yes
Applicant must pass vision test and knowledge assessment.	Yes
In effect for at least 6 months.	Yes
In effect until driver is at least 16 years of age.	Yes
Must be accompanied and supervised at all times.	Yes
Requires completion of State-certified driver education or training course or at least 50 hours of behind-the-wheel training, with at least 10 of those hours at night.	Yes
Prohibits use of personal wireless communications device.	Yes
Extension of learner's permit stage if convicted of a driving-related offense.	Yes

Citations

Legal Citation Requirement: **Applies prior to receipt of any other permit, license, or endorsement by the State if applicant is younger than 18 years of age and has not been issued an intermediate license or unrestricted driver's license by any State.**

Legal Citation: **RCW 46.20.055**

Amended Date: **10/1/2012**

Citations

Legal Citation Requirement: **Applies prior to receipt of any other permit, license, or endorsement by the State if applicant is younger than 18 years of age and has not been issued an intermediate license or unrestricted driver's license by any State.**

Legal Citation: **RCW 46.20.075**

Amended Date: **10/1/2012**

Citations

Legal Citation Requirement: **Applicant must pass vision test and knowledge assessment.**

Legal Citation: **RCW 46.20.055(1)**

Amended Date: **10/1/2012**

Citations

Legal Citation Requirement: **Applicant must pass vision test and knowledge assessment.**

Legal Citation: **RCW 46.20.075(1)(b)**

Amended Date: **10/1/2012**

Citations

Legal Citation Requirement: **Applicant must pass vision test and knowledge assessment.**

Legal Citation: **RCW 46.20.130**

Amended Date: **7/1/2006**

Citations

Legal Citation Requirement: **Applicant must pass vision test and knowledge assessment.**

Legal Citation: **WAC 308-104-010**

Amended Date: **2/3/2007**

Citations

Legal Citation Requirement: **In effect for at least 6 months.**

Legal Citation: **RCW 46.20.075**

Amended Date: **10/1/2012**

Citations

Legal Citation Requirement: **In effect until driver is at least 16 years of age.**

Legal Citation: **46.20.075(1)**

Amended Date: **10/1/2012**

Citations

Legal Citation Requirement: **In effect until driver is at least 16 years of age.**

Legal Citation: **RCW 46.20.055**

Amended Date:

Citations

Legal Citation Requirement: **Must be accompanied and supervised at all times.**

Legal Citation: **RCW 46.20.055**

Amended Date: **10/1/2012**

Citations

Legal Citation Requirement: **Requires completion of State-certified driver education or training course or at least 50 hours of behind-the-wheel training, with at least 10 of those hours at night.**

Legal Citation: **RCW 46.20.075(1) c and d**

Amended Date: **7/1/2011**

Citations

Legal Citation Requirement: **Prohibits use of personal wireless communications device.**

Legal Citation: **RCW 46.20.055**

Amended Date: **10/1/2012**

Citations

Legal Citation Requirement: **Prohibits use of personal wireless communications device.**

Legal Citation: **RCW 46.61.672**

Amended Date: **7/20/2017**

Citations

Legal Citation Requirement: **Extension of learner's permit stage if convicted of a driving-related offense.**

Legal Citation: **RCW 46.20.055**

Amended Date: **10/1/2012**

Citations

Legal Citation Requirement: **Extension of learner's permit stage if convicted of a driving-related offense.**

Legal Citation: **RCW 46.20.075**

Amended Date: **10/1/2012**

Legal citations for exemptions to the State's texting ban:

Legal citations demonstrating that the State statute meets the requirement.

Intermediate stage

Requirement Description	**State citation(s) captured**
Commences after applicant younger than 18 years of age successfully completes the learner's permit stage, but prior to receipt of any other permit, license, or endorsement by the State.	Yes
Applicant must pass behind-the-wheel driving skills assessment.	Yes

In effect for at least 6 months.	Yes
In effect until driver is at least 17 years of age.	Yes
Must be accompanied and supervised between hours of 10:00 p.m. and 5:00 a.m. during first 6 months of stage, except when operating a motor vehicle for the purposes of work, school, religious activities, or emergencies.	Yes
No more than 1 nonfamilial passenger younger than 21 years of age allowed.	Yes
Prohibits use of personal wireless communications device.	Yes
Extension of intermediate stage if convicted of a driving-related offense.	Yes

Citations

Legal Citation Requirement: **Commences after applicant younger than 18 years of age successfully completes the learner's permit stage, but prior to receipt of any other permit, license, or endorsement by the State.**

Legal Citation: **46.20.161**

Amended Date: **7/1/2014**

Citations

Legal Citation Requirement: **Commences after applicant younger than 18 years of age successfully completes the learner's permit stage, but prior to receipt of any other permit, license, or endorsement by the State.**

Legal Citation: **RCW 46.20.075**

Amended Date: **10/1/2012**

Citations

Legal Citation Requirement: **Commences after applicant younger than 18 years of age successfully completes the learner's permit stage, but prior to receipt of any other permit, license, or endorsement by the State.**

Legal Citation: **RCW 46.20.100**

Amended Date: **11/15/2010**

Citations

Legal Citation Requirement: **Applicant must pass behind-the-wheel driving skills assessment.**

Legal Citation: **RCW 46.20.075**

Amended Date: **10/1/2012**

Citations

Legal Citation Requirement: **In effect for at least 6 months.**

Legal Citation: **46.20.161**

Amended Date: **8/30/2017**

Citations

Legal Citation Requirement: **In effect for at least 6 months.**

Legal Citation: **RCW 46.20.075**

Amended Date: **10/1/2012**

Citations

Legal Citation Requirement: **In effect until driver is at least 17 years of age.**

Legal Citation: **46.20.2018**

Amended Date: **8/30/2017**

Citations

Legal Citation Requirement: **In effect until driver is at least 17 years of age.**

Legal Citation: **RCW 46.20.075**

Amended Date: **10/1/2012**

Citations

Legal Citation Requirement: **Must be accompanied and supervised between hours of 10:00 p.m. and 5:00 a.m. during first 6 months of stage, except when operating a motor vehicle for the purposes of work, school, religious activities, or emergencies.**

Legal Citation: **RCW 46.20.075**

Amended Date: **10/1/2012**

Citations

Legal Citation Requirement: **No more than 1 nonfamilial passenger younger than 21 years of age allowed.**

Legal Citation: **RCW 46.20.075**

Amended Date: **10/1/2012**

Citations

Legal Citation Requirement: **Prohibits use of personal wireless communications device.**

Legal Citation: **RCW 46.20.075**

Amended Date: **10/1/2012**

Citations

Legal Citation Requirement: **Prohibits use of personal wireless communications device.**

Legal Citation: **RCW 46.61.672**

Amended Date: **7/20/2017**

Citations

Legal Citation Requirement: **Extension of intermediate stage if convicted of a driving-related offense.**

Legal Citation: **RCW 46.20.075**

Amended Date:

Legal citations for exemptions to the State's texting ban:

Citations

Legal Citation Requirement:

Legal Citation: **RCW 46.20.075(7)**

Amended Date: **10/1/2012**

405(h) Nonmotorized safety grant

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(h) only for the authorized uses identified in § 1300.27(d).

Certifications, Assurances, and Highway Safety Plan PDFs

Certifications and Assurances for 23 U.S.C. Chapter 4 and Section 1906 grants, signed by the Governor's Representative for Highway Safety, certifying to the HSP application contents and performance conditions and providing assurances that the State will comply with applicable laws, and financial and programmatic requirements.

Supporting Documents
2020 Certification & Assurances.pdf
Traffic Records Strategic Plan 2019.docx
GMSS Project Detail (2020).xlsx