

State of Washington

Highway Safety Plan Annual Report

Fiscal Year 1993



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State of Washington

*H*ighway Safety Plan

Annual Report



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Introduction

This Highway Safety Plan Annual Report for Federal Fiscal Year 1993 (October 1, 1992 - September 30, 1993) summarizes the traffic safety projects implemented, managed, and/or supported by the Washington Traffic Safety Commission (WTSC) during that time period.

The primary sources of funding for WTSC programs are Section 402 funds from the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Safety Administration (FHWA). The 402 projects were described in the WTSC's Highway Safety Plan. Funding also came from the NHTSA section 408 Alcohol and Traffic Safety Incentive Grant program. The 408 projects were outlined in the Alcohol Traffic Safety Plan. Additional funding for seat belt and motorcycle helmet projects was also received in the Section 153 Incentive Grant program. The 153 Plan outlined these projects.

Federal 402 funds allocated to the state require a state match. For the FY 1993 Highway Safety Plan, this match was budgeted at \$230,000, and total 402 funds were budgeted at \$2,499,255. Federal rules for the 402 program limit federal funds for Planning and Administration to a maximum of 10% of the total 402 amount, and also require the state to match the federal share of planning and administration costs.

Section One of this report includes:

- Statewide Traffic Safety Overview
- Agency Administrative Summary
- Project Summaries: Highway Safety Plan - Section 402
 1. Comprehensive Community Traffic Safety Programs
 2. Safety Information and Education
 3. Traffic Records, Research and Evaluation
 4. Police Traffic Services
 5. Traffic Engineering Services
 6. Planning and Administration
 7. Program Development, Management and Technical Coordination
- Project Summaries: Alcohol Traffic Safety Incentive - Section 408
- Project Summaries: Seat Belt and Motorcycle Helmet Incentive - Section 153

Section Two contains the fiscal report for FY 1993 which summarizes actual expenditures by project and program area.

Section One
Statewide Overview



Administrative Summary Project Summary

Statewide Traffic Safety Overview

Washington state experienced a record year for traffic safety in calendar year 1992. The death rate was 1.32 persons killed per 100 million miles of vehicle travel. The rate was down dramatically from the previous four-year average of 1.77. The United States had a fatal rate of 1.8 for 1992. The lowest states were Connecticut, New Hampshire, Massachusetts, and Rhode Island with rates of 1.0 to 1.2. Highest rates were in Louisiana, Alaska, and Mississippi with fatality rates of 2.6 to 2.9. Washington was tied with Virginia and New Jersey for fifth lowest in the country.

In spite of the improved safety record in Washington State, 651 individuals died on Washington roads and 6,531 received serious injuries (based on police reported injury severity) in 1992. The numbers of persons killed and injured remains unacceptably high. Table 1 summaries 1992 collision data.

Table 1: Overview of traffic crashes
Five-year comparison

	1992	1991	1990	1989	1988	prev 4-yr avg	'92 vs prev 4-yr avg
Total collisions	125,565	121,886	132,058	128,800	125,920	127,116	-1.2%
Drivers in tot clsns	224,316	215,989	234,215	227,803	223,162	225,292	-0.4%
Motor veh. travel*	49,385	45,663	44,157	42,696	41,698	43,554	13.4%
Fatal collisions	593	603	726	694	706	682	-13.1%
Persons killed	651	683	825	781	785	769	-15.3%
Death rate**	1.32	1.50	1.87	1.83	1.88	1.77	-25.5%
Injury collisions	51,186	49,048	51,713	50,747	49,482	50,248	1.9%
Total injuries	75,803	72,004	76,064	73,993	72,449	73,628	3.0%
Serious injuries	6,531	6,839	7,653	8,044	8,318	7,714	-15.3%
Evident injuries	24,246	24,212	25,722	26,974	26,496	25,851	-6.2%
Possible injuries	45,026	40,953	42,689	38,974	37,635	40,063	12.4%
Injury rate**	153.49	157.69	157.69	173.30	173.75	165.61	-7.3%
Property dmg only	73,786	72,035	79,617	77,359	75,732	76,186	-3.1%
Economic loss +	\$1,288	\$1,130	\$1,146	\$922	\$877	\$1,019	26.4%

* In millions of miles

Source: WSP, WSDOT, Nat'l Safety Council

**Deaths/injuries per 100 million vehicle miles of travel.

+ In millions of dollars based on Nat'l Safety Council estimates for fatal, injury, and property damage crashes.

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Preliminary data for 1993 traffic fatalities are summarized in Table 2. For the first 11 months of the year there were 601 deaths, compared to the previous 4-year average of 670 in corresponding months. The fatality rate (based on a preliminary travel estimate) was 1.32, which is 17.7% below the previous four-year average and comparable to the 1992 rate of 1.28 for the first 11 months.

Table 2
Fatality and travel data - first 11 months
Five-year comparison

	1993	1992	1991	1990	1989	'93 vs	
						prev 4-yr avg	prev 4-yr avg
Deaths*							
Urban	144	151	133	162	144	148	-2.4%
Rural	457	429	501	602	559	523	-12.6%
Statewide	601	580	634	764	703	670	-10.3%
Travel**	45.69	45.24	42.93	41.29	39.48	42.24	8.2%
Death rate+	1.32	1.28	1.48	1.85	1.78	1.60	-17.7%
Status of persons killed							
Pedestrians	68	68	71	76	94	77	-12.0%
Pedalcyclists	8	8	5	14	8	8.8	-8.6%
Motorcyclists	35	46	43	60	73	56	-36.9%
Vehicle occupants	490	458	515	614	528	529	-7.3%

Source: WSP, DOT

* Fatalities as of 12/1/93, may increase as delayed deaths are reported

** In billions; preliminary estimate for 1993.

+ Deaths per 100 million vehicle miles traveled.

WTSC Administrative Summary

Governor Mike Lowry was inaugurated in January 1993, marking the beginning of a new administration. The Governor's appointments of state agency directors brought several new members to the Traffic Safety Commission. The current Commission membership includes Governor Lowry, Chief Roger Bruett of the Washington State Patrol, Transportation Secretary Sid Morrison, Director of Licensing Kathy Barros Friedt, Secretary of Health Bruce Miyahara, Secretary of Social and Health Services Jean Soliz, Superintendent of Public Instruction Judith Billings, Judge Robert Graham representing the judiciary, Peter Harskell representing the Washington Association of Cities, and Bettie Ingham representing the Washington Association of Counties.

The WTSC looks forward to continuing improvements in Washington's traffic safety record during Governor Mike Lowry's administration and the tenure of the current Commission membership.

WTSC management responded to Governor Lowry's challenge to streamline and reduce layers of management in state government by eliminating the position of Program Director during FY 1993. The duties and functions of the program director were transferred to the Deputy Director, and agency program staff now report to the Deputy Director. In addition, one FTE was eliminated when the Senior Driver Program "Getting There Safely" was transferred to the Washington Traffic Safety Educator's Association.

Significant WTSC program initiatives and accomplishments during FY 1993 include:

- Development of a statewide strategic pedestrian safety plan as well as new program initiatives in both pedestrian and bicycle safety.
- Award of a section 403 Demonstration Project grant to Washington and Oregon. This grant is to develop an occupant protection enforcement and public education/information program based on successful programs in Canada. The project is an international effort and includes participation and consultation from the Province of British Columbia.
- The WTSC's Traffic Records Data Center received the "NHTSA Administrator's Award for Excellence" for FY 1993. This was one of 14 such awards nationally for successful traffic safety projects.

Project Summaries: Highway Safety Plan Section 402

1. Comprehensive Community Traffic Safety Programs, 93-CP

AL93J1-CP1, Walla Walla County DWI Task Force

The objective of this project was to continue the existing Traffic Safety/DWI Task Force in the Walla Walla County region. The task force is made up of representatives from law enforcement, the judiciary, the public and private sectors and is coordinated through this project. During fiscal year 1993 the project objectives were to continue education and enforcement of traffic safety issues, particularly DWI. In addition, occupant protection, bicycle and pedestrian programs were initiated, as were programs targeted at youth. This project met all goals and objectives and has proved to be a successful venture.

AL93J1-CP2, Grays Harbor County DWI Task Force

The objective of this project was to continue the existing Traffic Safety/DWI Task Force in the Grays Harbor County region. The task force is made up of representative from law enforcement, the judiciary, the public and private sectors and is coordinated through this project. During fiscal year 1993 the project objectives were to continue education and enforcement of traffic safety issues, particularly DWI. In addition, occupant protection, bicycle and pedestrian programs were initiated, as were programs targeted at high risk youth.

AL93J1-CP3, Alcohol Support

The objective of this project was to provide limited financial support for the Traffic Safety Task Forces and network to:

- conduct training
- conduct meetings with project directors, coordinators and WTSC staff
- provide the network executive board travel funding for in-state meetings
- provide a select number of mini-grants for use in education
- furnish materials and supplies

During FY 1993, the network met with WTSC staff and project directors to plan and prepare for traffic safety issues such as the holiday campaign and funding for traffic safety programs. Mini-grants were provided to a number of programs for materials to be disseminated statewide. Planning and strategy meetings were held to discuss future traffic safety projects.

DE93E4-CP4 Community Belt Support

This project provided for technical assistance, materials support, project activity reimbursement "mini-grants funds" and organizational planning meetings for community occupant protection advocate groups. During the project period, one organizational meeting was held; English and Hispanic occupant protection information/promotional materials were produced and distributed; and twenty-nine community "mini-grants" were awarded.

AL93J11-CP5, Constituency Support Task

The purpose of this task was to provide technical assistance, coordination and selected financial support for meetings and workshops, travel, materials development and distribution, and training for traffic safety advocates at the community level.

During FY1993, funding from this task provided travel and per diem expenses for members of the Traffic Safety Representatives and DWI Task Forces to attend the Fall meeting of the Traffic Safety Representatives; subsidized the expenses for two Traffic Safety Representatives' board meetings; funded a series of public forums providing local jurisdictions with the opportunity to become familiar with and provide input to the FY1994/95 Highway Safety Plan; provided information about the development of the Highway Safety Plan to all city and county officials; provided funding for the development of the statewide Strategic Pedestrian Safety Plan; and reimbursed travel and per diem expenses the Department of Health EMS Data Manager to attend the National Uniform Pre-hospital EMS Data conference and a Department of Licensing manager to conduct a series of statewide training classes.

DE93E4-CP6, Senior Driver Program

The purpose of this project was to continue operation and refinement of the "Getting There Safely" program until a new host agency could be identified. At that point, the project was to cover transition of the program to the new host agency. In early 1993, the Washington Traffic Safety Educator's Association agreed to adopt the program. The WTSC coordinator ensured that the transition of the program went smoothly.

Program and curriculum materials for "Getting There Safely" have been transferred to the Washington Traffic Safety Educator's Association. Updated video tapes and overhead transparencies were provided for an expanded group of volunteer instructors and that portion of the Senior Driver Programs is now self-sufficient.

An effort to identify future directions in meeting traffic safety needs of older citizens will continue in FY 1994.

DE93E4-CP7, Child Passenger Safety

This project increased the awareness, knowledge and involvement of a wide variety of state and local child passenger safety advocates. Promotion of the correct use of child restraint devices was the primary objective of the project.

- Over 2,000 agencies and organizations were provided with information/education materials;
- 294 people were trained in 19 child passenger safety awareness workshops;
- Thirteen car seat inspection clinics were conducted in communities throughout the state;
- 3,324 "no-longer-safe" car seats were collected in the third annual Car Seat Bounty Program (which also collected \$1,015 to purchase new car seats for needy families);
- State and local groups provided 487 car seats to low-income parents;
- The membership of the BUCKLE UP HELPER Club membership was increased by 500 youngsters.

The Safety Restraint Coalition sought and secured an additional \$78,250 in donations to conduct child passenger safety programs. This was in addition to extensive contributions of materials, expertise and volunteer time.

PS93PS-CP8, Pedestrian Safety

The objective of this project was to initiate a pedestrian safety project within a large city in Washington to demonstrate development of methodologies with which to reduce pedestrian involved collisions. The City of Bellevue was selected and provided with a grant to generate such a program. Bellevue Police housed the project, and worked in conjunction with the city engineers and local citizen groups to form the basis for pedestrian safety. Bellevue identified locations and causes of pedestrian collisions, then developed countermeasures and strategies to combat the specific problems.

The city purchased a computer to track issues and data. The police department initiated a pedestrian safety education and enforcement campaign targeting problem areas after educating officers on the specifics. Educational materials were developed for the public and distributed on a widespread basis, especially to violators contacted by officers. Engineers were brought aboard and studied the areas of concern for potential engineering deficiencies.

In addition, Bellevue hosted the annual pedestrian safety conference which attracted a large number of persons from a number of disciplines. Bellevue also worked in conjunction with the Traffic Safety Commission in its strategic plan development targeting pedestrian crashes.

PT93R1-CP9, Corridor Safety Project

The purpose of this project was to continue the two pilot Corridor Safety Projects and to initiate four new corridor projects. The benefits of the experience gained in the two pilot corridors, East Trent in Spokane and SR 9 in Snohomish County, was applied to the new corridors. Preliminary results indicate that there was a measurable reduction in the number of alcohol-related collisions in the two initial corridor projects which were undertaken.

Potential corridor projects are selected from a list of state routes which are highest in composite ranking for fatal and disabling collisions. The composite ranking is generated by combining the rankings of each potential corridor in terms of the number of fatal and disabling injury collisions; the number of fatal and disabling injury collisions per 100 million vehicle miles; and the percentage of collisions involving fatal or disabling injuries.

The goal of these corridor safety projects is to mobilize agencies, organizations and individuals which have a stake or a responsibility for traffic safety in any portion of the Corridor. Working primarily with existing resources, each participant in the project takes responsibility for their portion of an action plan developed by the local Steering Committee which directs the project.

Local steering committees were recruited in each of the four new corridor areas. The steering committees, chaired by an individual from the local area, then set about the tasks of analyzing the traffic safety issues present on the corridor, developing an Action Plan to counter those problems, then implementing that Action Plan.

The status as of the new corridor projects as of September 30, 1993 was as follows:

- SR 539 (Guide-Meridian) - Milepost 2.00 - 15.16 starts at Waldron Road (approximately 2 miles north of Bellingham) and extends approximately 13 miles to the Canadian Border. The Action Plan was completed, with a public forum scheduled for October 7, 1993, and full implementation of the Action Plan to follow.
- SR 97 (Union Gap to Toppenish) - Milepost 62.00 - 74.99. This project consists of a 13 mile section, beginning at Union Gap and extending to Toppenish. The Action Plan has been completed and preparations for a public forum in early December are underway.
- SR 14 (Camas) - Milepost 12.00 - 19.00. This project extends from west side of the City of Camas, east to milepost 19.00, a distance of approximately 7 miles. The Action Plan is completed, with a public forum scheduled for December 8, 1993.
- SR 7 (Pierce County) - Milepost 39.00 - 56.96. The proposed corridor extends a distance of 18 miles from S 38th Street, through the Roy "Y" and out the Mountain Highway to the Kapowsin Highway. The Action Plan is being finalized. A public forum is being scheduled for early January, 1994.

PS93PS-CP10, Pedestrian Safety Plan

The purpose of this project was to reduce pedestrian injuries and fatalities by developing a Pedestrian Safety Strategic Plan that communities throughout the state can use in developing pedestrian safety programs.

More than 65 people from throughout the state attended a Planning Conference on March 3, 1993. At this conference, attendees brainstormed the purpose of pedestrian safety, as well as causes and potential solutions to pedestrian safety problems. From the conference, 17 people were chosen to lead the strategic plan development.

The Pedestrian Advisory Committee met six times in formulating the Plan. The PAC was made up of citizens and had both public and private organizations represented. The Plan was divided into the traditional areas of enforcement, engineering and education. To help facilitate acceptance of the Plan, a series of five public hearings and roundtable discussions were held in September, in conjunction with the Washington State Department of Transportation.

The public hearing phase of the Washington State Pedestrian Safety Strategic Plan proved educational for both the private and public sectors. The public's involvement gave communities the opportunity to participate in the development of the plan. The Plan was completed and distributed.

2. *Safety Information & Education, 93-IE*

AL93J1-1E1, Public Information and Education

The objective of the project is to increase public awareness about traffic safety issues in the state, with special emphasis on the areas of seat belt use, child car seat use and drunk driving. Public education efforts included

- An Awards Program to provide support and recognition to successful efforts across the state to improve traffic safety;
- Distribution of a statewide newsletter to highlight activities and promote communication on traffic safety issues;
- The distribution of over 5,000 responsible party guides which aid party hosts who want to curtail drinking by their guests.
- Publicizing police emphasis patrols aimed at curtailing drunken driving and enforcing seat belt laws;
- A public education and media campaign, in collaboration with the beverage industry, targeted at reducing drinking by underage youth;
- Press conferences on the proper use of child car seats and changes in the laws with respect to child car seats;
- Press conferences held across the state on increased penalties for drunken driving;
- Brochures and booklets which outline the history and current operations of the Washington Traffic Safety Commission were developed and distributed;
- Public meetings to obtain input on programs funded by the Washington Traffic Safety Commission in the Highway Safety Plan;
- Worked to publicize the Corridor Safety Projects;
- Worked with the media to publicize the Senior Driver Program now being operated by the Washington Traffic Safety Education Association;
- Worked with the 12 Spanish language media organizations in Washington to publicize the messages in Spanish;
- Worked to provide a seminar, sponsored in conjunction with NHTSA, on alcohol and traffic safety issues and the development of a videotape of the seminar presentations;
- participation in a joint project with local government and the Liquor Control Board to promote responsible party behavior during the 1993 winter holiday season
- Worked with local traffic safety advocates and businesses in Aberdeen to get an anti-drunk driving billboard message on a billboard donated to the city;
- Development and distribution of a poster which states "Protect What You've Got, Don't Drink and Drive" which utilizes minority students from local high schools to personalize the issue and reach minority audiences.

DE93E4-IE2 - Occupant Protection Program

Major activities accomplished during this project included providing support, technical assistance and materials for the full range of WTSC-supported occupant protection programs, including the Saved by the Belt Survivor program, Buckle UP Helper program, annual car seat Bounty program (currently funded primarily by PEMCO Insurance Company), the GO FOR THE GOLD PROGRAM, BUCKLE UP AMERICA Week, and NATIONAL CHILD PASSENGER SAFETY AWARENESS Week. Press conferences were held to promote the survivor program, emphasis periods, enforcement of seat belt and child restraint laws, and car seat distribution programs. A wide range of educational and promotional materials, including stickers, brochures, posters, key rings, pencils, pins and other awareness items, were distributed by over 500 community task forces, hospitals, schools, and other identified occupant protection advocate groups.

AL93J1-IE3, Youth Programs

A temporary program manager was hired on contract to plan and organize SAFTYE regional conferences in Washington. These one-day conferences were held in Shelton, Everett, Spokane, and Kennewick. Over 220 youth representing about 25 schools attended.

On January 4, 1993, a permanent youth program manager was hired. The program manager was able to meet with 30 club advisors, representatives of the office of the Superintendent of Public Instruction (SPI) to clarify the direction of youth programs. Working with the SAFTYE student advisory board, composed of 26 students from 11 state regions, the program manager initiated the planning and development of the SAFTYE youth conference.

The SAFTYE Conference was held on March 26-28, 1993, at Camp Casey, Whidbey Island. The conference agenda reflected three keynote speakers and sixteen workshops. This forum brought together approximately 375 youths and 65 advisors to participate in the program.

The conference also featured an award ceremony for the outstanding student and club of the year. Ms. Frances Craudell of Shelton High School received a dual award as the outstanding SAFTYE student advisory board member and the WTSC Director's Award for her efforts in traffic safety. Additionally, Shelton's SAFTYE, Olympia's Timberline High School BADD, Yakima's East Valley High School SADD clubs received awards as outstanding clubs of the year.

On May 4, 1993, a re-assignment of program management responsibilities occurred. The change introduced a new program manager to the youth programs. The program manager attended the Department of Community Development Conference "Stop Youth Violence."

Additionally, SAFTYE information was displayed at the conference and shared in workshops.

In August, the SAFTYE Student Advisory Board, representatives of national Student Safety Program, CYAP students came together to initiate planning for the seven regional meetings, the 1994 SAFTYE conference, and development of a youth workshop presentation to youth forums such as the 1993 Building-A-Vision Conference and Alcohol Safety Conference.

A 50,000 issue reprint of the "Poof" brochure, which discusses the licensing regulations applicable to minors, was issued. Also, project funds were used to develop public messages on key chains, bumper stickers and other items.

DE93E4-IE4, Network of Employers for Traffic Safety (NETS)

The goal of this project was to assist employers in reducing the losses and potential liability they face through driving mishaps involving their employees. The NETS program is national in scope, but provided to states through various safety organizations such as safety councils or Governor's Traffic Safety Representative's offices.

The response of employers to the program was marginal. The program is set up to train fleet managers in the use of various traffic safety resources. Those fleet managers were then to return to their respective businesses and set up their own customized program. The NETS Trainer found in his contacts that most businesses did not have a fleet operation which was extensive enough for them to feel justified in participating. Those businesses seemed more interested in securing someone to do direct training of their drivers.

Another factor was the disappointing support which the national NETS organization showed for the program. Program materials were not consistently of satisfactory quality, nor reliably provided when ordered. At one point the national head of the program was provided with an opportunity to present the NETS program to representatives of six or seven states gathered together in one location. He elected to not make use of that opportunity.

By mid-spring, 1993, the decision was made that 402 funds could be better utilized in other program areas. The contract with the NETS trainer was terminated March 31, 1993.

PS93PS-IE5, Bike Helmet Project

Four bicycle helmet promotion projects were implemented with WTSC funds. In April, the Washington State Injury Prevention Program at the Department of Health secured federal block grant funds to augment WTSC funding in the amount of \$1,100 for each of

the four projects. The additional funds were used by all four projects to purchase and distribute bicycle helmets to low income children.

The following is a description of the four projects:

- Okanogan County Heath District - helmet use increased from 13% to 32%. Activities included distribution of 1,193 helmets to children in grades K-6, with 413 of those helmets going to children from low-income families. Six bike rodeos were held, accompanied by distribution of 3,000 brochures and several articles in the press concerning bicycle safety.
- Grays Harbor County Social Services Department - Helmet use increased from 12% to 40%. Activities included distribution of 185 helmets to low-income children. Two bicycle rodeos were held, 600 posters promoting bicycle safety were distributed, and helmet coupons were distributed at community events and festivals.
- Whatcom County Health Department - Helmet use increased from 38% to 56%. Ninety-six helmets and two hundred helmet discount coupons were distributed. Educational materials concerning bicycle safety were distributed through PTSs, health fairs, rodeos and family practice physicians.
- N.E.W. Heath Programs (North Pend Oreille and Stevens Counties) - Found no increase in helmet use (surveys were conducted by schools and may not have been reliable). Distributed 95 helmets through 17 different schools. Made the "Think First" program available to the school districts.

PS93PS, IE6, Saved by the Helmet Club

The purpose of this project was to establish a program which would provide recognition to helmet wearers and publicize the role that bicycle helmets play in protecting bicyclists from injury and death. The method for accomplishing this was to establish a "Saved by the Helmet Club" to build membership from among applicants who had been wearing a helmet at the time of a crash, and believed that the helmet prevented more serious injury.

Club materials such as a logo, membership applications and certificates were developed. Waterbottles imprinted with a variation of the logo and the phrase, "I'm a Member!!" were purchased for distribution to those accepted into membership. As of September 30, 1993, there were 102 members in the club. Those members are part of a mailing list which will be used to circulate information concerning bicycle safety issues as well as legislation affecting bicycle safety.

A portion of the funding for this project was allotted to the Visibility Enhancement Project (Wildfeet). This enabled expansion of a project already in place which provides foot-shaped reflective material with an adhesive backing to children. Recipients are encouraged to place those "Wild Feet" on their bicycles, lunch pails, backpacks and other objects which will enhance their visibility at night.

3. *Traffic Records, Research & Evaluation, 93-TR*

TR93E4-TR1, Research and Evaluation

The purpose of this project was to conduct studies and data analyses to examine various program areas in the Highway Safety Plan and other safety-related legislative issues.

The Motorcycle Helmet Law Evaluation Study included development of a work plan for a study of the Washington motorcycle helmet law to assess hospitalization, injury types and severity, and cost outcomes and effectiveness of the law. The study was initiated during FY 93 and will be completed in FY 94. The work plan included the following activities:

- a literature review to identify current work and progress in the field,
- development of a project work plan with timelines,
- case identification and selection from the databases,
- data extraction, verification, and editing,
- database record linking,
- computation of injury severity (ISS and AIS utilizing an ICD mapping protocol),
- data analyses using multivariate methods,
- writing a final technical report that details the study methodology, findings, interpretation of the findings, conclusions, and recommendations.

Seat Belt and Motorcycle Helmet Use Observation Surveys were conducted in June and October, 1993. Data on shoulder belt use in passenger vehicles and trucks were collected for drivers and right-front seat occupants. Motorcycle riders (and passengers) were observed for helmet use, and the numbers of approved and non-approved helmets were tallied separately.

The survey included over 160,000 passenger vehicle occupants observed at 372 sites throughout the state, over 12,000 truck occupants at 109 sites, and 1,016 motorcycle riders at 372 sites. The survey results are summarized below:

	<u>June 1993</u>	<u>October 1993</u>
Passenger vehicles:	74.5 percent	77.5 percent
Trucks:	50.1 percent	56.4 percent
Motorcycles:	97.1 percent	96.7 percent
approved helmets	85.3 percent	89.2 percent
non approved	11.8 percent	7.5 percent

A Public Opinion Poll on Traffic Safety Issues which surveyed public attitudes on traffic safety was conducted under an interagency agreement with Washington State University.

TR93LI-TR2, Safety Inventory Analysis

The Washington Traffic Safety Commission (WTSC) is the agency in the State of Washington responsible for coordinating the state's highway safety programs. The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) requires that each state develop and implement a highway Safety Management System (SMS). This state SMS is being jointly developed by the Washington State DOT (WSDOT) and the WTSC.

This project has supported the development of the state SMS and provided funds to accomplish some of the new tasks required under the draft SMS. In addition to coordinating state and local stakeholders in drafting the state SMS, funds have been provided to create the framework for and draft the first annual report to policy makers on existing and proposed traffic safety legislation and to lay the groundwork for an inventory of state and federally funded traffic safety programs throughout the state.

TR93L1-TR3, Traffic Records

The purpose of this project was to complete the TRDC project development phase, both technical and administrative, and to continue to provide traffic safety policy support and information services. The TRDC received a NHTSA "Administrator's Highway Safety Program of Excellence Award" for 1993.

Project activities included:

- providing policy, information, and research support to users through database queries and library services; providing summary information in usable formats upon user request.
- TRDC system refinement by implementation of a FoxPro database management system.
- implementation of security system procedures to insure the protection of data integrity and confidentiality.
- revision of documentation of the TRDC system, including technical configuration and operational policies and procedures.
- providing assistance to users in the field, including local engineers and law enforcement, and community traffic safety program coordinators.
- providing customized tables, graphs and reports of summary information for safety professionals and policy analysts.
- production of specialized data sets for traffic safety researchers.
- training of WTSC staff to assume duties in aspects of TRDC operations.
- development of the TRDC reimbursement policy and procedures.

TR93L1-TR4, Electronic Transfer

The purpose of this project was to increase the timeliness and accuracy of Department of Licensing driver records by developing a system to transfer information from the courts to DOL using electronic/computer technology. When court records are sent to DOL through the mail, there are substantial time lags before driver records can be updated. Erroneous information is thus provided to law enforcement officers when making a traffic arrest, to prosecutors when plea bargaining and preparing a case, and to judges when sentencing a traffic offender. The specific objectives were to eliminate duplicate data entry at the courts and DOL, to decrease tort claims, to have 80 percent of adjudications and citations on the driving records within 24 hours of a court proceeding, and to provide timely and accurate records for law enforcement and the judiciary.

The project activities included computer programming and developing the system requirements definition, analysis, design, specifications, documentation, training, and system testing. Problems encountered were that the project was three months late in getting started and consequently could not be completed by the end of the federal fiscal year 1993. DOL is currently resolving technical difficulties in the file transfer process and will complete the project in FY 94 by bringing in an expert on the FTU (file transfer utility) process.

4. Police Traffic Services, 93-PT

PT93E4-PT1, WEAR-IT Program

This project provided for an increase in awareness, knowledge and involvement of the law enforcement community in promoting occupant protection and enforcing Washington's seat belt and child restraint laws. The project provided for the implementation of the WEAR-IT program through a contract with the Washington State Patrol and support for the Occupant Protection Law Enforcement Advisory Committee (OPLEAC). During the life of the project a total of 68 agencies were involved in the WEAR-IT program. A total of 103 inservice sessions were conducted and 1,467 officers were trained.

The Occupant Protection Law Enforcement Advisory Committee met twice during the project year and continues to provide assistance and coordination in the implementation of the Commission's occupant protection programs.

PT93J1-PT2, Preliminary Breath Testers

The objective of this project was to provide preliminary breath testing instruments (PBTs) to the Washington State Patrol for use in enforcement of alcohol violations, particularly DWI. Thirty-five thousand dollars was allocated for the project and 50 instruments were purchased. The instruments were provided to local municipal and county law enforcement agencies across the state. In addition, ten new instructors were trained in the use and calibration of the devices. These instructors were instrumental in providing training to those agencies with PBTs.

The demand for these units far exceeded the supply, and there exists a waiting list of numerous police departments. Several hundred tests were administered to drivers, vehicle passengers and boat operators resulting in numerous arrests and other decisions affecting vehicle operators.

PT93R1-PT3, Enforcement Enhancement

The purpose of this project was to provide added traffic law enforcement resources for sections of state highway which have been identified as more hazardous than average. As various selected projects become operational under the Corridor Safety Program, the enforcement resources made available under this project are focused on those particular sections of roadway.

The emphasis patrols implemented under this project are conducted on a cooperative basis with local law enforcement agencies whenever possible. In that way this project serves the purpose of providing incentive for local law enforcement because of the significant boost which is provided through State Patrol resources. Most notably, the use of aircraft

is seen as a very powerful tool, so local law enforcement personnel see their own efforts as being magnified significantly when they participate in these emphasis patrols.

At the close of the 1993 project year, three corridors were benefiting from this project. Those corridors were:

- SR 539 (Guide-Meridian) - Milepost 2.00 - 15.16. Starts at Waldron Road (approximately 2 miles north of Bellingham) and extends approximately 13 miles to the Canadian Border.
- SR 97 (Union Gap to Toppenish) - Milepost 62.00 - 74.99. This project consists of a 13 mile section, beginning at Union Gap and extending to Toppenish.
- SR290 (East Trent) - Milepost 00.00 - 12.99. A thirteen-mile section of Trent Avenue extending from Division Street eastward to a point approximately .5 mile east of Barker Road.

The emphasis patrols on each of these sections of roadway have been evenly divided between DWI emphasis patrols and patrols aimed at other moving violations. In the case of SR 97, the first month of emphasis patrol activity resulted in approximately 1,000 violator contacts. From those contacts, approximately 7% resulted in drunk driving arrests.

PT93R1-PT4, J692J6-10J Fatal Collision Research Team

The objective of this project was research of fatal alcohol related crashes. Numerous questions have been raised about levels of alcohol and crash causation, culpability of impaired drivers, crash type and severity where alcohol is involved, risk taking behaviors, ability to survive, locations of these crashes, and the type of driver associated with these crashes. In addition, research was to be conducted regarding driving history of impaired drivers, as well as the status of driver licenses. The team was to reconstruct all fatal alcohol involved crashes in Washington in 1991 to address these questions.

The team was expanded by two to accommodate the numbers of crashes and the comprehensive nature of the reconstructions. Each member was provided with necessary computer programs and some members were trained in specific reconstruction techniques related to the project. Reconstructions of cases have been completed and a large database of information has been captured. The project will be continued into early FY 1994 to evaluate the data and prepare a report of the team's conclusions for publication.

During FY 1994 the team and the project received significant attention. The program manager was the keynote speaker at the Northwestern University Traffic Institute's Vehicle Homicide and DWI Conference.

PT93R1-PT5, Drug Involvement in Traffic Fatalities

The purpose of this project was to determine drug involvement in fatal collisions. All 1992 traffic fatalities had blood samples (those which had been submitted to the State Toxicology Laboratory) analyzed for drug content. Drug involvement was analyzed by crash type, BAC, driver age, sex, and passenger age and sex.

The results of the study show a significant number of fatally injured vehicle drivers, passengers and pedestrians had drugs in their systems. The actual level of impairment is difficult to determine, so drug presence alone was documented; in those cases where the amount was known, it was documented.

PT93R1-PT6 Collision Investigation Training

The objective of the project was to enhance the quality of collision investigations by local police agencies statewide. Collision investigation training at the basic level in Washington is less required to successfully complete a proper investigation. This was to be accomplished by providing trained and certified instructors to Washington State Criminal Justice Training Commission satellite training sites. Given diminishing fiscal resources in local police budgets and an ever increasing demand for training, this project proved to be highly successful.

Programs were developed and a cadre of instructors formed. Courses were scheduled across the state and with few exceptions the schedule was met. The project provided travel expenses only for the instructors. More than 400 officers representing some 75 law enforcement agencies were trained during the fiscal year. Of note were the requests for additional collision investigation training. It became obvious early on that the 10 instructors and the schedule would not nearly meet the demand.

5. Traffic Engineering Services, 93-HD

FTE93N1-HD1, Hazard Elimination

The purpose of this project was to provide traffic accident analysis software and accident data for local jurisdictions, as well as providing guidance and assistance to local traffic engineering and other agencies to help identify and remedy high hazard traffic locations. A vital key to such assistance is the provision of multi-year collision and other traffic related data to the local agencies.

Project activities included:

- The third version of the Traffic Accident Analysis Program was developed and tested. It has been installed and is in use in 18 local jurisdiction field locations. This newest version of the program corrected some minor bugs, and has provided much faster program operation by reducing the size of the data base by 67 percent. This reduction was accomplished by replacing the alpha fields in the database with text tables that are used only when needed.
- Technical support was provided for local personnel who are using the accident analysis program. WSP accident record datasets were distributed to the local jurisdictions.
- Documentation for the common portion of the UTEC system has been completed and distributed to the program users. Documentation for the Sign Inventory program and for Revision 3 of the Accident Analysis program are underway.
- Demonstrations of the accident analysis program have been made for over 30 cities and counties.
- Numerous enhancements to the accident analysis program were reviewed. There is considerable interest in graphic display capabilities and especially intersection plotting routines.

FTE93N1-HD2, Traffic Engineering and Microcomputer Services

The purpose of this project was to provide support for WSDOT/Local Programs in their efforts to assist local jurisdictions with "on-scene" advice on traffic engineering problems and traffic records. Engineering expertise is provided to all requesting jurisdictions to assist them in:

- identifying safety problems such as high hazard locations and road side obstacles,
- developing more efficient traffic flow and control systems,
- analysis of traffic control and warning devices for conformity with the MUTCD,

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- reviewing the adequacy of traffic records and assisting in the establishment and maintenance of traffic data collecting systems and accident record systems.

Project activities included:

- Numerous contacts were made with local agencies to assist with engineering and safety issues, including 24 counties and 83 cities. The Local Programs Traffic Services Engineer made two formal presentations at UTEC meetings and wrote an article for the "T2 Bulletin".
- Local agencies were assisted in updating their sign inventory management programs. Distribution of the UTEC Sign Inventory System was initiated.
- Planning for the third "Law Enforcement and Engineers Conference" was begun with assistance from an ad-hoc advisory committee which met four times during the year.
- A phone survey of local agencies was made to identify existing systems for prioritization of pedestrian improvements. King and Clark counties were the only agencies with such a system, and the King county system has been made available to requesting agencies.
- The UTEC Smartware II Program was completed and distributed. This program assists local agencies in their roadway inventories (including safety related items). The program distribution included the main menu, sign inventory, accident report system, traffic counts inventory, and speed study inventory sub-systems. Documentation of the UTEC Main Menu System was completed, and documentation for other systems is in progress. Demonstrations of the system were made at UTEC meetings.

6. Planning and Administration

PA93A1-PA1 AND PA2, Planning and Administration

The Washington Traffic Safety Commission is the agency in the State of Washington with responsibility for coordinating the state's highway safety programs. This is accomplished through the planning and administration efforts of the WTSC management team. Financial support was provided for six administrative positions, including the Director and Deputy Director. This funding allowed the Director to implement an aggressive Highway Safety Plan, resulting in the lowest traffic fatality rate in the state's history. The Director sponsored several youth traffic safety conferences and served on National Association of Governors' Highway Safety Representatives (NAGHSR) committees.

7. Program Development, Management & Technical Coordination

TQ93-TC1,2,3,4, FTQ93N1-TC5, Technical Coordination and Support

The objective of this project was to provide technical coordination and support resources to the Washington Traffic Safety Commission to develop and implement the state's Highway Safety Plan for federal fiscal year 1993.

This project is a compilation of five projects which were expensed for the services of 11.0 full time equivalent employees, their travel expenses, goods and services, and agency operational costs. The five projects were:

- TQ93E4-TC1, Occupant Protection
- TQ93J1-TC2, Alcohol and Impaired Driving
- TQ93L1-TC3, Traffic Records
- TQ93R1-TC4, Police Traffic Services
- FTQ93N1-TC5, Traffic Engineering Services

As planned, personnel were designated to administer and work within the above-listed five program areas and to provide management and support services to the WTSC's fiscal year 1993 Highway Safety Plan.

Accomplishments of each traffic safety program area are reported separately and are found in earlier sections of this report. The FY1993 HSP was successfully implemented by WTSC staff working cooperatively under the program management structure specified in this Technical Coordination project. The structure was designed to simplify management and accounting functions associated with implementation of the state's Highway Safety Plan.

Project Summaries: Alcohol Traffic Safety Incentive - Section 408

J692J6-1A, Alcohol Coordination

A major goal for the WTSC is to reduce the deaths, injuries, and property damage crashes attributed to persons driving while under the influence of intoxicating liquor and/or drugs. In this effort, the WTSC is committed to the development of a cooperative interagency network to assist in reaching our goal. A program manager has been given this charge and the management of 408 alcohol incentive funds.

The 1992 Interagency Alcohol Safety Conference was planned by the program manager. An emphasis was placed on recruiting increased numbers of representatives of the insurance industry, legislative staff, treatment, restaurant industry, juvenile court and others.

An interagency newsletter was developed and monitored by the Governor's Interagency Network on Substance Abuse (WIN). The newsletter involved thirteen agencies affected by the issue of alcohol and other drugs. Fifteen issues were produced and shared with a mailing list of approximately 25,000. Each agency carried its own duplication and mailing cost. At this time, the newsletter project has been funded for 60 issues through the Department of Social and Health Services.

Support was provided to the Stop Auto Fatalities Through Youth Efforts (FAFTYE) Student Advisory Board in the development of a youth traffic safety awareness week. The Board is composed of 26 students representing 11 regions in Washington.

Along with four other state agencies, WTSC provided some financial support to the Substance Abuse/Timber Communities Project conducted by the University of Washington. This report will be presented to Congressman Norm Dicks for further discussion. Among other issues reviewed, the study will review alcohol and other substance abuse problems associated with job losses in the northwest timber industry.

The program manager developed several materials with Spanish/English alcohol messages. These were distributed through DWI Community Task Forces, Community-Based Organizations with Access to Spanish speakers, state agencies, and displayed at the State Migrant Council Child Abuse Conference in Yakima. Additionally, a reprint of the "What Now" DWI Brochure was produced.

J692J6-2B, Data Evaluation

The purpose of this project was to provide the data and analysis necessary to demonstrate continued compliance with the basic grant criteria set forth under Section 408 guidelines. The objectives were:

- To provide an analysis of prompt license suspension showing the number of days from arrest to suspension for DWI and implied consent offenders.
- To provide an analysis of the mandatory sentence provisions of the DWI law for repeat offenders.

These objectives were accomplished using the database and analysis resources of the agency's Traffic Records Data Center and utilization of the research expertise of the Alcohol and Drug Abuse Institute at University of Washington. The project activities included data analysis to substantiate compliance with criterion # 1.

A 30% random sample of DWI violations that occurred between April and September 1992 was obtained from the TRDC/DOL driver record file. This sample included a proportional representation of all DWI violations resulting in license suspension, revocation, or implied consent revocation. The average number of days from arrest to suspension/revocation was computed and compared with the data from corresponding time periods in previous years. Results of this analysis showed that the mean number of days for 1992 was 57.7 (SD=52.5) and the median number of days was 45.0. These results are compared with previous years in the table below.

	<u>1985</u>	<u>1986</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>
Mean	75.4	87.9	51.3	48.0	55.8	53.3	54.0	57.7
Median	63.5	80.9	39.5	42.0	46.0	44.0	44.0	45.0

Data collection and analysis of a sample of repeat DWI offenders has documented that sentences are being applied consistently and in compliance with provisions of the Washington DWI law.

J692J6-3C, Public Information and Education – Alcohol

The objective of this project was to increase public awareness about the many traffic safety issues in the state with special emphasis on alcohol use as it affects driving behaviors.

During FY94, public education efforts included:

- An Awards Program to provide support and recognition to successful efforts across the state to improve traffic safety;
- Distribution of a statewide newsletter to highlight activities and promote communication on traffic safety issues;

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- The distribution of over 5000 responsible party guides which aid party hosts who want to curtail drinking by their guests;
- Publicizing police emphasis patrols aimed at curtailing drunken driving; a major public education and media campaign with the beverage industry targeted at reducing drinking by underage youth;
- Press conferences held across the state to educate people about penalties for drunk driving;
- Brochures and booklets developed which outline the history and current operations of the Washington Traffic Safety Commission were distributed for use by alcohol-related traffic safety advocates;
- Public meetings to obtain input about local government alcohol programs that should be funded by the Washington Traffic Safety Commission;
- Work to publicize the Corridor Safety Projects to emphasize reductions in drunken driving;
- Work with the 12 Spanish language media organizations in Washington to publicize the drunken driving messages in Spanish;
- Work to provide a seminar, sponsored in conjunction with NHTSA, on alcohol and traffic safety issues and the development of a videotape of the seminar presentations;
- Participation in a joint project with local government and the Liquor Control Board to promote responsible parties during the 1993 winter holiday season;
- Work with local traffic safety advocates and businesses in Aberdeen to get an anti-drunk driving billboard message on a billboard donated to the city;
- Development and distribution of a poster which states "Protect What You've Got, Don't Drink and Drive" which utilizes minority students from local high schools to personalize the issue and reach minority audiences.

J692J6-4D, Law and Justice Training

The purpose of this project was to increase the effectiveness and efficiency of the DWI system by providing training opportunities for those involved in the system and to enhance the annual Alcohol Traffic Safety Conference by securing a broad-based and diverse group of workshops for the conference.

A significant portion of this project's funds were used to support the Fifth Annual Washington Traffic Safety Conference, held November 30 - December 2, 1992, in Silverdale, Washington. Approximately 175 judges, prosecutors, law enforcement personnel, court administrators, defense attorneys, alcohol treatment providers, public defenders, and members of citizen action groups attended the conference. As always, the conference was a huge success as indicated by the evaluations.

Additionally, project funds were used to send members of the DWI enforcement community to national training seminars. These individuals then returned to the state and presented the information to their colleagues.

J692J6-5E, Youth Conferences

The SAFTYE Conference was held on March 26-28, 1993 at Camp Casey, Whidbey Island. The conference agenda reflected three keynote speakers and sixteen workshops. This forum brought together approximately 375 youths and 65 advisors. Project funds were used to support this conference.

On May 4, 1993, a reassignment of program responsibilities occurred. The youth programs were re-assigned to a new program manager. The program manager planned and developed a SAFTYE Student Advisory Board and Community Youth Activities Program (CYAP) student diversity training forum. The forum was held June 16, 17, 18, 1993 to discuss issues relevant to cultural diversity, leadership skills, and community development.

Thirteen students from this SAFTYE/CYAP forum were sponsored to the national Student Safety Conference held in Alabama on July 10-14, 1993. Also, Shelton High School was able to send 14 students by utilizing a mini-grant and fundraising through club activities. The delegation was able to successfully bid for the election of a NSSP northwest regional representative and a NSSP state representative.

Additionally, Washington students presented a "Go For the Gold" Seatbelt Workshop at the conference. The workshop received high marks from students at the conference. Students demonstrated to peers the steps involved in seatbelt surveys, the results of these surveys among students, teachers, and administrators at their school. Also, students discussed successful measures in generating media coverage for club activities.

This project also provided support to the August SAFTYE student advisory board meeting to allow participation of NSSP representatives and representatives from the Community youth Activities Program. This board meeting allowed students to develop the regional conference agenda and speaker choices. Also, the students initiated the planning of the 1994 SAFTYE conference by selecting the theme and brainstorming workshop topics. The 1994 SAFTYE conference theme is "Unlock Your Potential, We are the Key to Our Future!"

Project funds were also used to develop public messages on key chains, bumper stickers and other items.

J692J6-6F, DWI Citation Tracking

The purpose of this project was to determine the final outcome and disposition of DWI citations issued by the Washington State Patrol. Citations were tracked by DOL to determine convictions, dismissals, amendments, deferred prosecutions, etc. This information will then be used to investigate why Washington State's conviction rate is one of the lowest in the United States.

Project activities included adding programming to allow staff to build records for license numbers that cannot be found by researching the Department of Licensing record database or court DISCIS database and programming to allow staff to enter breathalyzer refusals into the DWI Citation Database. Over this last year, DOL staff has updated 1,281 address changes, 5,570 arrest records, 1,293 court records, 6,984 incorrect driver licenses, and 2,372 records researched on the DISCIS Database. Also, 218 letters were sent to the courts for disposition information.

DOL staff are now finalizing the 1990 DWI arrest database and are working with their programming staff to prepare a tape for the WTSC to allow our research staff to begin to analyze the information.

J692J6-7G, DWI Prosecution and Incarceration

The purpose of this project was to demonstrate the benefits of providing sufficient resources to the criminal justice system for the strict enforcement and judication of the state's DWI laws. Additionally, the project purpose was to reduce the backlog of DWI cases in each step of the DWI system and to increase the number of convictions for DWI, thereby serving as a deterrent to others.

Project funds have been used to hire a prosecutor, secretarial staff, part-time public defender, jail staff, and a pro-tem judge.

At the close of the program, 574 cases had been charged; 426 were closed, leaving 148 open. Over the two years of the grant, only 60 cases or 9.46% of the total cases, were charges not filed. This was less than initially estimated. The disposition of the closed cases were: 220 found guilty, 22 found not guilty, 171 obtained deferred prosecutions, 9 were dismissed by the court, and 4 were reduced to lesser charges.

Project data show that the drinking driver in Whitman County is predominately male (81.88%), 42.51% are students, the average age is 28, 16.55% had a prior DWI on his or her record, and the average breath alcohol content was .15%.

The grant was designed to answer the question: given sufficient resources, could the prosecution and conviction rates for DWIs be increased? This project does show, given enough resources, that prosecution and conviction rates can be increased.

J692J6-8H, Alternative Jail Facilities

The purpose of this project was to demonstrate the feasibility of using facilities other than jails to house DWI offenders. This program has been administered by the Washington Association of Prosecuting Attorneys and had three major objectives: to be financially self-supporting, to prevent or reduce recidivism, and to reduce jail overcrowding.

Several cities and counties have expressed an interest in establishing similar programs. During the year, technical assistance was provided to Snohomish County. Additionally, Pierce County has started a program.

Over the past year, 1,356 offenders participated in the program in Thurston, Mason and Snohomish counties. This resulted in a net savings of \$67,800 for the counties. The recidivism rate for Thurston County was 8% for those going through the program compared to 23% for those who did straight jail time. Jail overcrowding has been relieved by the fact that these offenders are housed elsewhere.

Originally, the program was designed to deal only with those who were sentenced to one day in jail for DWI. However, it became apparent that the program could accommodate other one day in jail offenses such as minor in possession, physical control and possession of marijuana. This has also helped reduce jail overcrowding.

J692J6-9I, Preliminary Breath Testers

The objective of this project was to provide preliminary breath testing instruments (PBTs) use in enforcement of alcohol violations, particularly DWI. Twenty instruments were purchased and provided to the State Patrol statewide. Demand far exceeded the supply and a waiting list of numerous police departments exists. Several hundred tests were administered to drivers, vehicle passengers and boat operators resulting in numerous arrests and other decisions affecting vehicle operators.

J692J6-10J Fatal Collision Research Team

Funds from Section 408 were used to supplement 402 funds on this project. See PT93R1-PT4 for project report.

Corridor Safety Project

The purpose of this project was to continue the two pilot Corridor Safety Projects and to initiate four new corridor projects. The benefits of the experience gained in the two pilot corridors, East Trent in Spokane and SR 9 in Snohomish County, was applied to the new corridors. Preliminary results indicate that there was a measurable reduction in the

number of alcohol-related collisions in the two initial corridor projects which were undertaken.

Potential corridor projects are selected from a list of state routes which are highest in composite ranking for fatal and disabling collisions. The composite ranking is generated by combining the rankings of each potential corridor in terms of the number of fatal and disabling injury collisions; the number of fatal and disabling injury collisions per 100 million vehicle miles; and the percentage of collisions involving fatal or disabling injuries. The goal of these corridor safety projects is to mobilize agencies, organizations and individuals which have a stake or a responsibility for traffic safety in any portion of the Corridor. Working primarily with existing resources, each participant in the project takes responsibility for their portion of an action plan developed by the local Steering Committee which directs the project.

Local steering committees were recruited in each of the four new corridor areas. The steering committees, chaired by an individual from the local area, then set about the tasks of analyzing the traffic safety issues present on the corridor, developing an Action Plan to counter those problems, then implementing that Action Plan.

The status as of the new corridor projects as of September 30, 1993 was as follows:

- SR 539 (Guide-Meridian) - Milepost 2.00 - 15.16 starts at Waldron Road (approximately 2 miles north of Bellingham) and extends approximately 13 miles to the Canadian Border. The Action Plan was completed, with a public forum scheduled for October 7, 1993, and full implementation of the Action Plan to follow.
- SR 97 (Union Gap to Toppenish) - Milepost 62.00 - 74.99. This project consists of a 13 mile section, beginning at Union Gap and extending to Toppenish. The Action Plan has been completed and preparations for a public forum in early December are underway.
- SR 14 (Camas) - Milepost 12.00 - 19.00. This project extends from west side of the City of Camas, east to milepost 19.00, a distance of approximately 7 miles. The Action Plan is completed, with a public forum scheduled for December 8, 1993.
- SR 7 (Pierce County) - Milepost 39.00 - 56.96. The proposed corridor extends a distance of 18 miles from S 38th Street, through the Roy "Y" and out the Mountain Highway to the Kapowsin Highway. The Action Plan is being finalized. A public forum is being scheduled for early January, 1994.

J692J6-14N, Sober Roadways

The purpose of this project was to educate the public and raise awareness of the continuing problem of the impaired driver. The method for accomplishing this was for the Injury Prevention and Public Education Technical Advisory Committee of the Governor's EMS and Trauma Care Steering Committee to develop and produce videos that promote

the individuals right to sober roadways. These videos would then be provided to EMS regions, DWI Task Forces, and other interested parties.

Three videos have been developed in this project. They are: Lethal Weapon, Liquid Death (500 copies), Lethal Weapon, Liquid Death (Spanish translation, 100 copies), and Why Did You Go? (teen video, 1200 copies). Additionally, 1,000 buttons were produced with the Sober Roadways logo.

As of September 30, 1993, approximately 15,000 people have seen the videos through the EMS/Trauma regional system. The Sober Roadways for Washington Campaign has been very successful. Audience evaluation forms indicate the viewers are moved and educated by the videos. Many say they will take action to decrease drinking and driving, either with themselves or others.

Project Summaries: Seatbelt & Motorcycle Helmet Incentive - Section 153

HB93-ED01, Information/Education Programs

The purpose of this project was to provide technical coordination, consultation, and information and education materials on the correct use of seat belts, child car seats and motorcycle helmets. The services and resources were provided through existing occupant protection networks as well as to the general public. Project activities included:

- The production and distribution of brochures and other materials explaining Washington's motorcycle law and defining approved helmets.
- Seven Vince and Larry costumes were acquired in FY92 to be used by local law enforcement agencies and community traffic-safety task forces. They have become an integral part of the continuing effort to promote seat belt use in the State of Washington.
- The development and distribution of information/educational materials including fliers, posters and occupant protection promotional items.
- Coordination with the Washington State Patrol in the planning and production of public service announcements (PSA's) promoting compliance with Washington occupant protection laws.

HB93HB-ED02, Law Enforcement Youth Materials

The purpose of this project was to fund the update, production and distribution of occupation/educational materials for pre-school and elementary school age children. Project activities included 1,250 Early Childhood Education packets produced and 1,028 distributed. Along with the ECE packet, appropriate samples of other buckle up program materials were sent. A Spanish version of Precious Cargo was completed. They are being distributed on an ongoing basis.

HB93HB-ED03, Unrestrained Child Program (1-800)

During the first 9 months 2,279 calls have been received reporting unbuckled children. Each call is logged into a computer database along with the any comments made. A printed report of the vehicle licenses and description is given to WSP to run a registration on the vehicle. A letter is then sent to the registered owner with information on the need to use child restraints. In addition, 40,000 payroll stuffers and 21,000 "Children In Crashes" brochures were produced and distributed.

HB93HB-ED04, Law Enforcement Survivor Program

This year, 1,116 new members have joined the Saved By the Belt Club. Of these, approximately 60% came through the efforts of various law enforcement departments. A Saved By The Belt Club newsletter was created. Issues are mailed to club members, the Washington Association of Sheriffs and Police Chiefs, the Washington State Patrol, Washington Traffic Safety Commission staff, NHTSA's Region X, and local community task forces.

HB93HB-ED05 Buckle-Up Assistance

This project is to provide support for the Unrestrained Child program. This paid for overtime needed to process requests for hundreds of vehicle registrations.

HB93HB-MO01, Monitoring

The purpose of this task was to monitor expenditures of the 153 incentive grant funds and to conduct a state wide seat-belt and motorcycle-helmet observation survey. Project activities included:

- Hiring a .3 FTE fiscal support technician.
- Conducting a statewide observational survey. The survey reflected a 74.5% statewide usage rate.

HB93HB-TR01, Training and Coordination

The purpose of this task was to fund a coordinator/trainer to implement the 153 incentive grant programs. Project activities included:

- Program manager, Mike Cleland, continued to manage the 153 programs and to conduct additional training for Washington's WEAR-IT (Washington Enforcement And Restraint Inservice Training) program.
- Nearly 70 law enforcement officers were OPUE trained during the year. Including the WEAR-IT training given, the goal to train an additional 350 law enforcement officers was surpassed.
- Washington's WEAR-IT curriculum was reviewed and up-dated. Continued contacts were made with OPUE-trained instructors regarding conducting WEAR-IT classes at Criminal Justice Training Commission Satellite Training Centers. Project grant applications were developed and distributed to local law enforcement agencies. The program manager promoted the local enforcement grants at the spring conference of Washington Association of Sheriffs and Police Chiefs (WASPC).

HB93HB-EN01, Local Enforcement Occupant Protection Grants

The purpose of this task was to provide funds for small local law enforcement agencies (those with less than 25 officers) to promote occupant protection at the community level. Local projects were varied in scope and promoted a variety of activities including:

- Seat-belt enforcement emphasis patrols.
- Community-wide, seat-belt-use incentive programs in cooperation with local merchants.
- The incorporation of occupant protection messages into community policing activities.
- Seat belt and car seat presentations to identify target audiences by law enforcement officers and administrators.
- Promotion of the correct use of seat belts and child car seats and the compliance of Washington restraint laws through TV, radio PSA's and newspaper articles.
- The production and distribution of enforcement based occupant protection promotional materials personalized to specific communities.

HB93HB-EN02, State Match

The purpose of this task was to provide a matching fund base for substantive safety tasks submitted under the FY 1993 section 153 grant for the State of Washington. The Washington State Patrol, employing about 800 commissioned personnel in support of highway safety, continued to provide traffic law enforcement and support to the law enforcement community with the ultimate goal of reducing traffic accidents and related property damage, injuries and fatalities.

HB93HB-EN03, Clallam County Sheriff's Office et al

Clallam County Sheriff's Office consolidated their application with 6 other Clallam County law enforcement agencies. As a result of this consolidation, car dealers were brought into the program. There was more contact with officers and young people as well as more inservice training. The inter-departmental competition was expanded.

This is the second year of the program in Clallam County, and it is well received in the community. As a result, belt use is above 73% and expected to rise to over 75% by next year.

HB93HB-EN04, Grays Harbor County Sheriff's Office

The Sheriff's Office conducted a citizen awareness campaign promoting safety restraint usage. The primary thrust was directed to those attending the County Fair. The County

fair and local fire department health fair exhibits had a positive impact on those contacted. Approximately 30,000 people were contacted at the county fair and health fair.

HB93HB-EN05, Bremerton Police Department

Fourth, fifth and sixth grade students were contacted. Safety belt pens and posters distributed, and safety-belt-use surveys were conducted. Ten Bremerton schools were surveyed regarding their safety belt use. A total of 435 students were contacted and asked if they "always" wore their belt. Their responses indicated an 86% use rate.

HB93HB-EN06, Olympia Police Department

The City of Olympia is very active in traffic safety. During FY93 they wrote 725 seat belt tickets. In addition, they conducted 27 diversion programs, 12 high school programs and 11 senior driving programs. Trading cards with buckle up messages were distributed along with buckle-up key chains.

HB93HB-EN07, Thurston County Sheriff's Office

The Sheriff's Office purchased buckle-up key tags and distributed them through emphasis patrols. A total of 642 vehicles were surveyed, and 1,111 vehicles were contacted via the emphasis project. In addition to these emphasis patrols, educational materials and key tags were presented at Capital Mall during several community sponsored safety fairs. The program has been well accepted in the community.

HB93HB-EN08, Everett Police Department

The Everett police department conducted 54 traffic safety emphasis patrols. They also conducted 53 occupant-protection site audits. During this process, officers contacted citizens as they proceeded through a seat-belt check point. Verbal warnings were issued to citizens in non-compliance, and seat belt safety key fobs were presented to citizens and children in compliance. The P.D. also produced a tape of the Mayor and Chief of Police advising the importance of seat belt use. Contact has been made with 12,858 citizens using the roads in Everett. This has been a very successful program.

HB93HB-EN09, Yakima Police Department

The WEAR-IT Kids program was successful in its second year. Over 400 game cards were redeemed for kids meals. We had 15 restaurants participate this year. As a mid-program promotion, we took Vince & Larry, the Crash Dummies, to the restaurants to hand out balloons, pencils and stickers. This is the second year of the Police Departments program. The last 100-car surveys indicate a 72% usage rate.

HB93HB EN10, Bellevue Police Department

Bellevue has a very active traffic enforcement program. Their traffic officers conduct seat belt education classes as an alternative for violators to paying a fine. During each class, which runs two hours, attendees are instructed about the benefits of using seat belts and learn that seat belts can and do prevent injuries and save lives.

A major event in Bellevue was the Arts and Crafts Fair. The P.D. conducted a photo opportunity, with the photo placed in a card that reminded people to buckle up. There were 2200 photos taken of some 3000 people.

HB93HB-EN11, Spokane County Sheriff's Office

This project involved both education and enforcement. Straight time was paid to reserve deputies to work seat belt enforcement, and overtime was paid to regular deputies. Seat belt educational and promotional items were purchased. Some of the promotional materials will be used in FY94.

The only problem encountered was that the time frame was too short. This will not be the case in FY94 because the program will start at the beginning of the fiscal year.

HB93HB-EN12, Renton Police Department

A total of 32 hours was dedicated to occupant protection enforcement. Officers stopped vehicles for minor violations. There was special emphasis on citing all seat belt and child restraint violations. Officers made 213 stops and wrote 48 citations. Several training sessions were held for patrol officers, who were encouraged to write citations rather than give warnings. City employees also attending seat belt training sessions. Pamphlets were handed out at community functions. Seat-belt films were made available for check out by community groups.

HB93HB-EN13, Kent Police Department

In addition to the Police Department's ongoing enforcement activities, grant funds were used for education. They operated a booth at the Doubletree Inn, a Trade Exchange meeting, a Safety Fair, and the Children's World Learning Center. At these events various seat belt materials were passed out.

HB93HB-EN14, Port of Seattle Police Department

The police department developed a seat belt promotion entitled, "Earn Your Wings, Wear-It". This educational brochure campaign was a major success. Passengers enjoyed the brochure which pictured a pilot in the cockpit of an aircraft and the same pilot in a

vehicle. Both photos show the pilot holding a seat belt captioned "In the cockpit and in the driver's seat". Attached to the brochure was a set of gold wings with the seat belt symbol in the middle.

HB93HB-EN15, Clark County Sheriff's Office

1993 was the rookie year for the Sheriff's Office. Although the original plan for implementation was changed due to support staff being eliminated, many good things were accomplished. All road Deputies attended a three hour Wear-It class. They set up a child restraint seat loaner program as well as for use by the county on official business. Promotional items were purchased and are being used throughout the county to promote seat belt use. Belt use in Clark county increased about 3%.

HB93HB-EN16, Washington State Patrol Parks Program

This program was a short-term grant where State Troopers presented traffic safety programs and issues to State Park visitors in a relaxed outdoor atmosphere. This was accomplished at six selected State Parks over an 11 week period where one presentation was given per week. The 6 parks were: Deception Pass, Yakima Sportsman, Sun Lakes, Sea-Tac Dash Point, Birch Bay and Riverside State Park. A total of 2599 park visitors attended the programs.

HB93HB-EN17, Tukwila Police Department

The Tukwila Police Department used their grant on overtime for seat belt enforcement. They were successful in heightening awareness of their community in seat belt awareness. This was successful not only with direct officer contacts but indirectly on passing vehicles. There were hundreds of people putting on their safety belts when observing police officers working the emphasis patrols. Their 100 car surveys show an average use rate of 76.6%.

HB93HB-EN18, Washington State Patrol Vehicle Inspection (VIN) Project

The Washington State Patrol used these grant funds to purchase seat belt, child passenger seat and motorcycle information to all vehicles inspected prior to being licensed in Washington. This is an excellent opportunity to educate out of state drivers in the importance of seat belt use as well as Washington laws dealing with occupant protection.

HB93HB-EN19, Poulsbo Police Department

The Junior Police Academy with its attendant safety belt education was conducted at six sperate locations during the week of July 12th through July 16, 1993. A total of 577 Kitsap County children between the ages of 8 & 13 attended the Academy and learned about traffic safety in general and safety belt use specifically. In addition the participants

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actually went out and conducted safety belt surveys in their respective communities. The communities involved were the Kitsap Co. Sheriff's Office, Bremerton P.D., Bangor Sub Base, Port Orchard P.D., Bainbridge Island P.D., and Poulsbo P.D. The average belt use of all the communities was 74.5%.

HB93HB-EN20, Washington State Patrol Field Operations Bureau

Statewide, district troopers gave 45 safety talks that included emphasis on seat belt safety. They also staffed booths at 11 county fairs including the Puyallup. At these functions they distributed educational materials, posters, informational brochures, pencils, and other handouts encouraging the use of seat belts. Troopers contacted a total of 887,916 people at the fair locations. At the Puyallup fair, 77% of the people entering were wearing their seat belt. 86% had their seat belt on when they left. At the Yakima fair, 54% of the people entering were wearing and upon leaving, 60% had their belts on. An additional 200 troopers received WEAR-IT training.

HB93HB-EN21, Washington State Patrol Enforcement Emphasis

This enforcement program was directed at increasing the use of occupant protection in eight counties in the state. The targeted counties were Clallam, Clark, Pierce, Grant, Kittitas, Stevens, Walla Walla and Yakima. The enforcement effort covered the month of September. The average use rate pre enforcement (100 car survey) emphasis was 73.5. The post use rate (100 car survey) average was 78.1. Along with the enforcement component 30 traffic officers were WEAR-IT trained.

HB93HB-EN22, Kirkland Police Department

As several other local law enforcement jurisdictions have done, Kirkland developed a trading card promoting seat belt usage. They also have used "Pogs" to deliver the seat belt message. This educational process is in addition to their enforcement activities.

HB93HB-EN23, Moses Lake Police Department

The major objective of this program is to increase the number of seat belt and child car seat full time users. Parents and pre-school through grade 3 children were instructed through a formal educational program in the importance of the use of seat belts.

Section Two

Fiscal Summary



WASHINGTON STATE TRAFFIC SAFETY COMMISSION
Supporting Detail of Costs
for Federal 402

State: *Washington*

DATE: 9/30/93

Spreadsheet: *Summary*

PSP Num	Task Description	Total Costs	State Costs	Local Costs	Current FY	Carry Over	402 Funds	Federal to Local
PLAN & ADMIN:								
PA93A1- PA1	Plan & Adm-NHTSA	407,273	213,000		194,273		194,273	36,000
FPA93N1- PA2	Plan & Adm-FHWA	34,000	17,000		17,000		17,000	3,000
TOTALS								
FPA93N1- PA		34,000	17,000	0	17,000	0	17,000	3,000
PA93A1- PA		407,273	213,000	0	194,273	0	194,273	36,000
Total:	PSP PA	441,273	230,000	0	211,273	0	211,273	39,000
TECHNICAL COORD:								
TQ93E4- TC1	Tech Coord	219,433			219,433		219,433	116,487
TQ93J1- TC2	Tech Coord	231,387			231,387		231,387	110,865
TQ93L1- TC3	Tech Coord	116,168			116,168		116,168	89,462
TQ93R1- TC4	Tech Coord	38,528			38,528		38,528	30,186
FTQ93N1- TC5	Tech Coord	18,317				18,317	18,317	18,317
TOTALS								
FTQ93N1- TC		18,317	0	0	0	18,317	18,317	18,317
TQ93R1- TC		38,528	0	0	38,528	0	38,528	30,186
TQ93J1- TC		231,387	0	0	231,387	0	231,387	110,865
TQ93L1- TC		116,168	0	0	116,168	0	116,168	89,462
TQ93E4- TC		219,433	0	0	219,433	0	219,433	116,487
Total:	PSP TC	623,833	0	0	605,516	18,317	623,833	365,317
COMMUNITY PROGRAMS:								
AL93J1- CP1	Walls Walls T F	763,002	450,000	300,000	13,002		13,002	13,000
AL93J1- CP2	Gruys Harbor T F	38,995			24,109	14,886	38,995	38,995
AL93J1- CP3	Alcoh Supp	25,296			15,296	10,000	25,296	25,296
DE93E4- CP4	Belt Supp	19,705			19,705		19,705	19,705
AL93J1- CP5	Const Supp	15,742			0	15,742	15,742	15,742
DE93E4- CP6	Senior Dr	33,153				33,153	33,153	33,153
DE93E4- CP7	Child Pass Saf	60,686				60,686	60,686	60,686
PS93PS- CP8	Ped Safety	12,031			12,031		12,031	12,031
PT93R1- CP9	Corridor Safety	17,329				17,329	17,329	17,329
PS93PS- CP10	Ped Safety Plan	11,091				11,091	11,091	11,091
TOTALS								
PT93R1- CP		17,329	0	0	0	17,329	17,329	17,329
PS93PS- CP		23,122	0	0	12,031	11,091	23,122	12,031
DE93E4- CP		113,544	0	0	19,705	93,839	113,544	113,544
AL93J1- CP		843,035	450,000	300,000	52,407	40,628	93,035	93,033
Total:	PSP CP	997,030	450,000	300,000	84,143	162,887	247,838	235,931
INFORMATION/EDUCATION:								
AL93J1- IE1	Public Info	40,929			40,929		40,929	30,000
DE93E4- IE2	Occup Prot	71,835			71,835		71,835	71,835
AL93J1- IE3	Youth Prog	65,245			30,245	35,000	65,245	65,245
DE93E4- IE4	NETS	12,313				12,313	12,313	12,313
PS93PS- IE5	Bicycle Helm	22,585				22,585	22,585	22,585
PS93PS- IE6	Helmet Club	6,089				6,089	6,089	6,089
TOTALS								
PS93PS- IE		28,674	0	0	0	28,674	28,674	28,674
DE93E4- IE		84,148	0	0	71,835	12,313	84,148	84,148
AL93J1- IE		106,174	0	0	71,174	35,000	106,174	95,245
Total:	PSP IE	218,996	0	0	143,009	75,987	218,996	208,067
POLICE TRAFFIC:								
PT93E4- PT1	Wear-it Prog	53,622			28,622	25,000	53,622	53,622
PT93J1- PT2	P B T	34,654			34,654		34,654	34,654
PT93R1- PT3	Enforc Enhanc	336,001			267,343	68,658	336,001	336,001
PT93E4- PT4	Fatal Team	3,988			3,988		3,988	3,988
PT93R1- PT5	Drug Involment	13,695				13,695	13,695	13,695
PT93R1- PT6	Collis Invest trng	3,769				3,769	3,769	3,769
PT93R1- PT7	State Match	1,000,000	1,000,000					
TOTALS								
PT93R1- PT		1,353,465	1,000,000	0	267,343	86,122	353,465	0

WASHINGTON STATE TRAFFIC SAFETY COMMISSION
Supporting Detail of Costs
for Federal 402

State: *Washington*

DATE: 9/30/93

Spreadsheet: *Summary*

PSP Num	Task Description	Total Costs	State Costs	Local Costs	Current FY	Carry Over	402 Funds	Federal to Local
PT93J1- PT		34,654	0	0	34,654	0	34,654	34,654
PT93E4- PT		57,610	0	0	32,610	25,000	57,610	53,522
Total:	PSP PT	1,445,729	1,000,000	0	334,607	111,122	445,729	88,276
TRAFFIC RECORDS:								
TR93E4- TR1	Research & Eval	23,899			23,899		23,899	15,000
TR93L1- TR2	Saf Inven Alys	2,838			2,838		2,838	10,900
TR93L1- TR3	Traffic Records	305,032			225,525	79,507	305,032	108,000
TR93L1- TR4	Dr Rec - DOL	15,702				15,702	15,702	
TOTALS								
TR93L1- TR		323,572	0	0	228,363	95,209	323,572	118,000
TR93E4- TR		23,899	0	0	23,899	0	23,899	15,000
Total:	PSP TR	347,471	0	0	252,262	95,209	347,471	133,000
EMERGENCY SERVICES:								
EM93M1- EM1	Emerg Serv							
TOTALS								
EM93M1- EM		0	0	0	0	0	0	0
Total:	PSP EM	0	0	0	0	0	0	0
TRAFFIC ENGINEERING:								
FTE93N1- HD1	Hazard Elmin	36,459			25,776	10,683	36,459	29,000
FTE93N1- HD2	Engineer Serv	57,398			8,662	48,736	57,398	57,398
TOTALS								
FTE93N1- HD		93,857	0	0	34,438	59,419	93,857	86,398
Total:	PSP HD	93,857	0	0	34,438	59,419	93,857	86,398
Total:	NHTSA	4,022,015	1,663,000	300,000	1,613,810	445,205	2,059,015	1,048,274
Total:	FHWA	146,174	17,000	0	51,438	77,736	129,174	107,715
Total:	PROGRAM	4,168,189	1,680,000	300,000	1,665,248	522,941	2,188,189	1,155,989

WASHINGTON STATE TRAFFIC SAFETY COMMISSION
Supporting Detail of Costs
for Federal 408

State: *Washington*

DATE: 9/30/93

Spreadsheet: *Summary*

PSP Num	Task Description	Total Costs	State Costs	Local Costs	Current FY	Carry Over	408 Funds	Federal to Local
408 PROGRAM								
1692J6- 161A	408 PROG COOR	60,747			60,747	0	60,747	
1692J6- 162B	DATA EVAL	30,822			30,822		30,822	
1692J6- 163C	PUBL INFO/ED	29,255			0	29,255	29,255	
1692J6- 164D	LAW/JUSTICE	38,948			38,948		38,948	
1692J6- 165E	YOUTH PROG	29,352			16,607	12,745	29,352	
1692J6- 166F	DWI CIT TRKG	19,859			19,859		19,859	
1692J6- 167G	DWI PROS /INCAR	122,569			18,766	103,803	122,569	
1692J6- 168H	ALT JAIL FACIL	72,233			72,233		72,233	
1692J6- 169I	P B TS	9,948			9,948		9,948	
1692J6- 1610J	FATAL TEAM	7,716			7,716		7,716	
1692J6- 1611K	ANDERSON VAN				0			
1692J6- 1612L	CORRIDORS	7,160			7,160		7,160	
1692J6- 1613M	TOPS MTCE				0			
1692J6- 1614N	SOBER RDWYS	14,445			7,645	6,800	14,445	
1692J6- 1615O	GREENRY PRJ				0			
1692J6- 1616P	STATE MATCH	2,137,164	2,137,164					
TOTALS								
	1692J6- J6	2,580,218	2,137,164	0	290,451	152,603	443,054	0
Total:	PSP J6	2,580,218	2,137,164	0	290,451	152,603	443,054	0
Total:	NHTSA	2,580,218	2,137,164	0	290,451	152,603	443,054	0
Total:	FHWA	0	0	0	0	0	0	0
Total:	PROGRAM	2,580,218	2,137,164	0	290,451	152,603	443,054	0

WASHINGTON STATE TRAFFIC SAFETY COMMISSION
Supporting Detail of Costs
for Federal 153

State: *Washington*

DATE: 9/30/93

Spreadsheet: *Summary*

PSP Num	Task Description	Total Costs	State Costs	Local Costs	Current FY	Carry Over	IS3 Funds	Federal to Local
MONITORING								
HB93HB- MO01	MONITORING	30,695	0	0	0	30,695	30,695	0
TOTALS								
HB93HB- MO		30,695	0	0	0	30,695	30,695	0
Total:	PSP MO	30,695	0	0	0	30,695	30,695	0
ENFORCEMENT								
HB93HB- EN01	Enforcement	65,089			65,089	0	65,089	
HB93HB- EN02	State Match	777,207	777,207		0	0		
HB93HB- EN03	Clallam	11,109				11,109	11,109	
HB93HB- EN04	Grays Harbor	5,124				5,124	5,124	
HB93HB- EN05	Bremerton	4,979				4,979	4,979	
HB93HB- EN06	Olympia	4,683				4,683	4,683	
HB93HB- EN07	Thurston	5,000				5,000	5,000	
HB93HB- EN08	Everett	10,065				3,790	3,790	
HB93HB- EN09	Yakima	3,790				9,423	9,423	
HB93HB- EN10	Bellevue	9,423				9,960	9,960	
HB93HB- EN11	Spokane County	9,960				3,969	3,969	
HB93HB- EN12	Renton	3,969				4,999	4,999	
HB93HB- EN13	Kent	4,999				5,000	5,000	
HB93HB- EN14	Port of Seattle	5,000				3,490	3,490	
HB93HB- EN15	Clark	3,490				9,265	9,265	
HB93HB- EN16	WSP	9,265				4,908	4,908	
HB93HB- EN17	Tukwila	4,908				10,000	10,000	
HB93HB- EN18	WSP	10,000				11,528	11,528	
HB93HB- EN19	Poulsbo	11,528				15,242	52,255	
HB93HB- EN20	WSP	52,255			15,242	37,013	33,289	
HB93HB- EN21	WSP	33,289			33,289		4,874	
HB93HB- EN22	Kirkland	4,874			4,874		11,596	
HB93HB- EN23	Moses Lake	11,596			11,596		0	
HB93HB- EN24	Spokane City				0			
TOTALS								
HB93HB- EN		1,061,602	777,207	0	130,090	154,305	284,395	0
Total:	PSP EN	1,061,602	777,207	0	130,090	154,305	284,395	0
TRAINING								
HB93HB- TR01	Training	88,655			65,655	23,000	88,655	
TOTALS								
HB93HB- TR		88,655	0	0	65,655	23,000	88,655	0
Total:	PSP TR	88,655	0	0	65,655	23,000	88,655	0
EDUCATION								
HB93HB ED01	Education	27,784			27,784		27,784	
HB93HB ED02	Youth Ed	28,785				28,785	28,785	
HB93HB ED03	1-800 Prog	27,987				27,987	27,987	
HB93HB ED04	LE Survivor	26,172				26,172	26,172	
HB93HB ED05	Buckleup Assist	1,019				1,019	1,019	
TOTALS								
HB93HB ED		111,747	0	0	27,784	83,963	111,747	0
Total:	PSP ED	111,747	0	0	27,784	83,963	111,747	0
Total:	NHTSA	1,292,699	777,207	0	223,529	291,963	515,492	0
Total:	FHWA	0	0	0	0	0	0	0
Total:	PROGRAM	1,292,699	777,207	0	223,529	291,963	515,492	0