

Highway Safety Plan
Annual Report

Fiscal Year 1990

Washington Traffic Safety Commission



INTRODUCTION

The Highway Safety Plan Annual Report for Fiscal Year 1990 summarizes highway safety accomplishments in the State of Washington during Federal Fiscal Year (FY) 1990. The purpose of the report is to provide information to the staff and management of the Traffic Safety Commission, concerned federal and state officials, and the public at large.

The report includes a description of activities undertaken pursuant to the Washington Traffic Safety Commission's FY 1990 Highway Safety Plan and the 1989 408 Alcohol Traffic Safety Plan. In addition, the report presents a comparison of actual expenditures with those set forth in the Highway Safety Plan.

Section I includes a Statewide Overview of accomplishments, followed by program descriptions grouped within their respective program areas, the 1989 408 Plan Summary, and an Administrative Summary. Section II sets forth the fiscal report for FY 1990.

S E C T I O N I

STATEWIDE OVERVIEW
402 & 408 PROGRAM SUMMARIES
ADMINISTRATIVE SUMMARY

STATEWIDE OVERVIEW

Washington State's FY 1990 Highway Safety Plan implemented programs encompassing the seven national priority areas designated by the federal government as the most effective in reducing the frequencies of highway collisions, nonfatal injuries and deaths. The seven priority areas are Alcohol and Other Drug Countermeasures, Occupant Protection, Police Traffic Services, Emergency Medical Services, Traffic Records, Motorcycle Safety, and Roadway Safety.

Washington State's motor vehicle death rate per 100 million vehicle miles of travel for 1990 was 1.83, nearly equalling the all-time low of 1.80 set in 1989. Alcohol-related collisions during the first 9 months of 1990 decreased 0.9% from the same time period in 1989, and the ratio of drinking drivers to total drivers involved was 11.1 for every 100 drivers in 1990, a slight decrease from 1989.

The number of drivers involved in DWI fatal crashes during the first nine months of 1990 was 257, up from 226 during same time period the previous year. The 1990 ratio of 32.6 DWI drivers per every 100 drivers involved in fatal crashes for the first nine months were up 2.8% from the 31.7 ratio of the previous year, but down 14.4% from the first nine months of 1980 when the ratio was as high as 38.1.

Alcohol-related collisions of 16-20 year old drivers has decreased over the past three years. In 1987, teenage drivers were involved in 16.9% of alcohol-related collisions compared to 14.5% in 1989.

PLANNING & ADMINISTRATION

The Washington Traffic Safety Commission is the agency in the State of Washington that has the responsibility of coordinating the state's highway safety programs. This is accomplished through a solid planning effort on the part of the management organization team.

This project provided financial support (salaries, travel, etc.) 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. Specifically, the Director personally sponsored a youth (SAFTYE) conference in March, actively participated in Lifesavers, campaigned for and was elected Vice-Chair of NAGHSR in September. In addition to daily management of the HSP, the deputy director made several presentations at state and national traffic safety conferences. Both Director and Deputy were instrumental in passing a law requiring all motorcyclists to wear a helmet when riding in Washington State.

TECHNICAL COORDINATION & SUPPORT

The purpose of this project was to provide technical coordination and support resources to the Washington Traffic Safety Commission with which to develop and execute Washington's highway safety program for the Federal FY 1990.

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

Technical Coordination/Support-Safety Belts.
" " " -Alcohol
" " " -Traffic Records
" " " -Police Traffic Svcs
" " " -Traffic Engineering

As planned, personnel were designated to work within the above listed five program areas to provide management and support services to the Washington Traffic Safety Commission's FY 1990 Plan. An analysis of costs are as follows:

	<u>Planned Costs</u>
Salaries/Wages	\$336,000
Employee Benefits	82,000
Travel	24,500
Contractual Services	0
Equipment	0
Goods and Services	28,500
Indirect Costs	<u>124,000</u>

Total Costs: \$595,000 Actual Costs: \$596,595

Variance between the planned and actual expenses was \$1,596 (+0.3%.) Accomplishments in meeting each traffic safety program area are reported separately and will be found in the respective project final reports to the NHTSA and FHWA.

The FY 1990 Highway Safety Plan was successfully executed by the WTSC staff working with a high degree of cooperative teamwork under the program management structure developed in FY 1990. This project provided a more simplified budgeting and accounting method than the previous method of including project management expenses within each project. This process gives management more direct control than previously, and actually facilitated the exploitation of other problem areas such as motorcycle, pedestrian and bicycle safety. We were able to organize support groups and pass a motorcycle helmet use law in 1990 and make inroads into the pedestrian problems through our staffing of a legislative committee that will make recommendations to the 1991 Legislature to initiate improvements to our pupil transportation and school-age pedestrian programs.

COMPREHENSIVE COMMUNITY TRAFFIC SAFETY PROGRAMS

Expansion of CCTSPs

A new coordinator has been on board the Bremerton/Kitsap County Traffic Safety Task Force since May 15, 1990, the organizational problems have been resolved. Program activities are progressing, although on a delayed basis from what was initially anticipated in December 1989.

Alcohol Support

The Washington Traffic Safety Commission has continued to assume the responsibility for coordinating a statewide drinking driver countermeasure program. To fulfill this objective, the Commission staff maintains contact with public officials, volunteer groups, professional organizations, and business and industry while offering assistance in developing and implementing anti-drinking driver and safety restraint activities.

This project provided financial support for the seventeen community task force programs including professionals and volunteers. Sixteen of these programs were state funded as of July 1, 1989 and one was federally funded as of December 1, 1989. Program materials were purchased and distributed at various community functions and training meetings were supported.

Statistics indicate that program progress continues to be made within the areas represented by the seventeen task forces. The number of alcohol involved collisions in 17 Task Force areas decreased from 11,595 in the October '88 through June '89 period to 10,494 in the October 89 through June 90 period. This is a decrease of 1,101, or 9.5%, while the miles driven (statewide average) increased 6.3% during the same time period.

DWI Victims Panel

In a limited time, positive progress has been made in establishing the panel operation for the Clallam County DWI Victims Panel.

SAFETY INFORMATION & EDUCATION

Safety Belt Program Support

This task reflects the seventh year of activity through local

community safety belt task forces. At the close of the project year, there were a total of 27 community task forces and 6 additional community groups participating in local community level occupant protection promotion activities. The task forces were responsible for implementing a variety of programs at the local level, including local activities during "Child Passenger Safety Awareness Week", "All American Buckle Up Week", "Traffic Safety Awareness Week", "3-D Week", and other safety awareness emphasis periods.

Major activities included the awarding of twelve local activity reimbursement projects, a statewide training workshop, and the development of materials for distribution at the local level. An emphasis was placed on child safety seat inspector training and the correct use of infant/child safety seats; seat belt law and other law enforcement issues; high risk drivers; new vehicle technology; and the expansion of knowledge, programs and materials addressing "multi-issue" traffic safety programs. Also, the 1990 Seat Belt Conference was held in August at Yakima's Holiday Inn.

Local Training and Education

The Washington Traffic Safety Commission is the agency in the State of Washington that has the responsibility for coordinating the state's highway safety programs. A critical element in accomplishing this objective is the exchange of information among many different types of organizations and a broad cross section of people. This exchange of ideas and networking is essential if we are to succeed.

Among other things, this project has provided funds to put on numerous regional traffic safety rep conferences; send community traffic safety advocates to national LIFESAVERS and CARE conferences; bring DWI task force coordinators and project directors together for meetings; design and produce premium items in support of our awards luncheon, WSSAC, and SAFTYE; and set up a booth at the state food dealer's convention.

Vehicle Dealership Training

This project was written to develop and implement a vehicle dealership sales, parts and service staff training program. The project contracted with Flanagan Enterprises who did successfully develop a variety of occupant protection informational/educational materials for both dealership staff and for use with the car-buying public. Trainings were held in over forty-five dealerships - almost twice the originally proposed number of twenty-five. Presentations were also done at regional and state conventions.

The initial reluctance of involvement by dealerships was diminished as the project grew and was "talked about" within the dealership networks. It appears important that contact continue with the dealership networks and efforts to do so will certainly be pursued in future projects.

High Risk Drivers Curriculum

This task reflects the identification of a high risk driver population numbering approximately 25,000 person annually which is

served by DOL through Driver Awareness Classes. A multi-issue brochure was developed for distribution at the approximately 1,500 classes conducted at 30 locations throughout the state.

Senior Driver Program

This program suffered from the loss of the Program Manager. However, a new Program Manager was hired and the decision to hire a full-time program coordinator was made. Therefore, there is every reason to believe that all aspects of this program will be revived.

SAFETY INFORMATION AND EDUCATION

Public Affairs

The Governor's Awards For Responsible Sales and Service program was established in January to recognize liquor serving establishments having programs which discourage alcohol abuse. WTSC funded and coordinated the printing of application forms and certificates to be awarded. WTSC fills out certificates and issues press releases for each certificate recipient at the end of each quarter. The program has been promoted in The Liquor Reporter and other trade publications. Over three hundred applications have been received and processed in the first two quarters of the program. Certificates are awarded to every applicant. Committee members will select finalists for special recognition at year's end.

The 1989 annual Excellence in Traffic Safety Awards ceremony was held December 8 during a luncheon at Tacoma's Sheraton Hotel. Eighteen awards were handed out

Work completed by DOL and WTSC on the MIP law brochure and 100,000 were delivered to the Commission near the end of September. Copy was prepared for a brochure describing this state's DWI prevention programs. The Offenders brochure was updated with a new design, and 50,000 new copies arrived in May.

The Holiday Campaign party guides were again a hit this year: 215,000 were printed and distributed. One new outlet, the QFC stores, was set up by the Eastside Task Force, and the standard outlets of liquor stores and licensing examining offices were also used.

A plan was developed with Yakima Spanish Radio Station KDNA for a series of Spanish language radio broadcasts including psas, interviews and news capsules. A series of designated driver posters along with their Spanish translation were reordered.

A public affairs strategic planning process resulted in the agency identifying key target audiences, a mission statement, key themes and messages and public affairs goals and objectives.

Occupant Protection

The purpose of this task was to increase the use of safety belts and child car seats and to develop, produce and provide programs and materials to identified occupant protection networks. During this project year, materials were developed, acquired, produced

and distributed to identified targeted audiences from prenatal groups through school-age children to young adults to senior citizens to the general public at large.

The Commission also participated in two major national awareness weeks - National Child Passenger Safety Awareness Week in February and BUCKLE UP AMERICA Week in May. Additional special promotions were held during the Holiday Season. The Commission personalized a Washington State version of the National 70% Plus Campaign and developed a variety of programs designed to promote the national goal of reaching 70% belt use by 1992. The Commission participated in a series of statewide conference and workshops, attended and participated in several national workshops and a variety of local community and specific target audience workshops and conferences.

Following is greater detail on Occupant Protection projects:

The Child Safety Restraint Bounty Program, or "Bounty" program, began February 12 as part of National Child Passenger Safety Awareness Week. WTSC, the Department of Health, and the Safety Restraint Coalition coordinated the effort to collect potentially unsafe car seats by offering a \$5 reward to the first 500 people turning one in to a collection point. According to the Safety Restraint Coalition, 337 seats were turned in by the program's end date of March 29. During Buckle Up America Week in May, a small mountain of seats were crushed by a giant bulldozer at NC Machinery in Tukwila. The event attracted all four TV stations, the Seattle PI and several radio stations.

In September a plan was developed for the 70 percent seat belt use by 1992 campaign, or "70 by '92." Plans call for an official kickoff this fall. The plan outlines the five key steps the Commission will take to meet its goals: law enforcement, child passenger safety, saved by the belt, teens and young adults, and workplace.

The purpose of the Child Passenger Safety Project was to develop and implement a statewide program emphasizing child passenger safety awareness programs. The major objective of this project was to address the correct use of infant and child car seats. Major objectives of this project were to implement a series of car seat inspection programs in local communities throughout the state and to train local health and safety professionals and volunteer child passenger safety advocates in the identification of misuse of car seats and the provision of child passenger safety education programs. A total of 17 training workshops were held (two more than required by the contract); 216 persons were trained (66 more than required); 13 communities conducted inspections; and 7 communities established ongoing inspection programs.

For that same project, The Car Seat Instructors' Manual was produced and distributed to all participating community agencies and advocates. Additional informational, educational and promotional materials were developed, acquired, produced and distributed. These items included the PROTECT YOUR DREAMS Newsletter, Recall/Defect Lists, Car Seat Loaner Program Lists, Shopping Guides, informational handouts on misuse, using second hand car seats, and a variety of other child passenger safety issues.

The Child Restraints project served to pay for partial expense of the production of child safety seat Shopping Guides which were used in the above-mentioned Child Passenger Safety project.

The Passenger Safety project served to pay for partial expense of the production of the following materials for youth and child passenger safety advocates: Child Car seat shopping guide brochures, Child Car Seat Check-Up brochures, locking clips, Alf posters, Reflex posters and bookmarks, artwork for the BUCKLE UP Growth Charts, and Vince & Larry hand puppets.

Youth Involvement

The number of SAFTYE Clubs/Links increased from 180 in October, 1989, to 195 in October, 1990. This is a dramatic increase from 32 Clubs/Links in October 1985. Also, a total of 30 schools were visited. During the fall, eleven regional meetings were held, with 400 students, advisors and community people attending. The meetings discussed project ideas, the SAFTYE Conference, and Spring for Youth Week.

Washington Teen Institute summer camp was held. Also, WTSC staff assisted with the Conference for the Washington Peer Helpers Association. Staff participated in youth recognition rally in Spring, 1990 for all students involved with prevention.

The WTSC Youth Program Manager was appointed by the Director to serve as the Project Director for the National Highway Safety Youth Coordinators' Network, funded by NHTSA through NAGHSR.

The WTSC signed an inter-agency agreement with the Division of Alcohol and Substance Abuse to develop the youth component of the Community Youth Activity Program (CYAP). A project coordinator was hired and will be developing youth programs to work in conjunction with SAFTYE.

Traffic Safety Awareness Week - "Spring for Youth" Week was held. Also, the SAFTYE Conference was held, attended by nearly 600 students and advisors representing 75 high schools. The SAFTYEBreak newsletter has been incorporated into the Commission's Centerline, and is now a monthly publication. The Road To Winning Project is also ongoing.

Progress on the young male three campaign completed its first year with very positive results. Staff began working on 1991's Runaway from Drugs (April 14-20). WTSC and DSHS staff will act as state contacts for this event.

The Operation Lifesaver OSSOM/SAFTYE Express, a two-day train ride from Seattle to Eugene, generated positive publicity for the youth organizations of Washington and Oregon. Documented broadcast contacts include: KIRO radio (continuous reports all week), KIRO TV, KSTW TV, KOMO TV, KOMO Radio, Channel 31 in Olympia, KRPM Radio, KZOK Radio, Evergreen Radio Network (includes about a dozen radio stations statewide), KQEU Radio, KPLU Radio, KELA Radio, KMNT Radio, KITI Radio, KTAC Radio and KUOW Radio.

Summary of Youth Involvement Project Highlights:

- * 195 SAFTYE Clubs/Links within the state.
- * 30 School visits
- * 11 Regional Meetings/400 people in attendance.
- * Conducted 10 workshops at national/state/community conferences.
- * Oregon/Washington activity, Operation Lifesaver
- * SAFTYE Conference/600 people attended

Safety Belt Workplace Program

The purpose of this task was to increase the use of seat belts by adults through workplace programs. An emphasis of this task was to reach semiskilled and unskilled workers. The task was implemented by the Washington Safety Restraint Coalition under contract to the Commission.

Major accomplishments of this task included implementing twenty-two individually developed, company-personalized worksite occupant protection programs. Each company involved in the project was assisted with an education/information program for employees, which included information about the risks of being involved in a crash; the protection afforded by seat belts, child restraints and automatic restraints; the financial and human resources savings to the company; and the benefits of having a mandatory seat belt use policy.

In the nine months of the project, over 22,000 employees were reached with occupant protection information. 11,000 of these employees were identified as semiskilled/unskilled workers. Additionally, more than a dozen companies initiated involvement in the National 70%-Plus Campaign and three completed activities qualifying for recognition in this program.

TRAFFIC RECORDS, ANALYSIS & EVALUATION

Comprehensive Computerized Safety Recordkeeping System (CCSRS)

The purpose of this project was to continue the development of the Comprehensive Computerized Safety Recordkeeping System (CCSRS) project, which is conceptually within the Traffic Records Data Center (TRDC), and move it into phase III, that of actual operation. The TRDC activities for this period were to: 1) supply merged data and custom data sets to users; 2) provide a custom select, import and link program for each contributor file; 3) write user programs; 4) provide information and analysis services; and, 5) insure that hardware and software meet the unique requirements of TRDC.

The project activities included: 1) negotiate data base agreements with the operational organizations; 2) develop policies and procedures; 3) develop and implement the data security program; 4) distribute BAC DataMaster information to law enforcement agencies and prosecutors; 5) provide collision information to local engineers; 6) increase on-line data storage capacity; and, 7) engage a traffic records coordinator position, a queries/resource specialist and a research analyst.

The project was budgeted for \$159,500, and all funds were spent. The Washington Traffic Safety Commission has budgeted \$206,000 state funds to supplement project funding through the next

biennium.

In addition to the operation of the TRDC, this project also funded a national consulting firm to brief Washington state officials on a citation and adjudication tracking system. A personal services contract was also let for data analysis services during the period January 1, 1990 through September 30, 1990.

The following reports (attached) are products of this project:

TRDC, Report on the CCSRS Project.

TRDC, Guide to Services.

TRDC, A Tool for Problem Identification, Countermeasure Development and Program Evaluation.

Data Analysis and Evaluation

The CCTSP Case Study project contracted with Washington State University to conduct a study of this state's DWI Task Force programs. The researchers examined all of Washington's Comprehensive Community Traffic Safety Programs (DWI Task Forces) to identify specific features of individual programs that might account for their success in reducing traffic collisions.

The major findings of the study were that each task force has achieved an effective "fit" with their local communities in promoting traffic safety and "that there may be no single ingredient or simple model that illustrates what all DWI task forces should do in the delivery of services and coordination of program activities." The report documents that there is a "unique mix of local talent to solve local traffic safety needs" that is necessary for an effective community traffic safety program.

Safety Program Information System (SPMIS)

The Washington Traffic Safety Commission's Safety Program Management Information System (SPMIS), in response to the changing needs of the agency, continues to concentrate solely on enhancing the WTSC's capability to aggregate, organize and systematize data required to identify traffic safety problem areas and to develop, monitor and evaluate subsequent countermeasure programs.

POLICE TRAFFIC SERVICES

National Speed Limit Enforcement

The purpose behind this program is to advance the enforcement of the 55 and 65 MPH speed limits on State Highways. The goals of the project were realized and enforcement efforts significant. Materials needed to continue the project were purchased and the six troopers, sergeant, and aircraft were effectively utilized. A 51.8% compliance rate was noted for the fiscal year. The public information program was positively received.

The Youth Multi-Image Program

This program assisted the Washington State Patrol in presenting a multi-image program to the state school system and other organizations. "Friday Night Live" was shown in 74 schools to 45,755 students, and 30 programs to 14,825 attendees. "Soul Survivor" was shown to one school with 250 students.

Mandatory Use Law (MUL) Enforcement and Training

This project was written to produce and distribute MUL-related materials through law enforcement agencies and community task forces; establish a statewide law enforcement occupant protection advisory committee; assist in the development and implementation of a pilot "Education in lieu of fines" program; and provide occupant protection training to a minimum of fifty law enforcement officers.

Brochures, flyers, posters, and other occupant protection materials were produced and distributed. A statewide committee, Occupant Protection Law Enforcement Advisory Committee (OPLEAC) was established and held its first meeting in August of this year. The Bellevue Police Department did establish and implement a pilot "Education in Lieu of Fines" program. More than thirty officers attended local child passenger safety education workshops; an additional eighty-plus officers attended the Annual Seat Belt Workshop; and three officer participated in national workshops and conferences, including the National Occupant Protection Workshop, National LIFESAVERS Conference, and National Police Summit.

Fatal Collision Review Team

The Fatal Team has completed its analysis of cases for the years 1987 - 1989, having analyzed nearly 400 fatal collisions. The team will soon complete all work necessary to begin entering the data into the computer. Team membership has been clearly defined, and the team will continue to progress into new areas. The previous Program Manager left the agency and was replaced by a team member. A target date for completion of the final report documenting the findings of the team is set for March, 1991.

The team met once per month, except for a two-month hiatus while the replacement was sought. Members continued to do case analysis on their own time, using computer materials supplied by the Commission. The team's efforts are beginning to achieve serious exposure, leading to a demand for the final report. The Program Manager has been approached about setting up similar teams in other states.

Citation Management System

The purpose of this project was to determine if a statewide traffic citation management system is feasible for the state of Washington. The Washington Traffic Safety Commission contracted with a consulting firm through competitive bid to conduct the feasibility study as step 1 of a system development process. The consultant found a statewide Citation Management System (CMS) is feasible and could be accomplished when the decision is made to do so. The report provides seven system models, any one of which could be implemented in the state of Washington. The models depict the system being operated by one or more state agencies and delineates which operating agency would have certain processing responsibilities.

The consultant also prepared a task plan with time-lines (page 27) for further developing the CMS concept. The Task Plan consists of nine tasks to be completed during period May 1990 to January 1993

- the possible completion date of the citation management system. The operating agencies have not yet committed to the further development of the system.

The objective was met on a timely and cost effective basis. The commission programmed \$70,120 for the project and spent \$69,689, under spending by \$431.00. Cost breakdown is as follows:

Activity	Planned	Actual
Contractual Services	\$70,000	\$69,435
Goods and Services	<u>120</u>	<u>254</u>
Totals	\$70,120	\$69,689

Time lines established during the early stages of this project were met, with the exception of the final report from the consultant, which was delayed by thirty days due to additional requirements being levied by the commission and participating agencies.

The project evaluation questions have been satisfactorily answered with the exception of the development of a cost benefit analysis. During the course of the feasibility study, the advisory committee determined the cost benefit analysis portion of the study should not be attempted due to the complexity of the current processes and they felt the consultant should spend more time on the development of the supplementary report, which was published on July 29, 1990. The study was accepted by the advisory committee members representing DOL, WSP, OAC and the WTSC. The benefits to be accrued through a state of Washington citation management system are spelled out on pages two and three of the report.

TRAFFIC ENGINEERING SERVICES

Traffic Engineering Microcomputers and Service

The above project has been ongoing and successfully implemented. It was in effect for an eleven-month period as we gradually moved its active time frame to coincide with the federal fiscal year.

Hazard Elimination Program

Beginning in 1987, the Traffic Safety Commission has entered into a series of interagency agreements with Washington State University to assess the need for and to develop a system whereby traffic accident data could be made available to local governments. The purpose of these efforts is to enhance the ability of local agencies to identify and eliminate high hazard traffic collision locations. The overall goal of the high hazard project throughout has been to build a comprehensive network of local government and other users enjoying access to a rich database maintained by the state which can be accessed with a powerful but user-friendly analysis and processing system adapted for personal computers. Through access to a comprehensive roadway evaluation methodology, local governments will be able to make better decisions on policies directed towards the reduction of traffic collisions.

LEGISLATIVE ACTIVITY

Sober or Suspended

Activity during the 1990 legislative session focused on the proposed Sober or Suspended Act and the Traumatic Brain Injury Prevention Act.

In cooperation with DOL and the State Patrol, a letter was sent to legislators asking for support of Sober or Suspended. Other information developed included a bullet page of information and a question and answer sheet, as well as written testimony for a House hearing.

Materials developed for the Traumatic Brain Injury Prevention Act included a fact sheet and written testimony. Written testimony was also prepared in support of a bill amending the Minor in Possession Law.

Helmet Law

WTSC worked with the Department of Health and Washington State Patrol to promote the helmet law. The WTSC completed and distributed a fact sheet that describes the law, along with a question and answer sheet answering more technical questions.

1989 ALCOHOL TRAFFIC SAFETY PLAN PROGRAM REVIEW

Washington's 1989 Alcohol Traffic Safety Plan directed much of its attention to addressing the concerns expressed by persons working with the DWI Control System. Recommendations made by delegates to an Interagency Alcohol and Traffic Safety Conference in January 1989, served as the basis for a majority of the Plan's projects.

The Plan also supported activities that would insure Washington's continued eligibility for basic and supplemental (Section 408) alcohol safety grants, authorized by the U. S. Congress.

Washington State demonstrated compliance with the basic Section 408 criteria for the fourth consecutive year. It also qualified for supplemental 408 funding by meeting the requirements of eight supplemental criteria. Following is a summary of continued compliance with, or demonstrated progress toward, meeting objectives of the basic grant criteria.

Criterion 1: Prompt License Suspension

After two years of reductions, the average number of days from the date of DWI arrest to the license suspension or revocation date increased by 7.8 days to 55.8 days in the 1989 period as compared to the same period during 1988. During 1988, the average time was 48 days - this was the lowest in recent years, especially compared with the 1985 and 1986 durations of 75.4 and 87.9 days respectively.

Criterion 2: Mandatory Sentence:

During 1988, court compliance levels generally improved, with six courts having compliance levels exceeding 90%. Only one court had a compliance level below 75%. Seven of the ten courts had higher compliance levels than in Year 3; six of them showed their highest level of compliance with the state sentencing mandate in the four years of the study.

Criterion 3: Illegal "Per Se" at .10 BAC:

Since the favorable state Supreme Court decisions in Ford and Brayman, the environment for implementing the per se law has improved. During 1989 there were the most DWI/Physical Control citations filed since 1983, and the most "guilty" verdicts in three years.

Criterion 4: Increased Enforcement/Public Information Efforts:

The number of State Patrol DWI arrests during 1989 again increased as it has each year since 1984. Also, the number of DWI/Physical Control citations filed in courts of limited jurisdiction in 1989 was the highest since 1983. Increased public information activity during 1989 was demonstrated by continuation of the multi-agency PIO committee to coordinate alcohol information; a project which increased DWI educational materials by more than 50,000 promotional items; and the implementation of a three-year traffic safety promotional plan targeted at young male drivers.

Washington demonstrated compliance with the following supplemental

criteria:

- * Enactment of a law that raises the minimum age for drinking alcoholic beverages to age 21.
- * Coordination of the state's Alcohol Highway Safety Program.
- * Rehabilitation and treatment programs for persons arrested and convicted of alcohol-related traffic offenses.
- * Establishment in each major political subdivision of a locally coordinated alcohol traffic safety program which involves enforcement, adjudication, licensing, public information, education, prevention, rehabilitation/treatment, management, and program evaluation.
- * Prevention and long-term education programs on drunk driving...with particular attention to the implementation of a comprehensive youth alcohol traffic safety program and the involvement of private sector groups.
- * Authorization for courts to conduct pre-or-post-sentence screenings of convicted drunk drivers.
- * Establishment of programs to encourage citizen reporting of alcohol-related traffic offenses to the police.
- * Adoption of a one-license/one-record policy; fully participate in the National Driver Register and Driver License Compact

Below are descriptions of the projects included in the 1989 Alcohol Traffic Safety Plan.

1. Alcohol Program Coordination:

An alcohol program manager serves as the central point of contact between the Commission and state and local agencies involved in the Section 408 Alcohol Traffic Safety Program. Through this project, assistance in development and implementation of alcohol traffic safety projects is provided to citizen groups, such as youth and community organizations.

One significant activity was coordinating the second annual Interagency Alcohol and Traffic Safety Conference. The initial conference, held in 1989, included representatives of those agencies involved in the enforcement, prosecution, adjudication and follow up services, plus state agency personnel. The 1990 conference attendance was expanded to include defense attorneys, public defenders, safety organizations and citizen groups. The addition of these latter persons helped to broaden the scope of the conference and imparted information that will be helpful to all disciplines.

2. Law and Justice Training:

As recommended by the 1989 Interagency Alcohol Traffic Safety Conference, funds were provided for training of persons active in the administration of Washington's DWI laws. The project also supported the Second Annual Interagency Alcohol and Traffic Safety Conference.

Several criminal justice personnel attended state and regional training and education programs that would have been unavailable to them without financial help. This project provided funding for pro tem judges so that judges might attend the Interagency Conference and participate in follow up meetings.

Two nationally recognized experts were brought to the Thurston County District Court to testify on the horizontal gaze nystagmus test used by law enforcement officers as a roadside screening test for suspected drunk drivers. The court ruling was favorable to the gaze nystagmus test.

A team from the Department of Licensing, Washington State Patrol and Washington Traffic Safety Commission visited three Midwest states to learn about their administrative license suspension laws.

3. Comprehensive Computerized Safety Recordkeeping System:

The past year the Traffic Records Data Center (TRDC), which links information from various components of the Comprehensive Computerized Safety Recordkeeping System (CCSRS), began providing policy and research support for members of the traffic safety community in Washington.

It provided graphic representations of data requested by the Washington Traffic Safety Commission, its contractors, the legislature, community task forces and members of the public. It provided the charts and graphs for the state's Annual Highway Safety Plan, and it performed the criterion 1 evaluation for the annual 408 report.

The information provided by the TRDC was used for public information functions, problem identification and program evaluation, both at the state and local level. The CCSRS project also published a TRDC Guide to Services for presentation to the National Conference on the Collection and Analysis of Highway Traffic Safety Data.

4. Public Information and Education:

An multi-agency committee formed to provide public information support to the state's Alcohol Traffic Safety Plan continued to function. Its members coordinate alcohol information needs between agencies, resulting in less duplication of effort, improved intra-agency information about the program and development of new materials.

Partial funding was provided for a three-year traffic safety promotion plan targeting young male drivers. This project utilized focus group testing, along with research from 1987, to develop a comprehensive intercommunication campaign. Radio and television public service announcements, print media materials and posters were produced with project funds.

A whistle-stop train ride to promote youth traffic safety during the 1989 holiday season was partially supported through the 1989 Alcohol Traffic Safety Plan.

5. Law and Justice Liaison Officer:

The addition of a Law and Justice Liaison Officer to its Driver Services Section by the Department of Licensing has led to improvement in reporting of statutory offenses by the law and justice system to the Department. This major result is more accurate maintenance of driver records.

After an initial funding of the position through the 1988 Alcohol Traffic Safety Plan, the Department of Licensing assumed full salary for this position. However support continued for an administrative assistant.

This project has provided a valuable service to the DWI Control System. The Law and Justice Officer has established contact with local officials, many of whom previously had never been contacted regarding reporting requirements. This person also has become deeply involved with many of the associations that deal with apprehension, prosecution and adjudication of DWI offenders.

6. WSP DWI Citation Tracking:

The Washington State Patrol developed the conceptual design for the DWI Citation Tracking system. The development of an automated tracking system was the follow-up to manual DWI citation tracking projects conducted by the State Patrol through previous Alcohol Traffic Safety Plans.

The conceptual design of the electronic tracking system was reviewed by the several agencies that will be involved in the collection and processing of citation data. Besides the Washington State Patrol, this included the Department of Licensing (DOL), Office of Administrator for the Courts (OAC), and the Washington Traffic Safety Commission.

7. Data Evaluation:

To qualify for continued Section 408 funding, the state must demonstrate compliance with basic Alcohol Incentive Grant Program criteria. This project provides the data to fulfil this obligation. The Alcohol and Drug Institute of the University of Washington was hired under contract to conduct the "Fourth Follow-up Survey of Second Offenders for DWI". The Institute also examined the environment surrounding the enforcement and adjudication process involving second offenders.

The Washington State University Division of Governmental Studies and Services conducted a study on the Impact of 16 Community Traffic Safety Task Forces.

8. Datamaster Reports:

Last year, the Washington Traffic Safety Commission assumed from the Washington State Patrol the task of designing and operating a mechanism for transmitting BAC Verifier data to local agencies on a regular and timely basis. This task was then given to the Traffic Records Data Center, which was asked to serve the BAC information needs of state prosecuting attorneys, as well as law enforcement.

Using State Patrol data obtained from the Washington Association of Prosecuting Attorneys, this past year TRDC personnel designed a data base system to underpin later production reporting. The TRDC acquired the hardware necessary to support a batch reporting system, imported all the breath test data and completed data verification.

9. Ethnic Study:

A study of ethnic minority representation in DWI arrests was conducted by the University of Washington, Center for the Study and Teaching of At-Risk Students. The purpose of the study was to assess the representation of Asian-Americans, African-Americans, Hispanic-Americans, and Native Americans in alcohol/drug-related motor vehicle incidents as reported on BAC Datamaster files.

The study indicated that Blacks in the military, unemployed non-whites from blue-collar occupations, Asians in unstructured jobs, and Native Americans in general are involved in DWI arrests in disproportionate numbers. An additional finding was that the Datamaster files did not report arrests of persons of Hispanic origin. The report made recommendations for additional research with the ethnic sub-populations identified by the study as well as suggestions regarding policies and procedures that impact these and other populations.

10. Preliminary Breath Testing:

The purchase of 130 preliminary breath testing instruments (PBT's) enabled the Washington State Patrol and local law enforcement agencies to increase their number of arrests for driving while intoxicated and the quality of those arrests. The State Patrol received 75 of the instruments, while 55 were provided local agencies through community DWI task forces.

PBT's were delivered to all eight State Patrol districts in December 1989. The majority of the units were used by troopers working during the swing and night shifts. The instruments were used to test not only drivers suspected of being affected by alcohol, but also passengers. Those passengers failing the test were not permitted to drive the vehicle of a person arrested for DWI.

Some agencies other than law enforcement found innovative uses for the PBT's. In one community, juvenile court used a PBT to evaluate sobriety of youths who smelled of alcohol when appearing for hearings. This led to revocation of probation. State Park Rangers used one of the instruments in campgrounds. Several intoxicated campers were arrested by the Rangers.

Approximately 12 local police agencies and probation departments have been able to obtain funding locally to purchase one or more PBT's.

11. Deferred Prosecution:

As recommended by the Interagency Alcohol Traffic Safety Conference, a study to determine the use and effectiveness of deferred prosecution by the courts was initiated by the University of Washington's Alcohol and Drug Abuse Institute. A preliminary report is anticipated in mid-Fall, 1990, with a final report to be

completed by June, 1991.

Deferred prosecution is a process where by a DWI offender, upon admitting a alcohol problem does exist, may be placed in a two-year deferred prosecution program. During this time a driver is afforded an opportunity to receive counseling or some other form of treatment.

A committee, composed of the many disciplines involved in the issue, was organized to assist the consultant in determining the areas to be explored and who should be contacted for information about program operation.

12. DWI Prosecution Enhancement:

Individual arrest data captured on the statewide Datamaster breath testing system now is available to a large number of county prosecutors, police agencies and courts throughout Washington State. This data is used by prosecutors and police to determine if there were any pending DWI charges against an individual in other jurisdictions.

The 1989 project purified individual files, under appropriate security procedures, making it available for local use. Also in 1989, 37 of 39 county prosecutors obtained electronic equipment so they could tie in with the system. Funding for this computer equipment was provided by the Washington State Patrol through its narcotics prosecution fund and the Washington Traffic Safety Commission through the 1989 Alcohol Traffic Safety Plan.

13. Law Enforcement/Court Scheduling:

The Law Enforcement Scheduling Project included in the 1989 Alcohol Traffic Safety Plan provided information allowing development of a program that will reduce conflicts that often arise when setting officers' court appearances on DWI cases.

Purpose of the project was to design an electronic means of scheduling law enforcement officers for court appearance on DWI cases and reducing conflicts with other court appearances, days off and other duties. The need for such a project was determined by delegates to the first annual Interagency Alcohol and Traffic Safety Conference held in January, 1989. Pierce County District Court No. One volunteered to undertake the project.

A practical and effective means to schedule law enforcement witnesses for contested criminal, criminal traffic and infraction hearings was designed and implemented beginning March 12, 1990. District Court is scheduling infraction hearings based upon an officer's available date as indicated on an officer schedule form rather than scheduling according to the defendant's need. Thus, an officer is assigned one hearing date per month. Any case requiring an officer's appearance is scheduled for that day instead of three or more times in the same month.

The current project is being designed to function in Pierce County's criminal justice environment, but the project structure is generic in the sense it can be modified for any other jurisdiction.

16. DWI Alternative Jail Program:

In an effort to demonstrate a way to provide the mandated 24 hours of incarceration time for first time DWI offenders in a swift, effective manner, the Washington Association of Prosecuting Attorneys launched a DWI Alternative Jail Program. This program combines confinement with education. A program of this nature was recommended by the first Interagency Alcohol and Traffic Safety Conference held in January, 1989.

Five trial programs were conducted in Thurston County, with offenders from courts in Lacey, Tumwater, Yelm, Olympia and Thurston County attending.

Offenders report to the Thurston County Jail at 7 a.m. Following processing, they move to the jail training room for 10 hours of instruction on alcohol and driving issues. Lunch and supper are provided by the jail staff. In the evening they were transported to a retreat center for lodging. Security is provided by the Thurston County Sheriff's Office. Offenders are released at 7 a.m. the next morning.

The program is close to being financially self supporting with offenders paying a \$50 fee. Some courts have included this fee as part of the assessed fine. The Thurston County project has demonstrated that the incarceration of first-time DWI offenders in a combination jail/non jail setting is both economical and effective. In addition, it has enabled smaller jurisdictions to take advantage of a program that does not require payment of jail costs.

ADMINISTRATIVE SUMMARY

Staffing changes which took place in FY 1990 were not as major as those which took place the previous year, with replacements hired for Research Analyst and Police Traffic Services Program Manager. Communication between staff Program Managers was encouraged with the implementation of monthly Program Manager meetings. Regular staff meetings were also implemented to increase communication between staff and management.

A two-year 1991-92 Highway Safety Plan was written to facilitate long-term planning. The theme of the new plan was Youth Injury Prevention.

Legislative activity has been increased, with the realization that many of WTSC's goals require legislative acts. Preliminary work was done to attempt to gain funding for DWI Task Forces and the Traffic Records Data Center during the 1991 Legislative Session. The 1990 session yielded the passing of the Motorcycle Helmet Law, but Administrative License Suspension failed to pass.

WTSC's Director was elected Vice President of the Governor's Highway Safety Representatives.

S E C T I O N I I

FISCAL SUMMARY

WA TRAFFIC SAFETY COMMISSION
Federal-Aid Reimbursement Voucher

01/14/91

PSP NO	RESPONSIBLE AGENCY	TASK NO	OBLIGATED TO TASK	ACCUM FED FUNDS EXPEND	PREVIOUSLY CLAIMED	NET CLAIM THIS PERIOD
90CP E4	WTSC	4A	40,013	16,721	16,721	0
90CP E4	WTSC	6A	40,000	40,013	40,013	0
90CP E4	WTSC	7A	20,000	20,000	20,000	0
90CP E4	WTSC	8A	27,000	6,629	6,629	0
		Type Total	127,013	83,363	83,363	0
90CP J1	WTSC	1A	39,000	19,505	19,505	0
90CP J1		1B	0	0	0	0
90CP J1	WTSC	2A	45,500	21,562	21,562	0
90CP J1	WTSC	3A	29,550	11,346	11,346	0
90CP J1	WTSC	5A	101,000	80,804	80,804	0
		Type Total	215,050	133,237	133,237	0
		PSP Total	342,063	216,600	216,600	0
90EM M1		1A	0	0	0	0
901E E4	WTSC	2A	168,165	126,950	126,950	0
901E E4	WTSC	4A	10,000	10,000	10,000	0

WA TRAFFIC SAFETY COMMISSION
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01/14/91

PSP NO	RESPONSIBLE AGENCY	TASK NO	OBLIGATED TO TASK	ACCUM FED FUNDS EXPEND	PREVIOUSLY CLAIMED	NET CLAIM THIS PERIOD
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1E	E4					
		Type Total	178,165	136,950	136,950	0
901E	J1	WTSC	1A	222,534	146,533	0
901E	J1	WTSC	3A	108,453	113,821	0
		Type Total	330,987	260,354	260,354	0
		PSP Total	509,152	397,304	397,304	0
901EE4	CR	WTSC		382	382	0
901EE4	LE	WTSC		15,056	15,066	0
		PSP Total	15,438	15,448	15,448	0
901EE4L		WTSC		43,000	42,984	0
90PA	A1	WTSC	1A	160,875	159,045	0

WA TRAFFIC SAFETY COMMISSION
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PSP NO	RESPONSIBLE AGENCY	TASK NO	OBLIGATED TO TASK	ACCUM FED FUNDS EXPEND	PREVIOUSLY CLAIMED	NET CLAIM THIS PERIOD
90PT E4	WTSC	3A	35,000	15,342	15,342	0
90PT E4	WTSC	5A	6,250	3,675	3,675	0
		Type Total	41,250	19,017	19,017	0
90PT J1	WTSC	2A	10,000	4,491	4,491	0
90PT J1	WTSC	4A	0	0	0	0
90PT J1	WTSC	7A	70,120	69,768	69,768	0
		Type Total	80,120	74,259	74,259	0
90PT R1	WTSC	6A	10,000	5,473	5,473	0
90PT R1	WSP	6A	1,000,000	0	0	0
		Type Total	1,010,000	5,473	5,473	0
		PSP Total	1,131,370	98,749	98,749	0
90PTR 5B	WSP	1A	363,574	362,795	362,795	0
90PTR5B		1B	0	0	0	0

WA TRAFFIC SAFETY COMMISSION
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PSP NO	RESPONSIBLE AGENCY	TASK NO	OBLIGATED TO TASK	ACCUM FED FUNDS EXPEND	PREVIOUSLY CLAIMED	NET CLAIM THIS PERIOD	
90SC	SPI	01	81,629	78,609	78,609	0	
90TC	E4	WTSC	2A	157,000	144,735	144,735	0
90TC	J1	WTSC	1A	251,595	248,083	248,083	0
90TC	L1	WTSC	3A	111,500	92,696	92,696	0
90TC	R1	WTSC	4A	62,500	61,691	61,691	0
		PSP Total	582,595	547,205	547,205	0	
90TR	E4	WTSC	3A	7,500	5,373	5,373	0
90TR	E4	DOL	4A	0	0	0	0
		Type Total	7,500	5,373	5,373	0	
90TR	J1	WTSC	2A	25,000	24,867	24,867	0
90TR	L1	WTSC	1A	159,500	136,287	136,287	0
90TR	L1	WTSC	5A	65,000	50,069	50,069	0

WA TRAFFIC SAFETY COMMISSION
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01/14/91

PSP NO	RESPONSIBLE AGENCY	TASK NO	OBLIGATED TO TASK	ACCUM FED FUNDS EXPEND	PREVIOUSLY CLAIMED	NET CLAIM THIS PERIOD
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TR L1						
		Type Total	224,500	186,356	186,356	0
		PSP Total	257,000	216,596	216,596	0
90TRL1 TR			0	0	0	0
		FEDERAL TOTAL	3,486,696	2,135,335	2,135,335	45000
90HD N1	DOT	1A	232,119	123,075	123,075	0
90HD N1	DOT	2A	0	0	0	0
90HD N1	DOT	3A	0	0	0	0
90HD N1	WTSC	4A	46,000	44,776	44,776	0
		Type Total	278,119	167,851	167,851	0
		PSP Total	278,119	167,851	167,851	0
90PA N1	WTSC	2B	16,831	15,726	15,726	0

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01/14/91

PSP NO	RESPONSIBLE AGENCY	TASK NO	OBLIGATED TO TASK	ACCUM FED FUNDS EXPEND	PREVIOUSLY CLAIMED	NET CLAIM THIS PERIOD
90TC N1	WTSC	5A	14,000	13,651	13,651	0

FEDERAL TOTAL	308,950	197,228	197,228	0
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Grand Total	3,795,646	2,332,563	2,332,563	<i>[Signature]</i>
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