

# HIGHWAY SAFETY PLAN ANNUAL REPORT

Fiscal Year 1992



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## **Introduction**

This Highway Safety Plan Annual Report for Fiscal Year 1992 summarizes the traffic safety projects implemented, managed, and/or supported by the Washington Traffic Safety Commission (WTSC).

The primary sources of funding for Washington state's traffic safety program are the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) 402 programs. The 402 projects included in this report were outlined in the WTSC's Highway Safety Plan for FY 1992. Funding also came from the NHTSA 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. Significant state funding, in addition to normal match requirements, was provided to fund Community DWI Task Forces.

Section I of this report includes a Statewide Traffic Safety Overview and Agency Administrative Summary followed by project summaries grouped within the following program areas:

1. Planning and Administration
2. Technical Coordination and Support
3. Comprehensive Community Traffic Safety Programs
4. Safety Information and Education
5. Records Analysis and Evaluation
6. Police Traffic Services
7. Traffic Engineering Services
8. Alcohol Traffic Safety (408 program)
9. Seat belt and Motorcycle Helmet Incentive Grant (153 Program)

Section II contains the fiscal report for FY 1992.



# SECTION ONE

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*Statewide Overview*  
*Administrative Summary*  
*Project Summary*

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## Statewide Traffic Safety Overview

Washington state experienced a record year for traffic safety in 1991. The death rate was 1.50 persons killed per 100 million miles of vehicle travel. The rate was down dramatically from the previous four-year average of 1.91. To compare the Washington fatal rate to that of other states and the country as a whole, the United States had a fatal rate of 1.9 for 1991, and the lowest states were Connecticut, Massachusetts, and Rhode Island with rates of 1.2. Highest rates were found in Nevada, Mississippi, New Mexico, and Arkansas, each with a 2.8 fatality rate. Washington was the only western state ranked in the top ten states.

In spite of the improved safety record in Washington state, 683 individuals died on Washington roads and 6,839 received disabling injuries (based on police reported injury severity) in 1991. The numbers of persons killed and injured remains unacceptably high.

Preliminary fatality data for 1992 show a continuing improvement. For the first nine months of the year there were 471 deaths, compared to 518 in the corresponding months of 1991. The fatality rate (based on a preliminary travel estimate) was 1.26 which is 14 percent lower than the 1991 rate of 1.47 (first 9 months) and 27 percent below the previous four-year average. These data are summarized in Table 1.

**Table 1**

**Fatality and travel data - first 9 months**  
Five-year comparison

	1992	1991	1990	1989	1988	prev 4-yr avg	'92 vs prev 4-yr avg
Deaths*							
Urban	127	109	133	113	155	128	-0.4%
Rural	344	409	513	438	438	450	-23.5%
Statewide	471	518	646	551	593	577	-18.4%
Travel**	37.27	35.32	34.46	32.70	31.15	33.41	11.5%
Death rate+	1.26	1.47	1.87	1.69	1.90	1.73	-27.0%
Status of persons killed							
Pedestrians	50	53	66	68	73	65	-23.1%
Pedalcyclists	1	1	4	0	7	3	-66.7%
Motorcyclists	42	41	59	63	68	58	-27.3%
Vehicle occupants	378	423	517	420	445	451	-16.2%

Source: WSP, DOL

\* Fatalities as of 10/7/92, may increase as delayed deaths are reported

\*\* In billions; preliminary estimate for 1992.

+ Deaths per 100 million vehicle miles traveled.

To compare motorcycle fatalities for the years of 1988 to 1992 (first 9 months), see Table 1. There was a dramatic drop in motorcyclist deaths from 1990 to 1991 which has continued into 1992. The Washington motorcycle helmet law was implemented in July 1990. Vehicle occupant deaths also decreased from a high of 517 in 1990 to 378 in 1992 (first 9 months). The Washington seat belt law was implemented in 1986, and since then observed seat belt use rates increased from 36 percent to 51-55 percent in 1987-88-89 and to approximately 70 percent in the 1991-92 time period.

Major WTSC program initiatives and accomplishments during FY 1992 include the following:

- o Washington state received an award in May 1992 from USDOT Secretary Andrew Card for exceeding the national goal of 70 percent seat belt use. The belt use rate in Washington in the May 1992 observation survey was 72.9 percent.
- o The Interagency Alcohol and Traffic Safety Conference was held in Silverdale in December 1991 with attendance exceeding 150 individuals representing all aspects of the DWI system including law enforcement, the judiciary, defense attorneys, and alcohol treatment.
- o A presentation by Dr. Herb Simpson on the "hard core drinking driver" was co-sponsored by WTSC. The hard core DWI offender issue will likely be the catalyst for new programmatic and policy initiatives over the next few years.
- o A major study evaluating the Washington Deferred Prosecution Law was completed and released. The study found a positive outcome of deferred prosecution on DWI recidivism.
- o The Corridor Safety Improvement Program was initiated with pilot projects in Spokane and Snohomish Counties. The program's purpose is to bring together a cooperative and coordinated effort to reduce traffic crashes on identified high risk roadways corridors.

January 1993 marks the end of Governor Booth Gardner's administration. During eight years of this administration substantial progress in traffic safety occurred. Table 2 compares safety and demographic statistics for 1985 (the first year of the Gardner administration) with 1991. There was substantial growth in the state's population, drivers, vehicles, and motor vehicle travel. In spite of this growth, the number of persons killed and the number with disabling injuries declined. In contrast, other injuries (non-disabling) increased and the total number of collisions increased slightly. When these statistics are examined as rates per 100 million miles of travel, all show decreases and there are dramatic decreases in the death rate and disabling injury rate.

**Table 2**

**Washington's progress in traffic safety: 1985 - 1991**

	1985	1991	% change
Persons killed	756	683	-9.66%
Deaths per 100 million miles	2.22	1.50	-32.43%
Disabling injuries	8,212	6,839	-16.72%
Disabling injuries per 100 million miles	24.17	14.98	-38.03%
Non-disabling injuries	55,594	65,165	17.22%
Non-disabling injuries per 100 million miles	163.61	142.71	-12.77%
Total collisions*	120,056	121,686	1.36%
Collisions per 100 million miles	353.31	266.49	-24.57%
Miles traveled (in millions)	33,980	45,663	34.38%
State population	4,384,100	5,000,400	14.06%
Licensed drivers	3,040,829	3,572,038	17.47%
Registered vehicles	3,546,152	4,381,757	23.56%

Source: WSP, DOL, DOT  
Compiled by Traffic Records Data Center, WTSC

As mentioned above, significant traffic safety legislation enacted during the 1985-91 time period include the seat belt law (1986) and the motorcycle helmet law (1990). Expected impact of these laws would be to reduce fatalities and serious injuries, while little change in the total number of crashes and less severe injuries would be predicted.

The WTSC looks forward to continuing improvements in Washington's traffic safety record during Governor Elect Mike Lowry's upcoming administration.



## WTSC Administrative Summary

Numerous staff changes were made during FY 1992 to fill vacant positions and to revise WTSC's organizational structure. Director Gene Peterson left the agency to accept the Deputy Regional Administrator position with NHTSA, Region IX. Governor Booth Gardner appointed Chuck Hayes as WTSC Director. Katie Lynch promoted to Program Director to fill the position Chuck Hayes vacated. Her previous position as Program Manager for safety restraint issues was filled by Richard Nuse.

Tom Gullikson, Program Manager for the 408 (Alcohol Incentive funds) Program, retired after many years of state service. Letty Mendez was hired as Program Manager for 408 Programs. Renee Thompson left her position as Youth Program Manager to work with her daughter's school district. The position of Youth Program Manager will be filled within a short time.

A new position of Policy Director was created to deal with Legislative issues, federal ISTEA, and to coordinate WTSC's involvement in Safety Management System development. The position was filled by Steve Lind, former WTSC Deputy Director. Norm Ericksen was hired as Deputy Director. Phil Salzberg's position of Research Investigator was upgraded to Research Director to supervise TRDC, FARS and the agency data processing activities. This organizational structure gives WTSC's Director a strong management team of Deputy Director, Policy Director, Program Director and Research Director.

## **I. Planning and Administration**

### **PA92A1-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. In addition to daily management of the HSP, the deputy director made presentations at state and national traffic safety conferences.

## II. Technical Coordination and Support

**TQ92-TC1,2,3,4, Technical Coordination and Support (NHTSA)**  
**FTQ92N1-TC5, Technical Coordination and Support (FHWA)**

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 (HSP) for federal fiscal year 1992.

This project is a compilation of five projects which were expensed for the services of 10.5 Full Time Equivalent employees, their travel expenses, goods and services, and agency operational costs. The five projects were:

- o TQ92E4-TC1, Occupant Protection
- o TQ92J1-TC2, Alcohol and Impaired Driving
- o TQ92L1-TC3, Traffic Records
- o TQ92R1-TC4, Police Traffic Services
- o FTQ92N1-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 1992 Highway Safety Plan.

Accomplishments of each traffic safety program area are reported separately and will be found in subsequent sections of this report. The FY 1992 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. During FY 1992, Washington experienced a dramatic reduction in traffic fatalities. The fatal rate of 1.5 for CY 1991, and the CY 1992 year-to-date fatalities were reduced 8-10 percent over the corresponding period of the previous year. Seat belt use rates exceeded the national goal of 70 percent.

### III. Comprehensive Community Traffic Safety Programs

#### AL92J1-CP1, Alcohol Support Project

The purpose of the Alcohol Support project was to provide limited financial support to the Community DWI/Traffic Safety Task Forces. Support comes in the form of mini-grants, reimbursement for travel to training sessions, and training itself, where appropriate. In addition, funds are provided for public information and education materials.

In Fiscal Year 1992, three coordinators were trained in community project program management in Oklahoma City. Remaining coordinators conducted training sessions during the year, for which this project reimbursed travel expenses. The project brought project directors together, and they are now invited to all project functions.

Numerous educational and informational materials were provided to and distributed by the coordinators on a statewide basis, reaching a large percentage of the state's population. In addition, mini-grants were provided.

Financial assistance offered to the programs by this project is well received and supported both by the task forces themselves and the project directors. It is essential to the success of the task forces, particularly in light of funding issues. Important training sessions and educational materials critical to the statewide network are provided through this program. Without this assistance, the statewide network would be in jeopardy.

#### AL92J1-CP2, Constituent Support

The Washington Traffic Safety Commission has 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 WTSC is to succeed.

Among other things, this project has provided funds to put on numerous regional traffic safety representatives conferences; send constituents to various national conferences, including LIFESAVERS and NAWHSL; 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.

### **AL92J1-CP3, Walla Walla County DWI Task Force**

The Walla Walla County DWI Task Force is a one-quarter time program which demonstrated remarkable success during the past fiscal year. The project continued its goal of educating local communities about sober driving and occupant protection issues.

The task force participated in many events during the year, including regional fairs, local fairs, public presentations, and mall presentations. Educational materials and displays were developed and are currently displayed at entrances to the county. In addition, the program participated in conjunction with other local agencies in the development of a DWI Tracking System.

The coordinator also participated in a teen dance promoting safe and sober driving, as well as anti-drug messages. The task force raised sufficient dollars to purchase Vince and Larry costumes used in public presentations and training.

### **AL92J1-CP4, Grays Harbor County DWI Task Force**

The Grays Harbor County Force is one of three task forces that received federal funds in FY92.

The goal of reducing impaired driving is the focus of the program, both short- and long-term. Grays Harbor County's Task Force is comprised of volunteers and professionals from all disciplines associated with traffic safety, as well as public and civic groups.

During the year, the task force conducted activities which included public presentations to thousands of local residents, coordinated DWI educational activities at local fairs, schools and with civic groups, and worked with the local Native American Tribes in the county. Booths were sponsored at local county fairs and large numbers of public information and education materials were distributed. The Task Force co-sponsored the "Run For a Drug Free Washington", which included over 150 participants. The Task Force developed and distributed print media ads, television spots, and other promotional materials with an anti-DWI message. In addition, the task force wrote mini-grants for community education materials.

DWI arrests were up 7 percent from the previous year. Some 1,087 arrests were made, or 90 per month. The county experienced 20 fatal traffic crashes during the year, 80 percent of which were alcohol-related. One of the primary goals of the program is increasing the enforcement capability of local law enforcement agencies, not only in DWI, but in other traffic safety issues as well.

**AL92J1-CP5, Bremerton/Kitsap County DWI Task Force**

The Kitsap County DWI Task Force is one of three federally funded task forces in the state. During fiscal year 1992, this project proved successful despite replacement of an outgoing coordinator at mid-year.

Kitsap County's Task Force is comprised of volunteers and professionals from all disciplines associated with traffic safety, as well as public and civic groups. During the year, the task force conducted activities which included public presentations to more than 45,000 residents, and coordinated DWI emphasis patrols with each police agency in the county. These patrols resulted in 141 DWI arrests. Booths were sponsored at local county fairs and large numbers of public information and education materials were distributed. The Task Force co-sponsored the "Run For a Drug Free Washington", which included over 150 participants. The Task Force developed and distributed print media ads, television spots, and other promotional materials with an anti-DWI message. In addition, the task force wrote over \$5000 in grants for community education materials.

As a result of the efforts, the county experienced a reduction in nearly every category of traffic collisions. Alcohol related crashes were reduced by 50% in the county, and the task force enjoys a reputation for name recognition second only to the DARE program.

With the move of the program to state funding, there will be a significant reduction in available funds, therefore a predictable drop in services. However, it is expected that this highly visible and successful project will continue to be successful.

**DE92E4-CP6, Community Safety Restraint Support**

This project was written to provide consultation, coordination, technical assistance, resources and materials to local community task forces and community occupant protection advocate groups. There are currently sixteen DWI Community Task Forces, thirteen receiving state and local funding and three receiving local and federal funding. There are six additional volunteer community safety belt task forces.

Major accomplishments of this project include the provision of seat belt and child car seat information and materials to task forces at three coordinator meetings, two project director meetings and numerous individual task force contacts; the funding of 11 local community "reimbursement mini-grants" for local campaign/promotional materials; and provision of resource materials promoting occupant protection and supporting local task forces.

**DE92E4-CP7, Senior Driver Program "Getting There Safely"**

The objectives of the Senior Driver program, "Getting There Safely", were to continue training volunteer instructors, maintain Department of Licensing certification of the curriculum, and re-write the instructors manual.

All goals of the project were completed. New instructors statewide were trained, and a new concept was introduced. A deaf instructor was trained to teach the course to deaf drivers. This received positive publicity for the Commission, as well as for the program. The Department of Licensing certification was updated without difficulty and the instructor manual was completed.

The WTSC will continue to operate the program through the end of calendar year 1992. The coordinator and WTSC management are in the process of locating a suitable housing agency to take the program. Attempts to negotiate a move to the Department of Licensing this year proved unsuccessful. The private sector, specifically insurance companies, have trained employees as instructors, and discussions will be held about their taking over the program.

## IV. Safety Information and Education

### AL92J1IE1, Youth Programs

This project provided information and leadership to high school and middle school students involved in SAFTYE and LINK traffic safety organizations. These organizations were provided information regarding the dangers of alcohol and drugs, and guidance to deal appropriately with alternative life styles and diversity. The organizations were involved in developing activities which help prevent drug and alcohol abuse in their peer group. Training and leadership was provided for groups wishing to start new SAFTYE organizations in their schools.

Program support was provided to the Think First program in Snohomish and Spokane counties, operated by the University of Washington. Support and co-sponsorship of several Community Youth Activity Program (CYAP) activities took place in order to deliver support to a larger, more diverse youth population.

At present, there are 210 SAFTYE clubs. LINK club membership has grown to 175 documented school locations. A high turnover in advisors and club participants has made it difficult to determine the exact number of organizations currently active. A planned update of the organizational list did not occur in September due to the departure of the program manager.

Regional meetings were held throughout the state for SAFTYE organizations and members of CYAP. Over 500 attended the eight meetings. A major emphasis was increased involvement with middle school groups. A conference was held for this group during the month of November, and over 300 youths attended.

Traffic safety/drug and alcohol presentations were conducted throughout the year. Major presentations took place at the Interagency Alcohol Traffic Safety Conference in Silverdale, the annual Lifesavers 10 Conference in Denver, Colorado., and at the Secretary of Health's National Conference on Alcohol-Related Injuries in Washington, D.C.

Assistance was provided in coordination of the Youth Recognition Rally held in Olympia. With SAFTYE, LINK and other youth organizations participating, over 1,500 youths attended. Planning support was provided to the Drug Free Washington Week program which took place April 20 - 25, 1992.

The annual SAFTYE Conference was held at Ft. Casey, located on Whidbey Island, April 10 - 12, 1992. The theme was "More Alike Than Different," with 480 youth and advisors in attendance. Workshops on traffic safety, drug-free activities, and ethnic diversity were focal points of the conference. Association with CYAP expanded participation in the conference, with over 50 schools involved and youth from many cultures and ethnic backgrounds participating.

Leadership and project support continued throughout the year for the SAFTYE organizations, with distribution of traffic safety related materials, training for club projects and activities, and sponsorship of SAB functions, including the planning of the annual spring conference.



WTSC intends to continue sponsorship of SAFTYE organizations through support of board meetings, regional meetings, the annual conference and middle school conference. A continued association with CYAP is also anticipated.

### AL92J1-IE2, Public Affairs

The purpose of this project was to further the goals of the WTSC's public information and education program. These goals are to:

- o Increase public awareness and influence behavior through traffic safety education.
- o Promote Washington Traffic Safety Commission goals and objectives.
- o Promote coordinated solutions of traffic safety problems.

The DWI Community Task Force Coordinators assisted in implementing public information campaigns at the local level. An advertising/public relations firm, CM3, was hired in FY 1992 to further implement occupant protection campaigns. Public Affairs continued to increase use of multicultural materials for public information/education when appropriate.

As listed in the public affairs strategic plan, activities were aimed at key audiences, including: staff and the DWI task force coordinators, legislature, local government officials, commissioners and their agencies/organizations, media, young people, at-risk populations, funding sources, health and safety advocates, law enforcement, and private businesses/employers.

Project activities included:

- o Implemented a year-long traffic safety campaign to reinforce previous campaigns and reach more difficult audiences with occupant protection messages. Through CM3, various audiences were targeted using a variety of media. Two Washington celebrities were recruited for promotion purposes, along with national celebrities, the Oak Ridge Boys. Information was tailored to particular media, including the visual media, to gain more exposure (i.e., billboards, information packets, ad slicks to newspapers, video Public Service Announcements to cable TV, etc.) Strategies were developed to complement existing efforts to increase use of safety belts to 73% by May 1992.
- o Participated in statewide trade shows/information fairs reaching key target audiences. CM3 administered the 70% Honor Roll awards process.
- o Created and distributed materials for nationally celebrated occupant protection campaigns.
- o Recognized existing and newly identified Safety-Belt Survivors with a special event September 1992, where testimonials were taped for future PSAs.
- o Published an agency newsletter, issued four times during the year; mailing list was continually updated; circulation was increased by about 2,000 to include legislators and local officials.

- Coordinated awards programs such as "Excellence in Traffic Safety" (held in Fife in January 1992).
- Worked with the Department of Transportation and other agencies on pilot projects, such as the Corridor Safety Program. Assisted with two public forums, production of two brochures and participated in planning meetings.
- Anticipated activities and news articles that received negative publicity; alerted staff, responded to inaccurate information in the media when necessary; replied to calls and articles addressing child car seats and seat belts on school buses.
- Distributed to media and law enforcement information packets for National Child Passenger Safety Week to increase correct use of child safety seats and safety belts with infants and children. Produced and distributed a child safety seat PSA to cable systems. Supported statewide youth safety conferences.
- A SAFTYE newsletter was published in conjunction with the Commission's quarterly publication Centerline. Multicultural information materials were developed.

### **DE92E4-1E3, Occupant Protection**

The primary goal of this project was to increase seat belt use to 70% by the end of 1992. The project provided coordination, technical assistance, resources and materials to agencies, organizations and individuals to assist them in promoting the use of seat belts and child car seats.

Major activities included providing over 500 groups, agencies, organizations and individuals with materials and other resources to organize activities for three national campaigns:

- National Child Passenger Safety Awareness Week.
- Buckle Up America Week.
- The summer campaign - "Everybody's Wearing Them."

Other highlights included:

- Identified over 1,000 new members of the Saved By the Belt Club.
- Presented 30 new award winners with the 70% Plus Honor Roll.
- Identified over 1,000 new members of the Buckle Up Helper Club.
- Developed and distributed Hispanic buckle up materials.
- Produced a variety of "target-specific" materials for SAFTYE, Scouts, Campfire, and other target audience groups.

### **DE92E4-IE4, Occupant Protection Workplace Program**

This project was written to promote the national 70% Plus Honor Roll program, the identification of survivors and to provide education and materials to businesses. The program goal was to increase seat belt use by five percent.

Major activities accomplished included providing programs and materials to a total of 149 worksites. Thirteen of the businesses and corporations were successful in achieving 70% Plus recognition. Forty-six worksites were involved in the 100% Behind Seat Belts campaign, including a large number of Department of Natural Resources and Liquor Control Board local offices. Three organizations developed "personalized" Saved by the Belt programs and identified 49 survivors. Many other worksites encouraged participation in the statewide program and it is estimated this worksite emphasis played a major role in increasing Washington's Survivor Club by more than 2500 during the FY1992 period.

### **DE92E4-IE5, Child Passenger Safety**

This project provided education and training to child passenger safety advocates and law enforcement officers. Major activities accomplished included providing 11 child car seat inspector classes and 17 two-hour child passenger safety awareness classes to a total of 286 law enforcement officers, health personnel and child care advocates. Twenty community car seat inspections were conducted. Inspectors continue to find a high rate of incorrectly used or recalled child car seats. Over 1,568 individuals and organizations were provided with informational and educational materials, including car seat recall/defect information, brochures, posters, car seat loaner program information and Protect Your Dreams newsletters. Some of these materials were translated into Spanish and distributed statewide. Requests for these materials in other languages continue to be received.

### **DE92E4-IE6, Network of Employers for Traffic Safety (NETS)**

The NETS curriculum which covers the areas of seat belt usage, responsible alcohol consumption and general traffic safety was taught at four seminars within the state during the seven months this project was in effect. Two seminars were conducted in the Seattle area and two in Spokane. The two corridor safety projects were the focus of initial efforts to introduce NETS to Washington businesses. To date, approximately 35 businesses have responded, including the following major employers: G.T.E. Northwest, U.S. West, Kaiser Aluminum, and United Parcel Service.

The trainer made an attempt to solicit business participation by direct mailing. While inexpensive, that system also proved ineffective. Two seminars which were tentatively scheduled were cancelled due to lack of response. The trainer is returning to direct contact with businesses in order to recruit participants.

Business participants are charged \$80 to attend the NETS seminar. That fee covers the costs of the NETS resource book, the meeting room and lunch which is provided as part of the seminar.

The national NETS organization was not as supportive of this program as initially hoped. Promised curriculum revisions and upgrades have not materialized as promised. Also, when provided with an opportunity to address representatives of at least eight states at a single conference, the national head of the organization sponsoring NETS found he could not attend unless expenses were paid. This does raise some question concerning the long term viability of NETS. We have elected to continue NETS into the 1993 fiscal year, but will be assessing national support and making a decision about whether or not to continue an official affiliation with NETS.

## V. Police Traffic Services

### **BH92R5-PT1, National Maximum Speed Limit**

The objective of the project was to enhance enforcement of the state's 55/65 MPH speed laws. The Washington State Patrol, responsible for the project, committed one sergeant, six troopers, and half the time of the department's public information officer to the program. Project funds were intended for enforcement of speed laws, as mandated by federal government.

During the fiscal year the 55/65 Emphasis Team used patrols to stop and contact 19,698 violators. Fixed wing aircraft were used to contact nearly 40,000 additional violators. The team's efforts helped maintain a 51 percent compliance rate on the state's highways, as measured by the Department of Transportation's speed measuring stations. In addition, each of WSP's eight districts participated in the program to cover over 4,500 miles of state highways.

The efforts of the WSP's Public Information Officer continued to generate widespread public knowledge through electronic and print media. Television broadcasts continued their successful track, having won seven national awards the previous year.

### **PT92E4-PT2, Fatal Collision Research Team**

The Fatal Collision Research Team project was designed to analyze and reconstruct fatal alcohol related crashes. The objective was to determine actual level of contribution to crash causation in terms of differing blood alcohol levels versus driver age and crash severity. Other data collected included sex and race of the driver, type of crash, time of day, location of the crash, and culpability of the driver.

The team set the criteria for case selection, data collection, the computer database for the data, and the crash reconstruction methodology. Three new members were added to the team due to the large volume of cases, and training was conducted specific to use of computer crash reconstruction programs. Some team members were sent to training sessions and trained other team members. Cases were distributed to members, and the analytical process is underway. The project will continue through fiscal year 1993. The project was late in getting underway largely due to the program manager being committed to other projects needing immediate and prioritized attention. The team membership was set, and each of the members was trained in necessary computer skills.

**PT92E4-PT3, Training Mandatory Use Law (MUL)**

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.

Project activities included:

- During the year over 2150 people were trained in WEAR-IT and OPUE classes. Over 100 officers attended the training held during the Spokesperson meetings.
- The OPLEAC (Occupant Protection Law Enforcement Advisory Committee) met twice to coordinate statewide law enforcement occupant protection plans for the 153 incentive grant funds.
- The first "saved by the belt" survivors event was held. Over seven hundred and fifty persons from around the state attended.
- Washington seat belt use reached 73% and Secretary Andrew Card presented the State of Washington with the 70% Plus Honor Roll Plaque.
- Sixty-seven mini grants were awarded to local law enforcement jurisdictions for community seat belt promotion programs.

The enforcement community will continue promoting occupant protection with 402 funds and enhance those programs with 153 funds.

**PT92R1-PT8, Drug Survey in Vehicle Fatalities**

The objective of the project was to analyze blood samples from all traffic fatalities statewide for drug content. In the past, this process was not conducted in the majority of traffic fatalities and a comprehensive screening was not done. Consequently, involvement of drugs in Washington fatal crashes is not known. The project was begun late in the year, with the intent of continuing it through fiscal year 1993.

The project will provide funds for the state toxicologist to hire chemistry students to conduct the analysis and to purchase a radioimmunoassay machine to assist in analytical processes. A student was retained and initiated the process, but after several dozen samples were completed, the student terminated services. As of the end of the fiscal year a replacement had not been hired and the equipment not purchased. Conversations with the State Toxicologist at the beginning of FY 1993 indicated that the project is underway.

No monies allocated for the program were spent in FY 1992. Funds will be allocated in FY 1993 for continuation of the project.

## VI. Records Analysis and Evaluation

### TR92L1-TR1, Traffic Records (TRDC)

The objective of this project was to complete TRDC project development phase, both technical and administrative, and finalize the transition to full implementation. A major objective was to begin incorporating the TRDC into WTSC staff organization.

Project activities included:

- o Provide policy and research support to users through database queries and provide summary information in usable formats upon user request.
- o Redesign and refine TRDC data base for efficient production by implementing FoxPro database management system.
- o Implement security system procedures to insure the protection of data integrity and confidentiality.
- o Document TRDC databases, including technical configuration and operational policies and procedures for data requests and for ad hoc queries.
- o Provide assistance to users in the field, including local engineers, law enforcement, and community traffic safety program coordinators.
- o Provide customized tables, graphs and reports of summary information for safety professionals and policy analysts.
- o Produce specialized data sets for traffic safety researchers engaged in problem identification and program evaluation.
- o Conduct traffic safety research studies and program evaluations using TRDC databases.
- o Train WTSC staff to assume duties in aspects of TRDC operations.

### TR92L1-TR2, Safety Program Management Information System

The Washington Traffic Safety Commission's Safety Program Management Information System (SPMIS) is WTSC's computer information systems tool which provides a single point of contact for the WTSC staff to obtain information or services relating to office automation, data access and data manipulation.

SPMIS, in response to the changing needs of the agency, continues to concentrate solely on enhancing 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.

### **TR92E4-TR3, Research and Evaluation**

The objective of this project was to conduct research studies and program evaluations that examined priority areas in Washington's Highway Safety Plan as well as traffic safety issues facing the Washington legislature.

#### **Project activities included:**

- **Data Summary and Problem Analysis**  
The 1991 annual report of traffic collisions in Washington was produced and distributed.
- **CODES Project**  
A major and unplanned activity was development of an application to NHTSA for the Crash Outcome Data Evaluation System project (CODES) in response to the announcement in the May Federal Register. A temporary Research Investigator was hired to develop and write the proposal. A total of seven states were awarded a CODES project, and Washington was ranked eighth on the list. An important accomplishment of this effort, however, was the development of liaison and communication with other state agencies that maintain important traffic safety databases that previously have not been available for traffic safety research and evaluation studies. Based on discussions with NHTSA personnel, it appears that the CODES concept is an agency priority, a good possibility exists for future funding of additional CODES projects, and that Washington is well positioned to compete for future funding.
- **Safety Restraint Use Rates in Washington, 1992**  
Two seat belt observation surveys were conducted to determine use rates in Washington in May 1992 and again in September 1992. The purpose of the surveys was to evaluate the overall statewide occupant protection program and to assess the state's progress toward the national goal of 70 percent belt use. Belt use rates of 72.9 percent in May and 73.2 percent in September were found using statewide probability samples of over 100,000 observations. Also, observations of motorcycle helmet use were included in the surveys: 98 and 96 percent use rates were found in the spring and fall surveys, respectively. The spring 1992 survey was funded through this project.
- **Public Opinion Poll on Traffic Safety Issues**  
The annual survey of public attitudes on traffic safety was conducted to gauge public support for safety issues. Nearly 1,000 Washington households were included in the sample and contacted by telephone using random digit dialing. The issues surveyed included the motorcycle helmet law, safety restraints, pedestrian safety, administrative license suspension and other DWI issues. Survey results were widely distributed to legislators and staff and others concerned with traffic safety policy.



## VII. Traffic Engineering Services

### FTE92N1-HD1, HAZARD ELIMINATION

The purpose of this project was to provide traffic accident analysis software and accident data for local jurisdictions, and to provide guidance and assistance to local traffic engineering and other agencies to help identify and remedy high hazard traffic locations.

Project activities included:

- o Provided feedback to the WSDOT and the UTEC Technical Committee regarding the rewriting of the Accident Analysis Program as part of the overall UTEC computer program package using SmartII, the use of the program, and issues related to documentation of the program.
- o Worked with WDOT and UTEC to test and modify as necessary the new SmartII Accident Analysis Program; completed documentation for the first module of the computer package.
- o Developed and tested several new reports.
- o Provided technical support to the field test sites in utilization of the SmartII Accident Analysis Program and provided the WSP accident record data for their areas.
- o Attended and participated at the Statewide Engineers and Law Enforcement conference in February and demonstrated the SmartII Accident Analysis Program.
- o Investigated the feasibility of several accident intersection data plotting programs for integration with the SmartII program.

### FTE92N1-HD2, Traffic Engineering and Microcomputer Services

The purpose of this project was to provide local jurisdictions with on-site advice on traffic engineering problems, traffic engineering and safety records.

Contacts with agencies to help with traffic safety and microcomputers is the main objective of the Local Traffic Services Engineer. Forty-three percent of the local agencies in the state were contacted and assisted during the year.

Three hundred and twenty-six new jobs were initiated during the year, a rate of 27 jobs per month or 1.3 per day. Each job may consist of several contacts. Most of the contacts were by phone (541) followed by memo (166) and formal visits (65). Fifty-seven percent of the contacts were traffic related, 31% were computer related, and 10% were traffic or computer related. Seventy-four percent (240) of the projects were for local agencies, 13% (42) were for consultants, and 14% were for WSDOT and other entities.

This project provided partial support for the second Law Enforcement and Engineers Conference held in Wenatchee in February. The purpose of the

conference was to foster improved communications between law enforcement officers and engineers. The conference was successful with 107 people in attendance. The next conference is planned for February of 1994. The agenda may be expanded to appeal to a larger audience.

## VIII. Alcohol/Impaired Driving (408 Alcohol Traffic Safety Plan)

### J691J6-1A, Program Coordination

The Washington Traffic Safety Commission is responsible for the coordination of the State's Section 408 Alcohol Safety Plan. The Alcohol Safety Program Manager is assigned to this task. In partnership with various local governments and communities, the Program Manager is responsible for initiating and advising in the project agreement preparation, assisting state and local governmental staff in project expectations, requirements, and evaluation criteria. Additionally, the program manager reviews project expenditures, identifies policy trends, provides technical assistance, and deals with other issues as needed.

A 1991 Interagency Conference brought together approximately 144 participants interested or involved in the issue of drinking and driving. Many of the conference evaluations received indicated this conference as "best so far". These evaluations and the workshop recommendations were reviewed by the DWI Law & Justice Committee for inclusion in the Section 408 alcohol safety plan.

With the advisory role of the DWI Law & Justice Committee, the Alcohol Safety Program Manager will continue to coordinate state and local governmental efforts to address key DWI system issues. Two key issues of interest are:

- Coordination of efforts to identify new approaches or diversify existing systems to impact special target populations, such as ethnic minority communities, young male drivers.
- Facilitation of dialogue on the administrative license revocation, sobriety checkpoints, and low BAC levels in Washington State.

A study of the deferred prosecution program in Washington was conducted and finalized on February 1992 by the Alcohol and Drug Abuse Institute of the University of Washington.

A key component of the study was to evaluate the effectiveness of deferred prosecution. Comparison of the post-disposition driving records of the deferred prosecution and conviction groups showed that deferred prosecution was associated with reduced DWI recidivism during the two years of the program, but not during the third year.

In order to conduct a closer review of the third year following the two-year deferred prosecution sentencing on drivers, an extension of the aforementioned study was funded. The results of this extension will be made available at the 1992 Interagency Conference.

Support was provided to the SAFTYE Advisory Committee which helps the Commission plan an annual Youth Traffic Safety Conference and a Traffic Safety Awareness Week involving high school students. The Advisory Committee is composed of student leaders elected by conference delegates. This project funded

four Advisory Committee planning meetings. The 1992 Conference was attended by over 400 students and advisors from 50 schools.

An editorial assistant was assigned to the alcohol program to assist with coordination activities. The assistant developed conference materials and prepared reports on Law and Justice Committee actions.

A 50,000-copy reprint of the "Poof" brochures were ordered. These brochures educate young drivers about minor in possession laws and other DWI statutes in Washington. Additionally, this brochure has been requested in Spanish.

Travel by members of WTSC committees was provided through this project. With this support, committee members were able to help local jurisdictions with planning and implementation of alcohol traffic safety projects.

### **J691J6-2B, Law & Justice Training**

A need for public officials to increase knowledge and abilities in administration of Washington's DWI laws has been identified as a priority by the last four alcohol safety conferences. Specifically, the recommendation has been to expand training opportunities for criminal justice system staff working with the impaired driving issue.

A specific portion of these project funds supported the Fourth Annual Interagency Alcohol Conference, held December 4 - 5, 1991. Delegates included judges, court administrators, state and local police, probation officers, treatment counselors, county prosecutors, city attorneys, public defenders, defense attorneys, and citizen action groups. Project support included delegate lodging, meals, and travel, as well as other conference expenses.

In larger counties, new prosecutors learn from some of the senior deputies on a "catch as catch can" basis. In the smaller counties, many new deputy prosecutors start out on their own. They may consult with other counties, but most other counties are so busy with their own work that they do not have much time to assist. The defense bar conducts DWI training programs for defense attorneys; however, prosecuting attorneys and deputies are not allowed to attend these programs.

The Commission provided financial support to two DWI prosecution training programs this year. The attendance at the two trainings held in June and September 1992, was 20 participants.

Each summer for the past 14 years the Traffic Institute has conducted the Annual Vehicular Homicide/DWI Conference. Five individuals were sent to the training conference last year. Sponsorship recommendations were solicited through law enforcement and the DWI Law & Justice Committee. The five sponsored were: a member of the DWI Law & Justice committee, a police officer, a representative of the Department of Licensing, a deputy prosecuting attorney, and two traffic safety program managers.

The conference covered training on law enforcement sobriety testing issues, administrative license revocation, sobriety checkpoints, data tracking programs in other states, and other issues related to impaired driving.

Two individuals were sponsored to the Third Annual Court Technology Conference held March 11-15, 1992 in Dallas, Texas. The Conference is sponsored by the National Center for State Courts based in Williamsburg, Virginia. The two sponsored were a representative of the Office for the Administrator for the Courts and a representative of the Pierce County District. A presentation was made at the conference on the 408 funded Law Enforcement/Court Scheduling (LECS) project.

Support was provided to judges for travel to specific forums relevant to DWI adjudication. Project funds paid for the pro tem fees for judges to attend WTSC advisory meetings and the Dr. Herbert Simpson briefing on the hardcore drinking driver research. Additionally, the funds provided reimbursement to the DWI Law & Justice Committee for travel expenses.

WTSC provided partial support to the one-day law and justice symposium conducted by the Department of Licensing in June 1992. The conference featured the Arizona program aimed at incarceration or requiring treatment for drug/alcohol offenders. Additionally, the conference provided workshop sessions on defining a drug conviction in current statutes, reviewing traffic offenses for minors under driving age, and the fraudulent driver license use in obtaining alcohol and other drugs.

A rural city law enforcement officer was sponsored to a training course on Coaching the Emergency Vehicle Operator in California. Law and Justice training funds paid for his travel and per diem. One of the stipulations for support was that upon their return the officer would train local police officers in emergency vehicle operation. The officer was able to develop a program to train about 175 local law enforcement officers. Additionally, 200 workbooks were ordered from the National Safety Council to use in these training sessions.

### **J691J6-3C, 408 Data Evaluation**

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

Project objectives:

1. Provide an analysis of prompt license suspension showing the number of days from arrest to suspension for DWI and implied consent offenders.
2. Provide an analysis of the mandatory sentence provisions of the DWI law for repeat offenders.
3. Substantiate compliance with "illegal per se at .10 BAC".

4. Demonstrate the state's efforts to increase enforcement and public information.

These objectives were accomplished using databases and analysis resources of the agency's Traffic Records Data Center for criteria 1, 3, and 4, and through use of the research expertise of the Alcohol and Drug Abuse Institute at University of Washington for criterion 2.

Project activities included:

- o Research and data analysis to substantiate compliance with the basic grant criteria.
- o Providing DWI-related data files and data analysis assistance to University researchers. A significant activity involved providing BAC Data to the Alcohol and Drug Abuse Institute at the University of Washington for a follow-up study of the Deferred Prosecution law.
- o A public opinion survey on traffic safety issues, with an emphasis on DWI issues, was conducted.
- o Providing training on use of TRDC databases and information to produce the WTSC's annual Data Summary and Problem Analysis.

#### **J691J6-4D, Public Affairs**

The purpose of this project was to further WTSC's public information and education program goals as they relate to alcohol/impaired driving:

- o Increase public awareness and influence behavior through traffic safety education.
- o Promote Washington Traffic Safety Commission goals and objectives.
- o Promote coordinated solutions of traffic safety problems.

The overall goal of this project was to better educate the public, particularly youth, about the hazards of impaired driving.

The DWI Community Task Force Coordinators assisted in implementing public information campaigns at the local level. Public Affairs continued to increase use of multicultural materials for public information/education when appropriate. A large DWI information/education display was designed and used statewide.

As listed in the public affairs strategic plan, activities were aimed at key audiences, including: staff and the DWI task force coordinators, legislature, local government officials, commissioners and their agencies/organizations, media, young people, at-risk populations, funding sources, health and safety advocates, law enforcement, and private businesses/employers.

### **J691J6-5E, DWI Citation Tracking Project**

The purpose of this project is to track the DWI citations issued by the Washington State Patrol troopers. During the previous fiscal year, DOL transferred arrest information on 22,562 DWI citations into its DWI Tracking database. Over this last year, the DOL staff has updated 1,508 address changes, manually researched 5,131 records, and updated 3,227 records into the WSP DWI Citation Tracking Database. Project funds were also used to hire a Clerk Typist for the processing of DWI tracking transactions.

At present, all 1990 arrests and convictions have been entered into the DOL DWI tracking database. Court costs and fines are now being entered into this tracking system. Additionally, all 1991 arrests have been entered and 1991 convictions are entered as received.

The Commission intends to continue support to this project in the next fiscal year. It is anticipated that a tape of this DWI tracking data will be made available to the Commission for further analysis by January 1993.

### **J691J6-6F, Alternate DWI Jail Facilities**

An Alternative DWI Jail Facilities project, administered by the Washington Association of Prosecuting Attorneys, has successfully demonstrated the feasibility of relieving jail overcrowding by first-time DWI offenders. At the same time, it provided DWI offenders an intensive educational program about the problems of driving under the influence of alcohol/drugs.

It also has shown that such a program can be nearly self-sufficient. A \$50 fee charged for the Thurston County pilot project covers the cost of meals served in the jail, the night's lodging, and security at the alternate site.

The objective of this project is to expand the alternative jail site program to other counties in the state of Washington.

### **J691J6-7, Youth Conferences**

For the past three years, the Washington Traffic Safety Commission has supported the middle school conference program. Many students are choosing risky lifestyles during their middle school years and even younger.

The Stop Accident Fatality Through Youth Efforts (SAFTYE) program is a nationally recognized project for high school students. The SAFTYE high school students have developed a peer-to-peer training to assist middle school/junior high students initiate clubs in their schools.

The SAFTYE organization is governed by an elected board of youth representatives. These individuals are elected by a majority vote by their peers. The board is the Student Advisory Board of SAFTYE (SAB) which met four times this year, with an average of 19 students attending these meetings.

Working with the WTSC program manager, the SAB processed most of the communication correspondence from their local SAB regional representatives. They also were involved in local community and school events pertaining to traffic safety issues. The SAB secured meeting locations for regional meetings and coordination for the involvement of their community and school representatives. The SAB developed workshop topics and training on issues relevant to cultural diversity, ethnic backgrounds, leadership skills, coalition building, and strategic planning.

The SAB was involved in assisting middle school students with planning and implementation of middle school conferences in Washington. The goal was to target sixth, seventh, and eighth graders for an alcohol/drug-free conference, and the endeavor was a tremendous success. The WTSC sponsored two middle school conferences, one in Fife and the other in Moses Lake.

The 1991 SAFTYE Middle School Conference was a one day conference in November 1991. Over 400 students and advisors attended, representing 50 middle school/junior high schools. A number of the workshops were presented by high school and middle school SAFTYE Club members. From all accounts, the conference was a tremendous success for students and advisors.

The second middle school conference, held May 1992 in Moses Lake, was developed through the assistance of Comprehensive Health Education Foundation, the Grant County Prevention Office, and the Community Youth Activity Program. County and school officials had seen a demonstrated need for a conference for their middle school/junior high students, and requested that the WTSC coordinate a conference in their area. The community of Moses Lake was most supportive. The Big Bend Community College donated the space for the conference. Prevention coordinator Micki Fabian assisted in providing workshop speakers and coordinated the Grant County youth to assist the Student Advisory Board to host the conference. A total of 191 advisors and students attended from fifteen different schools (including one school district from Nampa, Idaho). Workshops included highway safety, and one of the most successful workshops was presented by North Central SAFTYE Club on 70% by '92. Student attendees demonstrated great interest in developing new programs at their schools.

The Washington Traffic Safety Commission intends to continue sponsorship and support to the SAFTYE Student Advisory Board for regional meetings, the SAFTYE Conference, and the middle school conferences.

#### **J691J6-8H, Probation Services for DWI Accountability**

The purpose of this project is to demonstrate the value of probation services to the courts by providing alcohol assessments and tracking DWI offenders through sentencing sanctions. The project provides information on probation costs and benefits that can be presented to state and local officials. The project is being monitored by the Washington Misdemeanant Corrections Association. Project



funds were used to hire a program counselor and a clerk and to purchase electronic equipment for use by the probation department.

The computer probation monitoring system is currently tracking 1,717 defendants and using 185 treatment facilities. These referrals includes monitoring 444 DWI convicted offenders, 568 DWI deferred prosecutions. Since probation had started tracking the deferred prosecutions, computer-generated reports with final summaries can be provided to the courts. The TOPS system has made it possible to bring a non-compliance case back to court swiftly. The judges and court commissioner were able to close cases with increased assurance that a final abstract of the driving record had been checked.

All treatment referrals and reports are routinely entered into the probation monitoring computer system. The computer generates a list of cases for which an abstract of the driving record is obtained on a six month basis. Monthly case closures are generated to obtain a list of cases scheduled for final disposition. Sentencing dockets can now be supported. The computer monitoring system has enabled transactions to be done much quicker, while ensuring that the cases have the most current updated information available to the judicial administration.

The Benton County commissioners established a probation services account which enables the court to assess probation fees. These fees will be used to support the department once sufficient funds have been accumulated. The department has taken on two tasks since the first of the year:

- o Monitoring of delinquent time payments (approximately 4,000 transactions).
- o Monitoring restitutions.

By September 1992, the probation department collected \$115,737 from probation fees.

### **J691J6-9I, Thurston County TOPS System**

The purpose of this project is to demonstrate the value of an automated probation department to the courts by providing alcohol assessments and tracking DWI offenders through sentencing sanctions. The project will also provide information on probation costs and benefits that can be presented to state and local officials. The project is being monitored by Thurston County.

Project funds secured the training and travel support for Mr. Thomas M. Ball, Director of the Thurston County District Court Probation Services. Additionally, Mr. Ball has redesigned the Traffic Offender Project Supervision (TOPS) system for Washington State Courts. The TOPS system was originally designed in the State of Oregon to assist all Probation Officers in the management of their caseloads in a timely and efficient manner and to give traffic offenders an equal opportunity to be served in the Criminal Justice System.

Through project support, a copy of the TOPS Oregon System, Paradox Software, and other equipment was purchased. After acquiring a contract with the developers of the TOPS Oregon System and Micro One, Mr. Ball was able to provide training to six other counties on the TOPS system, as well as to serve as in-state consultant for other TOPS computer projects implemented.

TOPS is now being used by Thurston County to monitor 900 Deferred Prosecution cases. Utilizing the TOPS data collection, Thurston County has begun to provide some preliminary statistical information on the deferred cases. For example, in 1988 the court revoked 35% of all deferred prosecutions that were granted that year, and 60% completed their treatment with no new DWIs. Another 5% completed but had new DWIs, and 3% were still on bench warrants. On these same offenders, data revealed information on license status as 69% clear, 11% suspended, and 20% revoked. An updated statistical analysis on deferred cases is being pursued with the Commission's efforts to further evaluate the statewide Deferred Prosecution system.

#### **J691J6-10J, Mason County Probation TOPS Computer Project**

The purpose of this project is to demonstrate the value of an automated probation department to the courts by providing alcohol assessments and tracking DWI offenders through sentencing sanctions. The project also will provide information on probation costs and benefits that can be presented to state and local officials. The project is being monitored by Mason County.

Project funds were used to secure the necessary equipment, software, training, and technical assistance to computerize the misdemeanor caseload supervised by Mason County Probation Services.

The computerization of caseload management through the TOPS program has increased the efficiency and accuracy of many probation transactions. The components most often used are case tracking, compliance with treatment and reporting requirements, and correspondence with offenders. Appointment letters, notice of overdue financial obligations, and letters to treatment providers are all quickly produced through the TOPS system. Increased accountability is possible by ready access accurate records of the client's participation and compliance with court ordered services.

A delay occurred in this project during the month of June. Due to repairs being made at a workstation, all entered data on caseloads was lost. At that time, it was discovered that the LAN backup system did not include the TOPS program and data. This unfortunate incident resulted in the probation office having to re-enter most of its tracking transactions.

### **J691J6-12L, Drug Recognition Evaluation Taskforce Project**

On February 14, 1992, Letty Mendez was appointed as the alcohol Program Manager to replace Tom Gullikson. In this transition period, this project was not implemented nor pursued. This project has great potential for the State of Washington because of the 1990 federal mandate calling for a six-month license revocation for all drug offenders. This federal mandate must be addressed by October 1993, or the state could lose a significant amount of DOT funds.

A project agreement was never written and no financial expenditures were authorized. The project was closed and funds were re-assigned through a change order submitted August/September 1992.

### **J691J6-13M, DWI Training Videos**

The purpose of this project was to develop two training videos to supplement the education of police officers statewide. The videos provide information on the proper processing of an alcohol related incident more effectively in court and provide training to law enforcement personnel on all aspects of the Implied Consent Law and the hearing process. The first video demonstrates the proper protocol of testimony offered during administrative hearings on implied consent cases. The second video depicts the appropriate methods involved in DWI accident investigations.

At present, 300 copies of each of the training videos are available and will be distributed at the November Conference of the Washington Association of Sheriffs and Police Chiefs.

### **J691J6-150, DWI Prosecution and Incarceration Project**

The purpose of this project is to demonstrate the benefits of providing sufficient resources to the criminal justice system for strict enforcement of the State's DWI laws. Additionally, the project is intended to reduce the backlog of DWI cases in each step of the DWI criminal justice system and to increase the number of convictions for DWI, thereby serving as a deterrent to others. This "No Plea Bargain" project has been implemented in Whitman County.

Whitman County, a small eastern Washington County with the state's second largest university within its boundaries, was selected by the Washington Association of Prosecuting Attorneys. Project funds have been used to hire a prosecutor, secretarial staff, part-time public defender, jail staff, and a part-time pro tem judge.

As of October 1991, 233 drivers have been charged in Whitman County with DWI. Of these, only eight have been exonerated. Most DWI offenders are pleading guilty or entering a deferred prosecution program. Statistically, project data indicates a 55% increase in guilty findings, a 95% decrease in cases plea bargained, and a 124% increase in deferred prosecutions since 1989. A clear

indication of the "No Plea Bargain" policy is that approximately 91% of persons charged with DWI have received treatment for their alcohol abuse and/or alcohol problem.

**J691J6-16P, Everett TOPS Computer Probation Project**

The purpose of this project is to demonstrate the value of an automated probation department to the courts by providing alcohol assessments and tracking DWI offenders through sentencing sanctions. The project also will provide information on probation costs and benefits that can be presented to state and local officials. The project is being monitored by Snohomish County.

Project funds were used to purchase computer equipment and software required to implement the Traffic Offender Project Supervision (TOPS) system. The TOPS system was implemented in May 1992.

During the project implementation, a delay occurred due to the discovery of inadequate computer memory capability of the purchased computer system. The problem was resolved through a joint investment of project funds matched 50 percent by Snohomish County to purchase upgraded random access memory and hardware.

Additionally, the project funds supported travel for TOPS user training to support staff provided by Mr. Thomas Ball at Thurston County Probation. At this time data entry has been completed for 75% of the offender cases. All deferred prosecution cases are now being monitored by the TOPS system for this court. The computer monitoring system also tracks DWI convictions, compliance information on treatment requirements, attendance of the DWI victims panel, and other conditions as ordered by the court.

**J691J6-11K, City of Olympia TOPS Computer Probation Project**

The purpose of this project is to demonstrate the value of an automated probation department to the courts by providing efficient monitoring of alcohol assessments and tracking DWI offenders through sentencing sanctions. The project also will provide information on probation costs and benefits that can be presented to state and local officials. The project is being monitored by the City of Olympia.

Project funds were used to purchase computer equipment and software required to implement the Traffic Offender Supervision (TOPS) system. The TOPS system was implemented in April 1992.

The TOPS system has proven to be a valuable tool in assisting this probation office to manage their caseloads in a more productive manner and to reduce time spent on manual tracking of defendants. Upon completion of data entry, the computerization monitoring system will track recidivism rates following attendance of the DWI victim panels, compliance information on treatment requirements, and other court ordered conditions.

### **J691J6-14N, Corridor Safety Project**

The purpose of this project was to support the alcohol/impaired driving components of two pilot Corridor Safety Projects. The goal of these pilot projects is to mobilize all 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 participating party in the project takes responsibility for their portion of an action plan which is developed by the local Steering Committee which directs the project.

A 22 mile section of SR 9 in Snohomish County and a 13 mile portion of SR 290 in Spokane County were the two pilot corridors chosen. The Commission was successful in establishing a local Steering Committee with local leadership which could competently coordinate each project. A comprehensive Action Plan evolved out of the interactions of the Steering Committees and that Action Plan was the focus of a public forum in each location. Following public input at the forums, the initiatives outlined in each plan were put in place. The evaluation period for each of the two Corridors began June 1, 1992. Data concerning crash activity during the period of June 1, 1992 - May 31, 1993, will be used to make comparisons with crash activity in the corridors prior to the Corridor Project.

The process of developing the action plans was a constructive exercise in itself. For instance, the Department of Transportation district office in Spokane provided sign blanks to the City of Spokane without charge so that signs along the Corridor could be uniform. Another positive development came out of the planning process when the Washington Liquor Control Board proposed a comprehensive server training package for the Spokane corridor. With minor funding support from the Commission, the Liquor Control Board acquired a new server training package which was implemented not only in the Spokane corridor, but throughout the state. The revised training will be provided in any Corridor Safety projects which are undertaken in the future. The Commission provided funding and design assistance in the production of public information brochures for each corridor. Perhaps the most valuable role played by the Commission was to provide support and consultation to the local leadership of the steering committees. The process and responsibilities involved in coordinating a local corridor steering committee has been documented by the WTSC and will be available for future corridor coordinators.

### **J691J6-18R, Anderson Mobile DWI Van**

On July 16, 1978, Larry and Shirley Anderson lost their 23 year-old son, Mark Anderson, in a alcohol-related crash. The Andersons turned this tragedy into a commitment to increase public awareness about the risks of drinking and driving. Ms. Anderson is the president of the NE District Court's DWI Victims Panel in Redmond, Washington and the original founder of the victim panel programs. Both of the Andersons are active members of Mothers Against Drunk Driving (MADD) organization.

The Andersons approached the WTSC in the Spring of 1990 to obtain sponsorship of their travel around the state for the purpose of sharing the message of sober driving and traffic safety materials. They volunteered the use of their mobile home. The Commission agreed to reimbursement of mileage and travel costs, plus a nominal stipend, for the contract period of July 1, 1990 to June 30, 1991. Lettering on the mobile home identifies the vehicle as the "Mark Anderson Mobile DWI Victims and Resource Van."

The contract was renewed for the period of February 14 - September 30, 1992. During this time, the Andersons were able to complete travel throughout the state, specifically to the Sequim area, Yakima County, the Clarkston-Lewiston area, and Long Beach, Washington.

In these visits, the van has drawn great interest and attention from the public due to its exterior markings. Over a thousand individuals have been exposed to the Anderson's sober driving message at county fairs, community day celebrations, state camp grounds, state parks, and highway rest stops.

The Andersons have dedicated their lives to public outreach in hope of saving lives with the sober driving message. The couple traveled statewide in their DWI Resource Van and coordinated the Victim Panel sessions in Redmond, and participated in various other victim panels around the state. The Andersons devote evenings, weekends, and vacations to the mission of reducing drinking and driving.

On May 15, 1992, Larry Anderson retired. In 1993, Shirley Anderson will also retire. The couple has communicated a desire to continue their travel as traffic safety emissaries. The Washington Traffic Safety Commission intends to continue sponsorship of the Anderson's travel to disseminate traffic safety materials and the message of sober driving.

#### **J691J6-19S, Fatal Collision Research Team**

The Fatal Collision Research Team project this fiscal year was designed to analyze and reconstruct fatal alcohol related crashes. Examination of differing blood alcohol levels versus driver age, versus crash severity would be investigated. Other data to be collected involves sex and race of the driver, type of crash, time of day, location of the crash, and culpability of the driver.

The team set criteria for case selection and data collection. A computer database for the data was developed, as was crash reconstruction methodology. Three new members were added to the team due to the large volume of cases. Training was conducted specific to use of computer crash reconstruction programs. Some team members were sent to training sessions; each was expected to train other team members. Cases were ordered and distributed to members, and the analytical process is underway. The project will continue through FY 1993.

The program was designed to supplement the activities and budget of the Fatal Team project PT92E4-PT2. Its inclusion was extremely successful in that it

allowed for expansion of the team to accommodate the numbers of cases being analyzed.

### **J691J6-20T, Law Enforcement/Court Scheduling**

Pierce County District Court No. One originally volunteered as the pilot site for the Law Enforcement/Court Scheduling (LECS) project in September of 1989. The project's actual operation began in September of 1991. At that time, the WTSC provided Pierce Court No. One with a federal grant for improving the scheduling of officer witness appearances in district court criminal cases. The purpose of the LECS project was to reduce officer overtime and insure officer presence in court proceedings.

The LECS project involves having a liaison officer coordinating appearances during officer working hours. The automated portion of the scheduling project was constructed on the Judicial Information System (JIS) at the Office of the Administrator for the Courts (OAC) to allow the scheduling application to be potentially available to all JIS District Courts.

LECS has been used in Judge Heller's courtroom, and by the Washington State Patrol (WSP) and the Pierce County Sheriff's Office in pilot mode since September 1991. LECS uses 30 scheduling rules to determine the "best dates" for law enforcement officers to appear as witnesses in court. LECS is OAC's effort at using expert system technology to develop an automated system.

The pilot project evaluation revealed that LECS scheduled officers to appear in court on their scheduled work days 97% of the time. This scheduling accuracy has resulted in the following savings:

- o WSP overtime costs reduced by 68 percent.
- o WSP court appearances reduced by 56 percent.
- o WSP overtime hours per appearance reduced by 58 percent.
- o WSP court time reduced by 37 percent.

### **J691J6-21U, Sober Roadways Campaign**

In July 1991, the Injury Prevention and Public Education Technical Advisory Committee of the Governor's EMS and Trauma Care Steering Committee, staffed and supported by the Department of Health, identified its number one priority as the reduction of impaired driving in Washington. This commitment led to the development of the Sober Roadways for Washington campaign as a slide/script presentation for EMS providers to conduct in their local communities. To date, the slide presentation has been presented to nearly 1,000 people throughout the state.

The Commission was approached in mid-summer of 1992 for financial support to pursue the production of the Sober Roadway for Washington video (English and

Spanish). The Injury Prevention/Public Education TAC (IPPE TAC) has made Sober Roadways its priority for the remainder of 1992 and at least through the first half of 1993. Using a video, the EMS regional coordinators indicate they will target larger audiences and require less instruction of volunteer presenters.

This project's effective date was July 1, 1992, but it was not implemented until late September, 1992. Project funds did support some expenditures in the development of public information materials for the Sober Roadways for Washington campaign. However, due to the implementation delay, the project did not have sufficient time to complete its objectives. WTSC intends to consider this project for continued funding in FY 1993.



## IX. Seatbelt and Motorcycle Helmet Incentive Grant Program

### Section 153 Program Overview

Washington State's FY 1992 153 occupant protection incentive program implemented projects in four priority areas designated by the federal government. Four priority areas are:

- o Education.
- o Training.
- o Monitoring.
- o Enforcement.

Washington's seat belt use, based on the statewide observational survey, reached 72.9% in the spring of 1992 and 73.2% in the fall. This rate reflected a trend in increased use which began in the early 1980's when WTSC implemented a comprehensive occupant protection/child passenger safety information awareness and education program. Educational efforts were complemented by the passage of the child restraint law in 1984 and the seat belt law in 1986.

State of Washington and the Washington's law enforcement community were awarded national 70% Honor Plus Honor Role in the spring of 1992 and currently enjoys the highest usage rate in the continental United States. The use rate for City of Seattle was found to be well above 70% in the NHTSA 19 city survey and was recognized as the first major city in the nation to reach the National goal to reach 70%.

### HB92-ED01, Information Education Programs

The purpose of this project was to provide technical coordination, consultation and informational/educational 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:

- o The production and distribution of brochures and other awareness materials explaining Washington's motorcycle law and defining approved motorcycle helmets.
- o The formation of an advisory committee (a subcommittee of OPLEAC, Occupant Protection Law Enforcement Advisory Committee) to review existing occupant protection video tapes and plan for the production of a series of educational videos to be distributed to hospitals, law enforcement agencies, libraries, community advocacy groups, local driver license examine offices and other identified networks.
- o The acquisition of seven Vince and Larry costumes for use of local law enforcement agencies and community traffic safety task forces.

- 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 (PSAs) promoting compliance with Washington occupant protection laws.

#### **HB92HB-ED02, Law Enforcement Youth Education Outreach Program**

The purpose of this project was to update, produce and distribute of occupation/education materials for law enforcement based preschool and elementary school age children.

Project activities included:

- Updating the "We Love You - Buckle-Up" early childhood education (ECEd) curriculum packet. This educational packet includes a teachers guide, poster, handout copy masters, parent information materials and a variety of resource materials such as information about the statewide Buckle-Up Helper club and the correct use of seat belts and child car seats.
- The production of one thousand two hundred early childhood education packets.
- The distribution of ECEd packets to over 400 law enforcement agencies in the state and identified early childhood education networks.

#### **HB92HB-MO1, Monitoring**

The primary purposes of this task were to monitor expenditures of 153 incentive grant funds and to conduct a state wide observation survey to determine the use of seat belts and motorcycle helmets.

Projects activities included:

- Hiring a .3 FTE fiscal support technician.
- Conducting a state wide observational survey (September 1992). The survey reflected a 73.2% state wide usage rate.

#### **HB92HB-TR01, Training/Coordination**

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

Project activities included:

- A full time program manager was hired to manage the 153 incentive programs and to conduct additional training for Washington's WEAR-IT (Washington Enforcement And Restraint Inservice Training) program.

- o In July a state wide Spokespersons meeting was held. This meeting was attended by over 30 Chiefs, Sheriffs and their representatives. The Spokespersons, along with over 25 Seattle area law enforcement representatives attended a press conference at which Secretary Andrew Card presented the citizens of the State of Washington and Washington's law enforcement community with recognition of having achieved a 73% seat belt use rate. At this press conference Washington was recognized as having the highest seat belt use in the continental United States.
- o A second spokespersons meeting was held with over 65 law enforcement officials in attendance.
- o In August an OPUE (Occupant Protection Usage and Enforcement) instructor training was held at the Washington Criminal Justice Training Center in Seattle. This class was attended by 33 local law enforcement officers. Major emphasis was placed on enforcing occupant protection laws and on increasing officer knowledge about child passenger safety issues.
- o Washington's WEAR-IT curriculum was reviewed and updated. Continued contacts were made with OPUE trained instructors regarding conducting WEAR-IT classes at Criminal Justice Training Commission Satellite Training Centers and the development and distribution of project grant application 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), the fall meeting of the Washington State Law Enforcement Association (WSLEA) and the fall conference of the Washington Council of Police Officers.
- o Over 22 local jurisdictions participated in community wide enforcement based programs. An additional 65 agencies conducted targeted occupant protection programs at the local community level.

### **HB92HB-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. In less than three months 13 local law enforcement agencies conducted community wide occupant protection programs. Local projects were varied in scope and promoted a variety of activities including:

- o Seat belt enforcement emphasis patrols.
- o Community wide seat belt use incentive programs in cooperation with local merchants.
- o The incorporation of occupant protection messages into community policing activities.
- o Seat belt and car seat presentations to identified target audiences by law enforcement officers and administrators.

- Promotion of the correct use of seat belts and child car seats and compliance with Washington restraint laws through TV, radio public service announcements and newspaper articles.
- The production and distribution of enforcement based occupant protection promotional materials personalized to specific communities.

**HB92HB-EN02, Yakima Police Department "WEAR-IT Kids"**

The purpose of this task was to conduct an enforcement based seat belt incentive program targeting youngsters in Yakima County.

Project activities included:

- The development of a partnership with various restaurants in a city-wide seat belt incentive program.
- Participating drive-in restaurants observed seat belt use, provided game cards to customers, stamped game card squares of children that were using belts and awarded free "kids meals" to those children who filled the game card spaces.
- Additional educational/promotional items, such as flyers, stickers, buttons and frisbees were distributed on a selective basis.
- One thousand three hundred and seventy six (1376) "Wear-It Kids" game cards were successfully completed and redeemed at local participating restaurants.

**HB92HB-EN03, Bellevue Police Department Seat Belt Program**

The purpose of this task was to increase seat belt use through the provision of enforcement conducted education in lieu of fines classes and the distribution of educational/promotional materials at community events.

Project activities included:

- Conducting a series of 100-car observational surveys.
- Conducting a series of two hour seat belt safety classes for citizens who had been cited for non seat belt use. An average of 150 to 175 persons are currently attending classes each month.
- Production and distribution of educational/promotional items at community events. Over 1500 people were contacted during the Bellevue arts and crafts fair alone.
- The production and distribution of 5,000 buckle-up posters promoting the enforcement of seat belt laws and featuring a Bellevue Police Officer, a vintage street rod and Seattle Seahawk star, Eugene Robinson.

**HB92HB-EN05, Everett Police Department Buckle-Up Project**

The purpose of this task was to increase seat belt use in the City of Everett through increased enforcement and enforcement based education programs.

Project activities included:

- o Assigning a six member special operations unit to the seat belt emphasis program. The Everett Police Department programmed work schedules to reflect two hours, one day a week, for seat belt emphasis program activities.
- o Conducting checkpoint emphasis patrols, and handing buckled up drivers and passengers seat belt promotional items displaying the Everett Police logo, "Buckle For Life".
- o Twenty one emphasis check points were conducted throughout the summer.
- o Through observational surveys, Everett Police determined seat belt use increased in the City of Everett through the summer period.

**HB92HB-EN06, Benton County Sheriff's Office Buckle-Up Project**

The purpose of this task was to increase seat belt and child car seat use in Benton county. The major focus of the program was to target the Hispanic community.

Activities included:

- o Reviewing existing occupant protection materials, translating key messages into Spanish,
- o Producing selected educational/ informational materials,
- o Distributing these materials throughout the community.

**HB92HB-EN07, Island County Sheriff's Office Buckle-Up Project**

The purpose of this task was to increase the use of seat belts and child car seats in Island County. Due to circumstances within the department and the short time period, the Island County Sheriff's Office was unable to implement the program before the end of the fiscal year. No funds were expended. Interest in Island County remains, and the Sheriff's Department plans to development and implement a enforcement based occupant protection program in FY 1993.

**HB92HB-EN08, Clallam County Mandatory Use Law Enforcement (MULE Team) Project**

The purpose of this task was to increase the use of seat belts and child car seats in Clallam County. The Clallam County project involved a coordinated program of education and enforcement through five law enforcement agencies in the County. Those agencies were the Clallam County Sheriff's Department, Port Angeles

Police Department, Sequim Police Department, Forks Police Department and two detachments of the Washington State Patrol.

Project activities included:

- A team competition was organized among the departments. Recognition was given to individual departments as well as specific officers for outstanding efforts in community outreach education and or increased enforcement efforts. The winning team (department) and individual officers, received special awards and recognition for their accomplishments.
- Vince and Larry made visits to various community events. They were also at the Clallam County Fair where they posed for pictures and performed skits.
- A public information and education campaign involving the business community was implemented.
- Officers distributed "awards" such as locally donated prizes and occupant protection promotional items (key chains, stickers and etc.) to people who were buckled up.

#### **HB92HB-EN09, Lewis County Sheriff's Department Occupant Protection Program**

The purpose of this task was to increase the use of seat belts and child car seats in Lewis County. A county wide occupant protection program was started to improve officers enforcement practices as well as to increase public awareness of the importance of wearing seat belts and using child car seats.

The program included two major components:

- The first was a county wide awareness incentive program. Several local restaurants donated gift certificates for coffee or other small food items to give to citizens who were observed wearing seat belts. Food coupons and other incentive promotional items were given to "belted" youngsters and adults during routine traffic stops.
- The second major component of the campaign was an emphasis on providing WEAR-IT training to officers who in turn emphasized a increased enforcement effort.

This highly successful Lewis County project highlighted a coordinated county wide enforcement based education program involving the Sheriff's Office, the local State Patrol Detachments as well as all of the other local jurisdictions in the county.

**HB92HB EN10, State Match**

The purpose of this task was to provide a matching fund base for substantive safety tasks submitted under the FY 1992 section 153 grant for the State of Washington.

The Washington State Patrol, employing approximately 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.

**HB92HB-EN11, Child Passenger Restraint Enforcement**

The purpose of this task was to increase compliance with Washington's child restraint law (RCW 46.61.687) and to increase the correct use of infant and child car seats.

Program activities included:

- o In response to a legislative request a law enforcement committee including representatives from the Washington State Patrol, local sheriff's offices, and local police departments was formed to explore creating a 1-800 reporting line and developing a statewide PIE campaign.
- o Informational materials promoting the correct use of child car seats and emphasizing enforcement of Washington's child restraint and seat belt laws were produced and distributed to the general public through law enforcement agencies, health networks, parent education programs, schools, Department of Licensing local offices, community traffic safety task forces, and state and local advocacy groups.
- o The production of 800 10 minute video tapes, "Better Safe Than Sorry" for distribution to identified occupant protection networks.

**Projects not implemented**

- o AL92J1-IE7, Driver Safety.
- o PT92J1-PT4, Citation Management.
- o PT92E4-PT7, Engineering/Enforcement Conference.

# SECTION TWO

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*Fiscal Summary*

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WASHINGTON TRAFFIC SAFETY COMMISSION  
SUMMARY OF COSTS  
FEDERAL 402

State: WASHINGTON  
Spreadsheet: Summary

#92-4 9-30-92

PSP NO.	TASK DESCRIPTION	TOTAL COSTS	STATE COSTS	LOCAL COSTS	402 FUNDS	FEDERAL TO LOCAL
PA92A1-PA	PLANNING	344,394	172,197			
FPA92N1-PA2	& ADMIN	31,642	15,821		172,197	30,995
					15,821	2,848
TOTAL PA92A1-PA		344,394	172,197	0	172,197	30,995
TOTAL FPA92N1-PA		31,642	15,821	0	15,821	2,848
TOTAL PSP PA		376,036	188,018	0	188,018	33,843
TECHNICAL COORDINATION:						
TQ92E4-TC1	TECHNICAL	216,973			216,973	95,731
TQ92J1-TC2	COORDINATION	221,553			221,553	98,547
TQ92L1-TC3		138,393			138,393	61,944
TQ92R1-TC4		57,997			57,997	25,341
FTQ92N1-TC5		19,882			19,882	19,882
TOTAL PSP TC		654,798	0	0	654,798	301,445
COMMUNITY PROGRAMS:						
AL92J1-CP1	ALCOHOL SUPPORT	27,952			27,952	27,952
AL92J1-CP2	CONSTITUENT SUPPORT	17,217			17,217	17,217
AL92J1-CP3	WALLA WALLA TASK FORCE	763,502	450,000	300,000	13,502	13,502
AL92J1-CP4	GRAYS HARBOR TASK FORCE	23,153			23,153	23,153
AL92J1-CP5	KITSAP TASK FORCE	38,855			38,855	38,855
DE92E4-CP6	BELT SUPPORT	31,869			31,869	31,869
DE92E4-CP7	SENIOR DRIVER	34,299			34,299	17,150
TOTAL AL92J1-CP		870,679	450,000	300,000	120,679	120,679
TOTAL DE92E4-CP		66,168	0	0	66,168	49,019
TOTAL PSP CP		936,847	450,000	300,000	186,847	169,698
INFORMATION/EDUCATION:						
AL92J1-IE1	YOUTH PROGRAMS	131,108			131,108	131,108
AL92J1-IE2	PUBLIC INFORMATION	100,589			100,589	30,000
DE92E4-IE3	OCCUPANT PROTECTION	84,752			84,752	84,752
DE92E4-IE4	WORK PLACE	9,224			9,224	9,224
DE92E4-IE5	CHILD PASS SAFETY	25,366			25,366	25,366
DE92E4-IE6	NETS	14,854			14,854	
AL92J1-IE7	DRIVER SAFETY	0			0	
TOTAL AL92J1-IE		231,697	0	0	231,697	161,108
TOTAL DE92E4-IE		134,196	0	0	134,196	119,342

TOTAL PSP IE	365,893	0	0	365,893	280,450
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POLICE TRAFFIC: BH92R5-PT1 SPEED ENFORC	362,000			362,000	
PT92E4-PT2 FATAL TEAM	14,087			14,087	14,087
PT92E4-PT3 TRAINING MUL	57,500			57,500	57,500
PT92J1-PT4 CITATION TRACKING	0			0	
PT92R1-PT5 STATE MATCH	1,000,000	1,000,000			
BH92R5B-PT6 55 MPH SETASIDE	38,697			38,697	
PT92E4-PT7 ENG ENFORC CONF	0			0	
PT92R1-PT8 DRUG INVOLV	0			0	
TOTAL BH92R5-PT	362,000	0	0	362,000	0
TOTAL BH92R5B-PT	38,697	0	0	38,697	0
TOTAL PT92E4-PT	71,587	0	0	71,587	71,587
TOTAL PT92R1-PT	1,000,000	1,000,000	0	0	0
TOTAL PT92J1-PT	0	0	0	0	0
TOTAL PSP PT	1,472,284	1,000,000	0	472,284	71,587
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TRAFFIC RECORDS: TR92L1-TR1 TRAFFIC RECORDS	269,705			269,705	121,367
TR92L1-TR2 SPMIS	55,157			55,157	
TR92E4-TR3 EVALUATION	55,932			55,932	20,000
TOTAL TR92E4-TR	55,932	0	0	55,932	20,000
TOTAL TR92L1-TR	324,862	0	0	324,862	121,367
TOTAL PSP TR	380,794	0	0	380,794	141,367
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EMERGENCY SERVICES: EM92M1-EM1 EMERGENCY SERVICES	0			0	0
TOTAL PSP EM	0	0	0	0	0
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TRAFFIC ENGINEERING: FTE92N1-HD1 HAZARD ELIMINATION	34,714			34,714	34,714
FTE92N1-HD2 ENGINEERING SERVICES	111,707			111,707	111,707
TOTAL FTE92N1-HD	146,421	0	0	146,421	146,421
TOTAL PSP HD	146,421	0	0	146,421	146,421
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TOTAL NHTSA	4,135,128	1,622,197	300,000	2,212,931	975,660
TOTAL FHWA	197,945	15,821	0	182,124	169,151
TOTAL PROGRAM	4,333,073	1,638,018	300,000	2,395,055	1,144,811

WASHINGTON TRAFFIC SAFETY COMMISSION  
ALCONOL TRAFFIC SAFETY PROGRAM  
408

SUMMARY OF COSTS

STATE: WASHINGTON  
FY 1991  
Spreadsheet: Summary

Change Order No.: 91-3  
DATE: 9-30-92

PSP NO.	TASK DESCRIPTION	TOTAL COSTS	STATE COSTS	LOCAL COSTS	408 FUNDS	FEDERAL TO LOCAL
J691J6-1A	408 PROGRAM COORD.	65,913			65,913	
J691J6-2B	LAW & JUSTICE TRNG	52,708			52,708	
J691J6-3C	408 DATA EVALUATION	91,717			91,717	
J691J6-4D	PUBLIC INFO & EDUC	55,141			55,141	
J691J6-5E	DWI CITATION TRACKING	17,669			17,669	
J691J6-6F	ALTER DWI JAIL FACIL.	73,522			73,522	
J691J6-7G	YOUTH CONFERENCES	42,317			42,317	
J691J6-8H	PROB SERV DWI ACCT MCA	34,761			34,761	
J691J6-9I	THURSTON COMP PROB DEPT	21,359			21,359	
J691J6-10J	MASON COMPUT PROB DEPT	10,342			10,342	
J691J6-11K	OLYMPIA COMPUT PROB DPT	6,585			6,585	
J691J6-12L	DRUG RECON EVAL TASK	0			0	
J691J6-13M	IMPL CONS/DWI TRNG VID	15,406			15,406	
J691J6-14N	STATE MATCH	2,407,251	2,407,251			
J691J6-15O	DWI PROSC & INCARC	109,574			109,574	
J691J6-16P	EVERETT COMPUT PROB DPT	10,614			10,614	
J691J6-17Q	CORRIDOR SAFETY PROG	16,198			16,198	
J691J6-18R	ANDERSON MOBIL DWI VAN	733			733	
J691J6-19S	FATAL TEAM	0			0	
J691J6-20T	LAW ENFORC/COURT SCHED	25,000			25,000	
J691J6-21U	SOBER ROADWAYS	255			255	
<b>TOTAL</b>		<b>3,057,065</b>	<b>2,407,251</b>	<b>0</b>	<b>649,814</b>	<b>0</b>

WASHINGTON TRAFFIC SAFETY COMMISSION  
SUMMARY OF COSTS  
FEDERAL 153

State: WASHINGTON  
FY92  
Spreadsheet: Summary

Change Order: 92-3  
Date: 9-30-92

PSP NUMBER	TASK DESCRIPTION	TOTAL COSTS	STATE COSTS	LOCAL COSTS	CURRENT FY	CARRYOVER	153 FUNDS	FEDERAL TO LOCAL
<b>EDUCATION:</b>								
HB92HB-ED01	EDUCATION	17,842			17,842		17,842	
HB92HB-ED02	YOUTH ED	25,000			25,000		25,000	
<b>TOTAL PSP</b>	<b>ED</b>	<b>42,842</b>	<b>0</b>	<b>0</b>	<b>42,842</b>	<b>0</b>	<b>42,842</b>	<b>0</b>
<b>ENFORCEMENT:</b>								
HB92HB-EN01	ENFORCEMENT	24,209			24,209		24,209	
HB92HB-EN02	YAKIMA	5,000			5,000		5,000	
HB92HB-EN03	BELLEVUE	4,953			4,953		4,953	
HB92HB-EN04	EDMONDS	742			742		742	
HB92HB-EN05	EVERETT	4,934			4,934		4,934	
HB92HB-EN06	BENTON	2,000			2,000		2,000	
HB92HB-EN07	ISLAND CO	0			0		0	
HB92HB-EN08	CLALLAM CO	0			0		0	
HB92HB-EN09	LEWIS CO	1,490			1,490		1,490	
HB92HB-EN10	STATE MATCH	143,840	143,840					
HB92HB-EN11	CHILD PASSENGER	26,985			26,985		26,985	
<b>TOTAL PSP</b>	<b>EN</b>	<b>214,153</b>	<b>143,840</b>	<b>0</b>	<b>70,313</b>	<b>0</b>	<b>70,313</b>	<b>0</b>
<b>MONITORING:</b>								
HB92HB-MO01	MONITORING	9,096			9,096		9,096	
<b>TOTAL PSP</b>	<b>MO</b>	<b>9,096</b>	<b>0</b>	<b>0</b>	<b>9,096</b>	<b>0</b>	<b>9,096</b>	<b>0</b>
<b>TRAINING:</b>								
HB92HB-TR01	TRAINING	15,307			15,307		15,307	
<b>TOTAL PSP</b>	<b>TR</b>	<b>15,307</b>	<b>0</b>	<b>0</b>	<b>15,307</b>	<b>0</b>	<b>15,307</b>	<b>0</b>
<b>TOTAL</b>	<b>NHTSA</b>	<b>281,398</b>	<b>143,840</b>	<b>0</b>	<b>137,558</b>	<b>0</b>	<b>137,558</b>	<b>0</b>
<b>TOTAL</b>	<b>FHWA</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PROGRAM</b>		<b>281,398</b>	<b>143,840</b>	<b>0</b>	<b>137,558</b>	<b>0</b>	<b>137,558</b>	<b>0</b>

