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State of Washington

Highway Safety Plan
Annual Report



Fiscal Year 1994



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Introduction

This Highway Safety Plan Annual Report for Federal Fiscal Year 1994 (October 1, 1993 - September 30, 1994) summarizes the traffic safety projects implemented, managed, and/or supported by the Washington Traffic Safety Commission (WTSC) during that time period.

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

Section One of this report includes:

- Statewide Traffic Safety Overview
- Agency Administrative Summary
- Project Summaries: Highway Safety Plan - Section 402
 - Occupant Protection
 - Impaired Driving
 - Youth/Alcohol Programs
 - Traffic Records
 - Police Traffic Services
 - Traffic Engineering Services
 - Community Traffic Safety Programs
 - Pedestrian/Bicycle Programs
 - Planning and Administration
- Alcohol Traffic Safety Incentive - Section 408
- Seat Belt and Motorcycle Helmet Incentive - Section 153

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

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Statewide Traffic Safety Overview

Washington state continues to experience one of the best traffic safety records in the country, ranking among the top five states. The 1993 death rate was 1.42 persons killed per 100 million miles of vehicle travel. The rate was down dramatically from the previous four-year average of 1.63. While the 1993 rate was up from the 1992 rate of 1.34, this is primarily due to a 1993 change in the method used to estimate travel.

Serious injuries have also declined dramatically from the previous 4-year average of 16.14 per 100 million miles of travel to a 1993 rate of 12.31, a 23.8% decrease. The injury data are based on police-reported severity of injuries. A serious injury is defined as an injury that prevents the injured person from continuing normal activities. An evident injury is one not disabling but evident to others at the scene. A possible injury is one reported or claimed but is not disabling or evident, but includes momentary unconsciousness, limping, complaint of pain, nausea or hysteria.

Table 1: Overview of traffic crashes
Five-year comparison

	1993	1992	1991	1990	1989	prev 4-yr avg	'93 vs prev 4-yr avg
Total collisions	123,965	125,565	121,686	132,056	128,800	127,027	-2.4%
Fatal	579	593	603	726	694	654	-11.5%
Injury	51,500	51,186	49,048	51,713	50,747	50,674	1.6%
Property dmg only	71,886	73,786	72,035	79,617	77,359	75,699	-5.0%
Persons killed	661	651	683	825	781	735	-10.1%
Persons injured	76,332	75,803	72,004	76,064	73,992	74,466	2.5%
Serious injury	5,713	6,531	6,839	7,653	8,044	7,267	-21.4%
Evident injury	24,549	24,246	24,212	25,722	26,974	25,289	-2.9%
Possible injury	46,070	45,026	40,953	42,689	38,974	41,911	9.9%
Drivers involved	221,503	224,316	215,989	234,215	227,803	225,581	-1.8%
Vehicles involved	231,756	234,938	226,262	245,579	238,683	236,366	-2.0%
Motor veh. travel*	46,426	48,644	45,663	44,157	42,696	45,290	2.5%
Death rate**	1.42	1.34	1.50	1.87	1.83	1.63	-12.8%
Serious injury rate**	12.31	13.43	14.98	17.33	18.84	16.14	-23.8%
Economic loss +	\$1,807	\$1,827	\$1,130	\$1,146	\$922	\$1,256	43.8%

Source: WSP, WSDOT, Nat'l Safety Council

*In millions of miles.

**Method used by WSDOT for estimating miles traveled changed for 1993, resulting in lower mileage.

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

+In \$millions; based on National Safety Council estimates for fatal, injury, & ppty damage crashes.

In spite of the improved safety record in Washington State, 661 individuals died on Washington roads and 5,713 received serious injuries in 1993. The numbers of persons killed and injured remains unacceptably high. Table 1 summarizes five years of collision data.

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Preliminary data for 1994 traffic fatalities are summarized in Table 2. For the first 10 months of the year there were 515 deaths, compared to the previous 4-year average of 598 in corresponding months. The fatality rate (based on a preliminary travel estimate) was 1.25, which is 19.1% below the previous four-year average. The decrease in fatalities is due to fewer vehicle occupant and motorcyclist deaths. No corresponding reductions in pedestrian or pedalcyclist deaths are evident in the data.

Table 2:

Fatality and travel data - first 10 months (through October)

Five-year comparison

	1994	1993	1992	1991	1990	'94 vs	
						prev 4-yr avg	prev 4-yr avg
Deaths*	515	560	543	580	708	598	-13.8%
Urban	127	134	141	123	145	136	-6.4%
Rural	388	426	402	457	563	462	-16.0%
Travel**	41.28	39.34	38.88	39.27	37.81	38.83	6.3%
Death rate+	1.25	1.42	1.40	1.48	1.87	1.54	-19.1%
Status of persons killed							
Pedestrians	65	62	62	59	69	63	3.2%
Pedalcyclists	12	8	8	5	14	9	37.1%
Motorcyclists	31	36	46	43	59	46	-32.6%
Vehicle occupants	407	454	427	473	566	480	-15.2%

* Fatalities as of 11/8/94, may increase as delayed deaths are reported

** In billions; estimated by WTSC based upon preliminary data from WSDOT.

+ Deaths per 100 million vehicle miles traveled.

WTSC Administrative Summary

The first two years of Governor Mike Lowry's administration have witnessed dramatic improvements in traffic safety in Washington state. Traffic fatalities and serious injuries were at record low levels during 1993 and have continued into 1994. The WTSC looks forward to continuing improvements in Washington's traffic safety record during Governor Mike Lowry's administration and the tenure of the current Commission membership.

WTSC Commission Membership:

After 15 years of distinguished service with the Washington Traffic Safety Commission, Judge Robert Graham announced his retirement effective January 1995. Woodinville city council member Robert Dixon was appointed to replace Peter Harskell, who served as a WTSC commissioner for over three years. The current Commission membership includes Governor Mike Lowry, Washington State Patrol Chief Roger Bruett, Transportation Secretary Sid Morrison, Director of Licensing Kathy Barros Friedt, Secretary of Health Bruce Miyahara, Secretary of Social and Health Services Jean Soliz, Superintendent of Public Instruction Judith Billings, Judge Robert Graham representing the judiciary, Robert Dixon representing the Washington Association of Cities, and Bettie Ingham representing the Washington Association of Counties.

WTSC Management Report:

The past year marked significant personnel changes in the agency. Charles F. Hayes retired in July after 18 years with the WTSC, most recently as Director. The influence Chuck has had on traffic safety in Washington state is profound. His gentle guidance, his insight and analytic skills, his mentoring of traffic safety professionals, and his friendship will be missed.

Other staff changes include the retirements of Deputy Director Norm Erikson and John Tierney, Program Manager, and the departures of Mike Cleland and Connie Flagg who were funded by the Section 153 Incentive Grant program. The WTSC has responded to Governor Lowry's and the legislature's challenge to streamline and downsize state government by leaving staff positions vacant upon retirements, and eliminating other positions following completion of temporary project work assignments.

The past year has also been a transition period for the agency. Discussions and negotiations between the legislature, the governor's office, and WTSC management have attempted to identify the best placement of the traffic safety function within state government to achieve organizational effectiveness and efficiency. These discussions have focused on whether traffic safety in Washington state would be best served by placement within a larger transportation agency or by the current independent agency structure, and the staffing levels necessary to deliver an effective traffic safety program for the citizens of the state. It is anticipated that these issues will be resolved during the 1995 legislative session. During this transition period, Steve Lind is serving as Acting Director and has the charge of crafting a more effective and efficient traffic safety organization.

WTSC Initiatives and Accomplishments:

Significant WTSC program/policy initiatives and accomplishments during FY 1994 include:

- The annual Alcohol and Traffic Safety Conference provided a forum for discussions that eventually led to passage of the Omnibus DUI Act of 1994. WTSC staff played a significant role during the legislative session in forging major policy changes in the state's DUI laws.
- With passage of the Omnibus DUI Act, the WTSC took the lead in providing training for DUI professionals, including judges, attorneys, prosecutors, probation, court administrators, treatment providers, and law enforcement personnel.
- The statewide strategic pedestrian safety plan provided the impetus for new program initiatives in both pedestrian and bicycle safety.
- The federal section 403 Demonstration Project grant to Washington and Oregon continued and provided for the development and implementation of an occupant protection enforcement and public education/information program based on successful programs in Canada. The project is an international effort and includes participation by the Province of British Columbia.
- Two corridor safety improvement projects were completed in 1994. Evaluations of these projects demonstrated significant reductions in collisions.
- Three new observational surveys were completed in 1994. These included bicycle helmet use, child safety seat use, and driver compliance with the pedestrian crosswalk law. The results from these surveys are of critical importance in providing information for development of the Highway Safety Plan.

Project Summaries: Highway Safety Plan Section 402

1. Occupant Protection, 94-OP

OP94-OP01 - Occupant Protection Management

The objective of this project was to provide technical coordination and support resources to the Washington Traffic Safety Commission (WTSC) to develop and implement the state's Highway Safety Plan (HSP) for federal fiscal year 1994.

This is a compilation of four projects which were expensed for the services of 8.75 full-time equivalent employees, their travel expenses, goods and services, and agency operational costs. The four projects were:

- OP94-OP01 - Occupant Protection Management
- AL94-AL01 - Alcohol Management
- TR94-TR01 - Traffic Records Management
- PT94-PT01 - Police Traffic Management

As planned, personnel were designated to administer and work within the six program areas and to provide management and support services to the WTSC's fiscal year (FY) 1994 HSP.

Accomplishments of each traffic safety program area are reported separately. The FY 1994 HSP was successfully implemented by WTSC staff working cooperatively under the program management structure. The structure was designed to simplify management and accounting functions associated with implementation of the state's Highway Safety Plan.

OP94-OP02 - Child Passenger Safety

The purposes of this task were to provide informational materials regarding the correct use of child car seats and seat belts and about Washington's occupant protection laws. Child passenger safety awareness workshops were conducted. A series of child car seat inspection clinics was coordinated. Technical assistance was provided to child car seat distribution programs.

Materials were distributed to approximately 5,000 agencies and organizations, including hospitals, loan programs, physicians, law enforcement, task forces, child passenger safety advocacy groups and early childhood education and child welfare organizations. Over 500 persons were trained in child passenger safety awareness sessions. Coordination was provided for twenty local child car seat inspection clinics, and 200 media outlets were provided with car seat recall/defect information. Nearly 100 Washington car seat distribution programs were provided with technical assistance and materials. They were also provided with child car seats. The seats were provided by Kiwanis, Midas' Safe Baby Program, Thurston County's Community Car Seat Program, the Bounty Program, and from local individual and group child passenger safety advocates.

OP94-OP03 - Occupant Protection Support

The purpose of this task was to provide coordination, information and materials to occupant protection advocates. Sixty seven local agencies and organizations were provided with \$500 mini-grant reimbursement projects. Approximately 125 agencies, organizations and individuals were provided with occupant protection materials each month; 73 large-sized (60" x 48") and 175 medium-sized (36" x 30") "Buckle Up - It's the Law" signs were installed on state and local highways. Materials, including pamphlets, posters, stickers, and promotional items were developed, produced and distributed to a wide variety of occupant protection advocates, including schools, health care advocates, community task forces and law enforcement agencies. Television, radio and print public service announcements promoting compliance with Washington's seat belt and child restraint laws were produced and distributed throughout the state. Special emphasis was placed on personalizing the PSA's to local areas and working with local cable outlets. The most recent seat belt observation survey recorded an 80.5% seat belt use.

OP94-OP04 - Survivor Project

This project was not written or initiated during FY 1994. The survivor activities were incorporated into other FY1994 Occupant Protection program area projects.

OP94-OP05 - Public Information and Education, Occupant Protection

The goal of this project was to reduce the number of serious injuries and fatalities resulting from vehicle collisions in which people are not wearing safety restraints. The project communicated the importance of safety-restraint use through the mass media and via traffic safety networks.

Wrote, developed and produced a video to be used by law enforcement during shift changes which encourages law enforcement to wear their safety restraints and to enforce the law concerning safety restraint use. The video was duplicated and distributed to all law enforcement agencies in the state.

Developed a statewide press release to publicize a multi-state law enforcement seatbelt enforcement effort, the "Three Flags Project." Distributed the press release to weekly and daily newspapers, radio stations and television stations statewide. Contacted news reporters across the state about the project to encourage their coverage of the issue. Developed a logo for the Three Flags Project. Developed two television public service announcements for the project and distributed them statewide to the media. Developed a public service announcement for Canada for the Three Flags Project. Made media contacts to publicize the 3-Flags seatbelt enforcement project being conducted by law enforcement in Washington, Canada and Oregon. Worked with a video producer to develop and distribute television public service announcements on the 3-Flags enforcement project.

Developed two posters on the 3-Flags project for use by law enforcement. Developed "How to Work with Your Local Media" instructional materials for law enforcement's use a part of this project.

Distributed statewide a list of media story ideas to reporters at radio and television stations, as well as weekly and daily newspapers on the topic of child safety restraint use

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to publicize National Child Passenger Safety week. Contacted media statewide to encourage coverage of National Child Passenger Safety Week. Translated the Child Passenger Safety Week media tips information into Spanish and distributed it to the 12 Spanish language radio and television stations in Washington.

Working with the Midas Company, helped publicize their project to increase distribution of child passenger safety seats statewide. Made media contact to generate stories about changes in the child passenger safety law. Purchased \$2000 in child car seats to aid in the publicizing of a seatbelt survivor event.

Reprinted and distributed a poster featuring Elaine Miles, a native American woman on the "Northern Exposure" TV program, which carries a seatbelt message. Developed educational message, including suckers that say "Seatbelts Save Lives" and bumper stickers that say "Seatbelts are for Survivors." Developed posters which feature Vince and Larry and emphasize the enforcement element of seatbelt use; i.e. people who don't wear their seatbelts get tickets. Developed large-sized mounted charts for use a media events and publicity events which detail the numbers of lives saved by advances in seatbelt use.

Produced and distributed bumper stickers and car window stickers that say "Ever See a Bug Hit a Windshield? Buckle Up." Issued a press release to announce an upcoming event--a party for seatbelt survivors where people who survived collisions by being buckled up to relate their experiences to the media.

2. Impaired Driving, 94-AL

AL94-AL01 - Alcohol Management

The objective of this project was to provide technical coordination and support resources to the Washington Traffic Safety Commission (WTSC) to develop and implement the state's Highway Safety Plan (HSP) for federal fiscal year 1994.

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AL94-AL02 - Alcohol Community Support

The objective of this project was to provide limited financial support to the DUI/Traffic Safety Community Task Forces, as well as others interested in alcohol traffic safety issues. The funding was used to develop informational, educational, and enforcement projects targeting the impaired driver, and enhancing DUI Victim Panels. Various materials were developed, specific to the task force areas. Victim Panels were introduced in some areas with the help of mini-grants; training and Victim Panel issues were addressed and resolved at two Victim Panel meetings. The task force training conferences proved successful once again, the emphasis being on the new DUI law and its ramifications.

As always, funding remains an issue, especially where the task forces are concerned. Their ability to deliver programs diminishes with the funding, accelerating the need for additional dollars for educational projects. This remains one of the more successful projects in statewide educational efforts and DUI countermeasures programs.

AL94-AL03 - Sober Roadways

The purpose of this project was to continue the Sober Roadways for Washington Campaign through the eight EMS/Trauma Regions state-wide. The program was intended to reach 15,000 people in 1993-1994.

The eight EMS/Trauma Regions made over 200 Sober Roadways presentations, which reached over 15,000 people in the state.

AL94-AL04 - Youth Traffic Safety Project

The purpose of this project is to provide a peer-to-peer education and training on traffic safety issues through the involvement of youth representing the Stop Auto Fatalities Through Youth Efforts (SAFTYE) clubs and advisors network. The SAFTYE network is composed of almost 200 clubs/links and their adult advisors. From this network, 24 youth representatives are elected by their peers to represent eleven state regions.

On April 22-24, 1994, the SAFTYE student advisory board hosted 467 youth and 108 adults at the annual SAFTYE conference, representing over 70 schools. With the help of many volunteers and clubs, the conference provided 34 workshops covering a range of traffic safety and drug prevention issues. Six general sessions were planned with speakers such as Lt. Pete Collins, Lewis Andrews, and Margarita Mendoza de Sugiyama. Additionally, the Federal Way High School SAFTYE clubs did an incredible job of coordinating a mock crash scene with the support of local emergency medical services and fire department personnel.

In the words of conference participants, the SAFTYE conference was a success in providing valuable training and motivation for youth and adults dedicated to alcohol and other drug prevention. Evaluation comments: "The Washington Traffic Safety Commission and the Student Advisory Board did a fantastic job with the SAFTYE conference this year. You all deserve a big cheer. Congratulations! The diversity at the conference was great.", "Overall, great information, value, & keynoters." and "Academic (portion) of the conference was outstanding...speakers were dynamic and very motivating."

AL94-AL05 - Public Information and Education, Alcohol Project

The goal of this project was to reduce the number of serious injuries and fatalities resulting from vehicle collisions where drivers are impaired by alcohol or drugs. This was done by communicating messages about the importance of driving sober.

Worked with the staff of State Representative Marlin Appelwick to produce an application nominating Representative Appelwick for a legislative award by the National Commission Against Drunk Driving. Representative Appelwick sponsored and spearheaded a new drunk driving law which greatly increases the penalties for impaired driving.

Working with large businesses like the Boeing Aerospace Company, developed newsletter copy about Washington's new drunk driving law which Boeing published in its newsletter. The newsletter is distributed to 56,00 Boeing employees.

Developed a large banner advertising the new drunk driving law which was put up in Yakima across a busy street in the downtown area and across Highway 12, which is the main east-west route for Seattle drivers traveling through Montesano to the ocean.

Developed copy for a brochure which outlines issues concerning drinking and driving by people who are under age 21. Four brochures detailing the new drinking and driving law were developed, produced, printed and distributed statewide. Two of the brochures went into extensive detail about the law, which increases penalties for alcohol-impaired driving. A press release about a seminar being given for people who implement the new drunk driving law was developed and distributed to media statewide. In addition, two

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television public service announcements on the new law were written, developed, produced and distributed to television stations across the state.

Worked with insurance companies to distribute information about the new drunk driving law to clients via direct mailings. Distributed a letter to high school principals and college administrators. The letter explained how the new drunk driving law applies to young drivers. A press release was distributed about the letter, resulting in statewide coverage of the law. A guest editorial with a District Court Judge was developed and distributed about the law.

A public service announcement on drunk driving done in conjunction with the Department of Transportation was developed and distributed to television stations across the state. In March, 1994, the Washington State Legislature adopted a new law which significantly increases penalties for alcohol-impaired driving and which creates new penalties for people under age 21 who drive with a blood alcohol level of .02 or higher. To begin the extensive process of publicizing this new law, the WTSC sponsored press conferences held across the state with the Washington State Patrol. A press notification and subsequent press release were distributed to radio and television reporters and daily and weekly reporters statewide.

Developed and distributed to newspapers a guest editorial from WTSC Director about the new drunk driving law and the importance of sober driving. Developed and distributed ad slicks about the new drunk driving law to newspapers across the state. Distributed statewide a chart outlining sentencing guidelines which was developed by the state Office of the Administrator for the Courts.

Distributed guides on how to host responsible parties. Distributed materials to convenience stores across the state to help them identify people who are underage and are attempting to purchase alcoholic beverages illegally.

3. Youth Alcohol Setaside, 94-YA

YA94-YA01 - Youth Alcohol: Working Towards Healthier Objectives

The 1994 Washington State Legislature enacted a new & very tough law which will have a large impact on underage impaired driving and people who drink to excess and drive.

The law sets up a tiered approach which targets repeat offenders and people who drink to excess and drive to receive more severe sentences. Longer jail sentences, longer periods of license suspension, & higher court fines will result from the new law.

Persons under age 21 have dramatically higher injury and crash rates when they drink and drive. The new law targets young people. It requires that those drivers not consume any alcohol at all before they drive. If their breath test shows an alcohol level of .02% or higher, their driver's license is administratively suspended for 90 days. If that person continues to drink & drive, they will lose their license to age 21.

The following activities were conducted under this project to promote the new drunk driving laws:

TRAINING FOR COURT, LICENSING, & LAW ENFORCEMENT PERSONNEL

On June 28, 1994, the Washington Traffic Safety Commission (WTSC) organized a three-hour training for court, licensing, and law enforcement personnel who are responsible for implementing the new law. The training utilized a new satellite telecommunications system with down-link sites in 20 cities across the state. In four major cities, people were able to watch the training on their local cable television channels.

It is estimated that 3,000 persons were reached. After the airing of this training, over 1,000 requests were received by WTSC for information packets on the new law.

PIERCE COUNTY JUVENILE COURT RESEARCH PROJECT

This project documented the process by which 13-17 year old traffic offenders are identified, cited, adjudicated, detained and otherwise dealt with by law enforcement, traffic and municipal courts, juvenile courts (including diversion), and other identified agencies. The project was placed in the Pierce County Juvenile Court to develop and implement a pilot program to determine the status of juvenile systems dealing with youth traffic offender and impaired drivers in Pierce County. A follow-up is pending in the 1995 fiscal year.

PUBLIC EDUCATION & INFORMATION ON NEW DRUNK DRIVING LAWS

Information brochures, buttons, bumper stickers, and other items were developed with messages on drinking and driving. Many of these items were introduced at the 1994 SAFTYE Conference, utilized by Stop Auto Fatalities Through Youth Efforts (SAFTYE) and Students Against Drunk Driving (SADD) Clubs in the summer at county fairs/mall events and in September 1994 for the new school year.

TRAINING FOR SAFTYE STUDENT ADVISORY BOARD ON NEW LAWS

As part of the 1994 SAFTYE conference, training was provided to participants on the drinking & driving and pending new laws. On August 13-15, 1994, the 1994-95 SAFTYE student advisory board met to initiate the planning of their 1994 regional meetings and 1995 youth conference. The 26-youth board received training on the new underage impaired driving laws. The board has planned nine regional meetings which would include a workshop on the new laws and hosting training at the 1995 youth conference on the new laws and its impact. Additionally, the board elected to present the new laws at the Fall & Spring in-service training for the Washington State Traffic Education Association (WSTEA) and at the 1994 Building-A-Vision Youth Conference.

1994 NATIONAL STUDENT SAFETY PROGRAM (NSSP)

From July 8 to 13, 1994, Washington State hosted the 1994 NSSP Conference. The SAFTYE Student Advisory Board served as part of the youth host committee. Working with other youth from around the country, the 1994 conference focus was identified as underage impaired driving. Several workshops were focused on providing information on the activities and laws implemented for the deterrence of drunk driving by teens.

4. Traffic Records, 94-TR

TR94-TR01 - Traffic Records Management

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TR94-TR02 - Research and Evaluation

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

MOTORCYCLE HELMET LAW EVALUATION STUDY. Work continued on the evaluation study of the Washington motorcycle helmet law to assess hospitalization, injury types and severity, and cost outcomes. Problems with case selection, verification, and database record linking prevented completion of the study in FY 94; however, those problems have been resolved. The study will be completed in early FY 95. The work plan included the following activities:

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

SEAT BELT AND MOTORCYCLE HELMET USE OBSERVATION SURVEYS.

Observation surveys of safety belt and motorcycle helmet use were conducted in May/June and September/October, 1994. Data on shoulder belt use in passenger vehicles and trucks were collected for drivers and right-front seat occupants. Motorcycle riders (and passengers) were observed for helmet use, and the numbers of approved and non-approved helmets were tallied separately. The Spring 1994 survey results are summarized below:

- Passenger vehicles: 80.5 percent
- Pick-up Trucks: 62.3 percent
- Heavy Trucks: 34.5 percent
- Motorcycles: 98.3 percent
- approved helmets 90.6 percent
- non approved helmets 7.7 percent

CHILD CAR SEAT USAGE SURVEY. Data collection was completed on the planned survey of child car seat usage. Analysis of the data is currently underway and should be completed in the first quarter of FY 1995.

In addition to planned project activities, observation surveys of bicycle helmet use and driver compliance with the pedestrian crosswalk law were also conducted. Preliminary results of the bicycle helmet survey show a statewide use rate of 39.5 percent; and a compliance rate of 72 percent for the crosswalk law (data available from 75% of the sites).

Problems Encountered: The planned survey of public attitudes on traffic safety was not conducted due to competing demands on the research investigator's time (i.e. legislative and agency administrative issues). Similar problems prevented initiation of the planned study of drinking driver collisions and hospitalization, injury, and health-care costs.

TR94-TR03 - Fatal Collision Research Team

The objective of the WTSC Fatal Crash Research Team is to scientifically investigate various fatal crash issues, amass databases and publish reports detailing their conclusions. In the past, the team has completed studies of why occupants die while utilizing safety restraints in vehicle collisions, a detailed analysis of alcohol involvement in fatal crash causation, and is completing studies of pedestrian and youth involved fatal crashes. These databases are normally superior to other databases due to the expertise of the team. They are more detailed and comprehensive than other databases, as are the reports prepared. These studies examine causation factors far beyond what is normally done by researchers or highway safety professionals, resulting in data which can be used to build programs and projects. In addition, the team has undertaken studies of issues no one has done before.

During FY 1994, the team built a data collection system for capturing data associated with pedestrian and youth fatalities. The team prepared for two simultaneous projects and got both underway. The team is completing its reconstruction and analytical work, preparatory to supplying the WTSC Research Investigator with the database for his analysis. This team remains one of the more valuable commodities the WTSC has available to it.

TR94-TR04 - Traffic Records

The objectives of this project were to complete the installation and programming for the major TRDC databases, and to continue to provide traffic safety information services and policy support. Project activities included:

- providing policy, information, and research support to users through database queries and library services; providing summary information in usable formats upon user request including customized tables, graphs and reports for safety professionals and policy analysts.
- TRDC system refinement and re-configuration of the FoxPro collision database. The DOL driver record database and the BAC Datamaster file were successfully installed in the FoxPro system.
- updating documentation of the TRDC system, including technical configuration and data element definitions and structure.
- providing assistance to users in the field, including local engineers, law enforcement, and community traffic safety program coordinators.
- production of specialized data sets for traffic safety researchers.
- production of the annual Data Summary and Highway Safety Problem Analysis and the FY 95 update of the Highway Safety Plan.

In addition to planned project activities in FY 94, other activities begun in FY 93 were completed. These were (1) examining the feasibility of geo-coding traffic collision location data within a Geographic Information System, and (2) pilot development of a system to electronically transfer traffic adjudication records from the courts to the Department of Licensing. Results of the geo-coding activity were disappointing; collision data had to be manually entered into the GIS database. However, I recently learned that the state of Hawaii has successfully developed a computer program algorithm to convert collision data to a GIS format. Results of the electronic transfer activity were promising in that FTA's were directly transferred from pilot courts to DOL. The DOL and OAC will continue (with their own funds) to expand the pilot project to other courts and to include all traffic adjudications.

TR94-TR05 - DWI Citation Tracking

The objectives of this project were to continue the collection of data on DWI arrests (by the WSP) and to track these arrests through the final case disposition by obtaining information on convictions, dismissals, amendments, deferred prosecutions, and failures to appear. The resulting database is to be used to identify DWI judicial system problems and to conduct assessment and evaluation studies of the impaired driver in Washington state.

Project activities included funding a clerk typist position at DOL to compile the data and to input the information in the tracking system database, and to provide the WTSC with data tapes to be used for studies.

Problems encountered: Technical problems with data formatting on the data tape are currently being resolved by WTSC and DOL computer programming personnel.

TR94-TR06 - Safety Management System

The Washington Traffic Safety Commission (WTSC) is the agency in the State of Washington responsible for coordinating the state's highway safety programs. The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) requires that each state develop and implement a highway Safety Management System (SMS). This state SMS is jointly developed by the Washington State DOT (WSDOT) and the WTSC. Documentation to support an existing state SMS, along with a work plan, was submitted to NHTSA and FHWA in June of 1994. Approval of the work plan and the existing SMS was received from FHWA and NHTSA in September of 1994.

This project has supported the development of the state SMS and provided funds to accomplish some of the new tasks required under the draft SMS. In addition to coordinating state and local stakeholders in drafting the state SMS, funds have been provided to lay the groundwork for an inventory of state and federally funded traffic safety programs throughout the state. Funds have also been provided to train local engineers in SMS implementation and other traffic safety related issues.

TR94-TR07 - EMS, Information System Development

The objectives of this project were to define a "core data set" for all EMS activity, to maintain and improve compatibility with existing data systems, to establish an EMS bulletin board to allow transmission of data from provider agencies to the state and make state data available to EMS agencies, to develop linkages with other databases, and to improve the quality and availability of EMS data in the state. Project activities included:

- Assessing the current data environment, identifying where automation of EMS data currently exists, definitions used, confidentiality concerns, and other issues.
- Convening a steering committee to provide guidance and political support in the development of a statewide EMS data system.
- Identifying barriers to the collection of statewide EMS data.
- Implementing modifications to the existing trauma registry software to make it applicable to collecting EMS data.
- Demonstrating the value of an integrated EMS system by combining existing data sets using the common denominator elements.
- Development and implementation of the data system will continue in the second year of this project, FY 95.

5. Police Traffic Services, 94-PT

PT94-PT01 - Police Traffic Management

The objective of this project was to provide technical coordination and support resources to the Washington Traffic Safety Commission (WTSC) to develop and implement the state's Highway Safety Plan (HSP) for federal fiscal year 1994.

This is a compilation of four projects which were expensed for the services of 8.75 full-time equivalent employees, their travel expenses, goods and services, and agency operational costs. The four projects were:

- OP94-OP01 - Occupant Protection Management
- AL94-AL01 - Alcohol Management
- TR94-TR01 - Traffic Records Management
- PT94-PT01 - Police Traffic Management

As planned, personnel were designated to administer and work within the six program areas and to provide management and support services to the WTSC's fiscal year (FY) 1994 HSP.

Accomplishments of each traffic safety program area are reported separately. The FY 1994 HSP was successfully implemented by WTSC staff working cooperatively under the program management structure. The structure was designed to simplify management and accounting functions associated with implementation of the state's Highway Safety Plan.

PT94-PT02 - WEAR-IT Program

The purpose of this task was to provide occupant protection training and assistance to local law enforcement agencies. Project highlights include training 95 officers in OPUE (occupant Protection Use & Enforcement) Instructor Training classes; training more than 500 law enforcement officers and administrators in 4 statewide and 17 local inservice training sessions; and providing coordination and assistance to more than 50 local enforcement jurisdictions in conducting occupant protection enforcement and enforcement-based education programs. In addition, the Occupant Protection Law Enforcement Advisory Committee (OPLEAC) met a total of nine times to plan and assist in the implementation of the Commission's WEAR-IT, 153 Incentive grant fund, and international 3-FLAGS programs. This project provided materials and activities to support the occupant protection enforcement and education programs developed and implemented by the Northwest Association of Tribal Enforcement Officers (NATEO).

PT94-PT03 - Collision Investigation Training

The objective of the project was to enhance the quality and quantity of police investigated motor vehicle collisions in Washington State. Police officers do not receive sufficient training in crash investigations to insure proper documentation and/or conclusion; in many cases, there are large error factors associated with reports. The WTSC developed crash investigation courses in conjunction with the Washington State Criminal Justice Training Commission for delivery at the 22 satellite sites around the state. Interest in the project exceeded the program managers predictions, necessitating additional courses. Some 24 courses were delivered to 115 police agencies, including more than 500

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police officers. Evaluations of the courses were remarkable and the demand for additional training staggering. Resources did not exist to meet the demand. The program manager evaluated the success of the courses by examining collision investigation reports prior to and after the course. Documentation, and data collected, had improved significantly; this is the same data WTSC projects and research are based upon. Errors diminished extensively, improving the accuracy of data.

As a whole, the attitude of law enforcement towards crash investigations improved markedly across the state; it is this author's opinion that once officers are taught how to properly investigate a crash, they enjoy it. As a result of this project, requests are many for advanced levels of collision investigation training; much of this will be addressed in FY 1995.

PT95-PT04 - Standardized Field Sobriety Test Training

The above-captioned project was not successfully completed and there were no expenditures associated with it in FY 1994.

The objective of this project was to provide training to local law enforcement officers statewide in standardizing field sobriety testing on potential impaired drivers. The types and styles of tests administered by officers in this state is inconsistent and often challenged in court. By providing training in NHTSA's standardized training, the consistency will improve, as will confidence of arresting officers. In addition, training was to be provided in horizontal gaze nystagmus.

Because of various problems during the fiscal year, the project was not completed. It was started on multiple occasions, but due to scheduling, instructor problems, and other issues, the training was not actually initiated. No expenditures were incurred, and all the problems associated with the project have been rectified for FY 1995.

PT95-PT05 - Preliminary Breath Testers

The objective of this project was to provide preliminary breath testing instruments to local police agencies and the Washington State Patrol in an effort to enhance DUI and impaired driving enforcement efforts. 100 instruments were purchased, 80 to local law enforcement agencies and 20 to the Washington State Patrol. The supply of devices again did not meet the demand; there remains a long waiting list of police and sheriff's departments. Reporting requirements improved this fiscal year, with the majority of agencies submitting monthly use reports. These reports will be combined with those submitted in FY 1995 to prepare an evaluation of the devices, including use as a deterrent and as an assist to field officers making determinations when or when not to make an arrest.

The WTSC has supplied many hundreds of these instruments over the past half dozen years, and the interest still maintains itself. Preliminary reports demonstrate widespread use, especially by agencies which do not have immediate availability of a breath alcohol measuring machine. It was in these areas PBT distribution was heaviest, and will remain so in FY 1995. This project remains successful and popular from year to year.

PT94-PT06 - Corridor Enforcement Enhancement

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

At the close of the 1994 project year, the following corridors were benefiting from this project. Those corridors were:

- SR 539 (Guide-Meridian) - Milepost 2.00-15.16. Starts at Waldron Road (approximately 2 miles north of Bellingham) and extends approximately 13 miles to the Canadian Border.
- SR 97 (Union Gap to Toppenish) - Milepost 62.00-74.99. This corridor consists of a 13 mile section, beginning at Union Gap and extending to Toppenish.
- SR 14 (Camas) - Milepost 12.00-19.00. This corridor extends from the west side of the City of Camas, east to milepost 19.00, a distance of approximately 7 miles.
- SR 7 (Pierce County) - Milepost 39.00-56.96. The corridor extends a distance of 18 miles from S 38th Street, through the Roy "Y" and out the Mountain Highway to the Kapowsin Highway.

The project provides four full-time officers on the designated corridors. The four full-time equivalents are divided among the corridors. Emphasis patrols are directed at the driving behavior which causes a significant part of the problem on each corridor. Usually approximately 50% of the enforcement time is directed at drinking and driving. The remaining portion of the time is directed at other offenses.

PT94-PT07 - Local Police Support

The objective of this project was to provide financial support to police agencies statewide in funding, or assisting in funding, traffic safety education or materials and equipment. In FY 1994, the project proved a huge success. Nineteen police agencies statewide received grants for equipment or training. Pilot projects were initiated in Seattle and King County, as well as Lacey, Tumwater, and Olympia for high tech crash investigation equipment. Other agencies received mini-grants for basic crash scene investigation equipment or training. Many of the recipients would not have otherwise been able to afford equipment. As a result, the quality of crash investigations, working hand in glove with the Collision Investigation project, has improved substantially in this state.

Preliminary reports from those agencies receiving high tech equipment have been very favorable. The instruments provided substantially reduce scene investigation time while improving the quality and quantity of data collected, therefore improving overall data used by the WTSC and other entities.

6. Traffic Engineering Services, 94-TE

FTE94-TE01 - Traffic Engineering Management

The objective of this project was to provide technical coordination and support resources to the Washington Traffic Safety Commission to develop and implement the state's Highway Safety Plan for federal fiscal year 1994.

The project was expensed for the services of a 0.25 full-time equivalent employee, travel expensed, goods and services and agency operational costs.

As planned, personnel were designated to administer and work within the six program areas and to provide management and support services to the WTSC's fiscal year 1994 Highway Safety Plan (HSP).

Accomplishments of each traffic safety program area are reported separately. The FY 1994 HSP was successfully implemented by WTSC staff working cooperatively under the program management structure. The structure was designed to simplify management and accounting functions associated with implementation of the state's Highway Safety Plan.

FTE94-TE02 - Traffic Engineering Services

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

- identifying safety problems such as high hazard locations and road side obstacles,
- developing more efficient traffic flow and control systems,
- analysis of traffic control and warning devices for conformity with the MUTCD,
- reviewing the adequacy of traffic records and assisting in the establishment and maintenance of traffic data collecting systems and accident record systems.

Project activities included:

- Numerous contacts were made with local agencies to assist with engineering and safety issues, including 24 counties and 83 cities. A total of 219 new projects were initiated with local agencies.
- Nine local agencies were assisted with their sign inventory management programs, both the UTEC Sign Inventory System and the FHWA SMS program.
- The third "Law Enforcement and Engineers Conference" was held in Wenatchee in February.
- Assistance was given to two counties in the process of developing pedestrian walk route plans and signing school bus zones.
- Documentation of the UTEC System continued and will be completed during FY 95. This system assists local agencies in their roadway inventories (including safety related items). The program includes a main

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menu, sign inventory, accident report system, traffic counts inventory, and speed study inventory sub-systems.

FTE94-TE03 - Hazard Elimination

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

Project activities included:

- Technical support was provided for local personnel using the accident analysis program. WSP accident record datasets were distributed to local jurisdictions. The Traffic Accident Analysis Program is in use in 18 local jurisdiction field locations.
- Demonstrations of the accident analysis program have been made for over 30 cities and counties.
- Several enhancements were made to the accident analysis program and a new module was added. This new module is an intersection collision plot program that allows users to graphically display collision data.

FTE94-TE04 - Pedestrian Traffic Safety

The purpose of this project is to help communities develop an awareness of pedestrian traffic safety. Funds will be made available to form coalitions within local communities to promote pedestrian traffic safety. Furthermore, this project is intended to provide opportunities for pedestrian safety advocates to participate in training that will improve the quality of the communities pedestrian traffic safety activities.

Project funds were used to help pedestrian traffic safety coalitions in Spokane, Clark, King and Whatcom Counties. These community coalitions were comprised of county traffic engineers, traffic planners, law enforcement, schools, emergency medical personnel and other groups.

Project funds were used to bring Texas A & M's Pedestrian Involved Accident Investigation Course to Washington. This is the foremost collision reconstruction course in the United States. Forty law enforcement officers with accident reconstruction backgrounds attended the course. They will share the information with their fellow officers and also be able to provide engineers and planners with better information on road design and its impact on pedestrian crashes.

Project funds were also used to help the Eastside Community Council produce, print and distribute the Eastlake Transportation Plan. This plan contains a comprehensive section on pedestrian safety and what facilities are needed to improve pedestrian safety.

FTE94-TE05 - Corridor Safety Program

The purpose of this project was to identify sections of State Highways which have significant traffic safety problems. The next step was to mobilize all agencies, organizations and individuals which have a responsibility or desire to promote traffic

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safety in any portion of that Corridor. Once established, a steering committee developed an action plan, then implement the plan, working primarily within existing resources.

During the course of this program year the changes in collision rates of the first two corridors, SR9 and SR290, were calculated. There were significant reductions in several collision categories and increases in seat belt use on both projects:

	<u>SR9</u>	<u>SR290</u>
• Total collisions	-10.0%	+17.3%
• Fatalities	-33.3%	-23.1%
• Disabling injuries	-29.6%	-41.6%
• Alcohol-related collisions	-35.3%	-12.5%
• Safety restraint use	+22.6%	+17.5%

Within the context of the first two corridor projects the following cooperative working relationships were established:

The Department of Health had produced a public information package entitled "Sober Roadways" which the State Liquor Control Board found pertinent to its constituency. Because of the dialog between those agencies within the steering committee of Corridor project, that resource became a shared one and was distributed to a wider audience as a result.

The Department of Transportation applied shoulder stripes which allowed for law enforcement use of aircraft for speed enforcement on the corridors.

Joint enforcement efforts by the Liquor Control Board and traffic law enforcement agencies were planned and carried out on a regular basis.

A special youth alcohol education and enforcement project was established between Central Valley School District, the Spokane County Sheriff's Office and the Washington Traffic Safety Commission.

Four additional corridor projects were also implemented during this past program year. Those four projects are:

- SR 539 (Guide-Meridian) - Milepost 2.00 - 15.16 - Starts at Waldron Road (approximately 2 miles north of Bellingham) and extends approximately 13 miles to the Canadian Border.
- SR 97 (Union Gap to Toppenish) - Milepost 62.00 - 74.99 - This corridor consists of a 13 mile section, beginning at Union Gap and extending to Toppenish.
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FTE94-TE06 - Safety Management System

This project was not written or initiated during FY 1994. No action was taken on this file.

7. Community Traffic Safety Programs, 94-CP

CP94-CP01 - Constituency & Training

As a part of this task, the following committees and groups were provided assistance to conduct meetings: WTSC Technical Advisory Committee, WTSC Interagency Alcohol Committee, WTSC Traffic Records Committee, and the State Association of Traffic Safety Representatives. Additionally, financial assistance was provided to the Department of Licensing to conduct a series of judicial training sessions and to members of the task force developed to plan and implement statewide training on the changes in the DWI laws. The first statewide Native American Occupant Protection/Traffic Safety Conference was held. The conference was attended by more than seventy five participants representing tribal law enforcement, tribal councils, Indian Health Services, Indian Child welfare, tribal education programs and tribal community advocates.

CP94-CP02 - Traffic Safety Representatives

This project was not written or initiated during FY 1994. No action was taken on this file.

CP94-CP03 - Lifesavers Conference

This project was not written or initiated during FY 1994. No action was taken on this file.

CP94-CP05 - Senior Traffic Safety

The purpose of this project was to delineate appropriate courses of action for the Washington Traffic Safety Commission to pursue in coming years relative to traffic safety issues affecting senior citizens. The project undertook to establish an advisory group which would identify the priorities and program directions which should be incorporated into future Highway Safety Plans.

Fifteen people who have personal or organizational interest or expertise in the field of traffic safety joined the advisory group, and a meeting was held. A written summary of the meeting was developed. Several action strategies in the areas of research, education and policy were suggested. Among the primary needs which could be met by the Washington Traffic Safety Commission were: provision of continuing education for instructors of senior traffic safety classes; working within the system to prevent further erosion of licensing processes which make assessment of older drivers more difficult; and being involved in development of screening tools which can assist older drivers in self-assessment.

Current safety issues for senior citizens and current programs addressing those issues were identified. It was pointed out that there is poor public awareness of the availability of classes; classes are reaching only a small portion of those who need them; and insurance discounts for taking classes are too low and the discounts are not consistent between companies.

Other issues identified included roadway engineering standards inadequate to the needs of an aging driving population; under-reporting of traffic offenses by older drivers; inadequate assessment by licensing agencies; and inadequate transportation alternatives.

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The group agreed that they were willing to serve as the core of an advisory group on senior citizen traffic safety issues. They also agreed to be available to provide input for the next Highway Safety Plan.

CP94-CP06 - Corridor Safety Program

The purpose of this project was to identify sections of State Highways which have significant traffic safety problems. The next step was to mobilize all agencies, organizations and individuals which have a responsibility or desire to promote traffic safety in any portion of that Corridor. Once established, a steering committee developed an action plan, then implement the plan, working primarily within existing resources.

During the course of this program year the changes in collision rates of the first two corridors, SR9 and SR290, were calculated. There were significant reductions in several collision categories and increases in seat belt use on both projects:

	<u>SR9</u>	<u>SR290</u>
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8. Pedestrian/Bicycle Programs, 94-PS

PS94-PS01 - Pedestrian Program

The purpose of this project is to identify community-based pedestrian safety networks and provide them with funding to support their efforts. Additionally, these networks will be provided with coordination, consultation, training, materials and other support for their local pedestrian safety programs.

The Washington Pedestrian Safety Strategic Plan was completed and distributed to all cities and counties in Washington. This plan was developed by the WTSC to give communities a starting point for the development of pedestrian safety programs.

Project funds were used to help sponsor the King County Pedestrian Conference held in Bellevue, October 21, 1994. This conference brought together pedestrian safety advocates from throughout the state.

To encourage and promote pedestrian safety, a state pedestrian safety logo was adopted, the PedBee. Using the PedBee as the theme, brochures, litter bags, stickers, and reflective wrist slaps were developed and distributed state-wide.

A comprehensive crosswalk brochure explaining the 1993 crosswalk Law was produced and distributed state-wide in English and Spanish.

Approximately 30 organizations were given mini-grants to promote pedestrian safety. Governor Lowry proclaimed August 22-28 as Pedestrian Safety Week. Funds and materials were provided communities to promote this event.

PS94-PS02 - Saved by the Helmet Club

The purpose of this project is to continue the Saved by the Helmet Club (SBHC) started by the Department of Health to promote the safety aspects of wearing bicycle helmets. Membership requirement is to have been in a bicycle crash while wearing a helmet. Additionally, the members then become advocates and spokespersons for bicycle safety issues.

The SBHC currently has 238 members, who reported 241 crashes. People hear about the SBHC from a variety of sources. These include hospitals, bicycle clubs, bicycle shops and radio announcements. A survey was completed by two nursing students from Pacific Lutheran University regarding SBHC members' influence on others to wear bike helmets, their opinion on a mandatory helmet law, and suggestions for improving the SBHC.

PS94-PS03 - Bicycle Helmet Promotion Project

The purpose of this project was to educate parents throughout the state on the importance of having their kids wear bicycle helmets. Secondly, this project was to reduce peer pressure against kids wearing bicycle helmets and to increase community awareness of the benefits of bicycle helmets.

Over 2,000 parents were provided with bike helmet information. Over 5,000 informational flyers were given out, and 1,000 discount coupons for helmets were distributed through the health department, local parks and recreation programs and at fairs.

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Heidi Bale of Trauma Nurses Talk Tough used bike helmet information, demonstrations and activities in presentations to schools and children's clubs. A bike rodeo training was held, with 16 community representatives attending.

In addition to the media coverage of the individual community events, news releases were sent out for each major activity. The following observations of bicycle helmet use among children 6 to 12 years old in participating counties showed significant improvement:

- o Spring 1993 12% (before start of project)
- o Fall 1993 40%
- o Spring 1994 38%
- o Fall 1994 64%

PS94-PS04 - Bicycle Mini-Grants

The purpose of this project is to provide bicycle helmets to low income school age children. These helmets will be distributed through community-based bicycle safety networks. Additionally, a state-wide bicycle use survey will be conducted.

Project funds were used to help the Helmets for Youth Foundation begin to distribute bicycle helmets. Funds were used to purchase bicycle helmets for the Lewis County Traffic Safety Task Force for distribution to low-income youth. Additionally, project funds were used to provide the Pierce County Sheriff's Office with helmets for kids.

A significant portion of the project funds were used to purchase and distribute bike helmets for the eight EMS/Trauma Regional Councils. Support was given to the Kent DWI Task Force for its bicycle safety poster contest. Approximately 2,400 helmets were provided to low income kids through this project.

9. Planning and Administration, 94-PA

FPA94-PA01, FPA94-PA02 - 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 the National Association of Governors' Highway Safety Representatives (NAGHSR) committees.

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Alcohol Traffic Safety Incentive, Section 408

J692J6-9301 - Alcohol Program Coordination

The purpose of this project is to insure the successful implementation of the state's Section 408 Alcohol Safety Program that is designed to reduce drinking and driving injuries and fatalities. Clerical support for WTSC for the Alcohol Safety Program is included in this project.

A number of educational materials were developed and distributed through this project, such as the brochures *What is Your Alcohol IQ?*, *A Parent's Guide to Drinking*, and *Poof!* (losing your driver's license). Bumper stickers, key chains, videos, and posters were also developed to promote alcohol and traffic safety awareness.

Project funds were used to send DUI professionals, including EMS/Trauma Regional representatives, judges, and state agency personnel, to training sessions in traffic safety and alcohol. Preliminary breath testers were purchased for the Washington State Liquor Control Board to help curtail over-serving by liquor licensees.

J692J6-9303 - DWI Law and Justice

The purpose of this project is to provide education and training to members of the traffic safety community to improve the DUI system and DUI laws. This includes securing a broad-based and diverse involvement in workshops for the Washington Alcohol Traffic Safety Conference.

The Sixth Washington Alcohol Traffic Safety Conference was held December 6-8, 1993. The conference brought together over 180 representatives of public and private organizations to discuss ways of improving the effectiveness of Washington's DUI system. In large part, because of the conference, the 1994 Omnibus Drink Driving Act was passed by the legislature. Additionally, numerous DUI professionals, including judges and prosecutors, were provided with training opportunities.

J692J6-9304 - Data Evaluation

The objective of this project was to conduct a research study to identify the prevalence in Washington State of high-BAC drivers ("hard core" drinking drivers). In addition, the study focused on demographics, arrest histories, circumstances of DWI arrests, and the likelihood of recidivism and subsequent crash involvement of these drivers.

The study was conducted under an interagency agreement with the University of Washington. The work accomplished provided the basis for a larger follow-up study of the hard core drinking driver. Funding for the follow-up study, which is in the planning stages, has been awarded from a private foundation to Dr. Brent Baxter.

J692J6-9305 - Public Information and Education, General Project

The goal of this project is to reduce the number of serious injuries and fatalities resulting from vehicle collisions where people are impaired by alcohol or drugs, not wearing their seatbelts, speeding, or are involved with one of a number of problematic driving behaviors. This was to be accomplished by communicating through the mass

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media and directly to the public via established traffic safety networks messages about the importance of driving sober.

Distributed a press release statewide done in conjunction with the Washington Insurance Council which represents 67 large insurance companies in Washington. The press release was on the topic of safe driving for the 4th of July holiday weekend.

Developed a large mounted chart for use at press events and publicity events. The chart shows the number of lives that have been saved by advances in traffic safety. Participated in a training sponsored by the National Highway Traffic Safety Administration on the topic of press relations for law enforcement. NHTSA requested our participation in the training.

A statewide traffic safety awards program was held to give recognition to people whose efforts have forwarded the cause of traffic safety. Notifications about the program were sent out statewide. Applications were distributed to traffic safety advocates. Invitations were distributed inviting people to the program. Award recipients were notified that they will be receiving an award. At the program, awards were given out to 34 individuals and groups from across the state who have demonstrated excellence in advancing the cause of traffic safety. An awards luncheon was held for the award recipients.

An inventory of all traffic safety videotapes was conducted to determine what and where usable tape exists which could later be utilized in the production of future safety restraint or impaired driving public service announcements.

A quarterly WTSC newsletter was developed and distributed to traffic safety advocates statewide. A press release was distributed to radio and television reporters, and also to daily and weekly newspapers across the state about senior driver safety. Distributed a statewide press release on the topic of a national traffic safety award being given to PEMCO insurance company.

Attended and gave a traffic safety presentation at a statewide conference for youth held at the Camp Casey conference center on Whidbey Island. Prepared the presentation by developing slides and overheads.

Developed and produced ad slicks for the media on the topic of pedestrian safety. Distributed a statewide press release on the topic of pedestrian safety to generate press coverage of the Governor's proclamation of Pedestrian Safety Week in September.

Developed materials for and staffed a WTSC booth at the Fun Fair at the Seattle Kingdome, a fair for children sponsored by KCPQ television. Distributed a press release on traffic safety issues concerning the Memorial Day holiday to radio and television reporters, as well as daily and weekly newspapers across the state. Produced and distributed statewide a press release on the topic of the importance of motorcycle helmet use.

A press release was developed and distributed statewide to radio and television reporters, and to daily and weekly newspaper reporters about new equipment paid for by the WTSC being used by law enforcement to investigate large-scale collisions. The equipment, using computer technology, significantly decreases the amount of time law enforcement officers need to be at the scene of a collision.

J692J6-9307 - Comprehensive Alcohol Assessment

No project funds for this project were spent. Instead, these funds were used for two other projects.

J692J6-9308 - Community Alcohol Support

The purpose of this project was to provide limited financial support to community alcohol traffic safety advocates with training, mini-grants, and materials to conduct alcohol traffic safety programs at the local level.

A Special Warrants Program was started in Thurston County. These warrants were issued to hard-core drinking drivers. Equipment was purchased which allows Thurston and Pierce Counties to exchange data bases to facilitate the serving of these warrants. Additionally, the Cascade District Court was provided with computer hardware that allows them to provide judges and probation with the needed information for tracking DUI defendants.

Mini-grants were provided to over 50 community alcohol traffic safety advocates for traffic safety programs.

J692J6-9309 - Alcohol/Youth Traffic Safety

The purpose of this project is to provide a peer-to-peer education and training on traffic safety issues through the involvement of youth representing a the Stop Auto Fatalities Through Youth Efforts (SAFTYE) network. The SAFTYE network is composed of almost 200 clubs/links and their adult advisors. From this network, 24 youth representatives are elected by their peers to represent eleven state regions. The board meetings were held once every three months. These meetings are two and half day training and planning sessions, in which board members plan the SAFTYE regional meetings, the annual SAFTYE conference, receive training, & develop workshop sessions.

A total of 34 high schools were reached and approximately 400 youth and advisors attended the six SAFTYE regional meetings held statewide. These forums were used to deliver information about the SAFTYE network, the 1994 SAFTYE conference, current data on alcohol & other traffic safety issues, and tools available to clubs/links for peer-to-peer outreach in the high schools. Additionally, workshop were provided on fatal alcohol crashes, seatbelts, the National Student Safety Program, and leadership/team building for new clubs.

The SAFTYE student advisory board presented workshops on traffic safety issues at the Building A Vision Substance Abuse Conference, October 21-24, 1993; the Alcohol Traffic Safety Conference, December 6-8, 1993; the Northwest Indian Youth Conference, April 5-8, 1994; and the National Student Safety Conference, July 8-13, 1994. A primary focus for these workshop has been to educate students on the new drinking and driving laws and the revised seatbelt statutes in Washington State.

J692J6-9310 - Special Warrants Project

The purpose of this project is to expand and coordinate the Special Warrants Project that started in Pierce County to Thurston County. This program is intended to remove the most dangerous drivers from the roadways. Funds will also be used to coordinate uniform

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application of the law which allows for seizure of the auto driven by a person convicted of a second DUI.

During fiscal year 1994, a special Warrants Program was started in Thurston County. The program was very successful until the Washington State Patrol, due to funding cutbacks had to remove their officer from the program.

J692J6-9311 - Law Enforcement/Court Scheduling

No project funds were used during this reporting period. These funds will be used during FY 1994-95.

J692J6-9312 - Sober Roadways

No funds were spent during this reporting period. Instead, this project was funded with 402 funds.

J692J6-9313 - THINK FIRST Program

The purpose of this project was to present through the THINK FIRST program 50 high school assemblies in an effort to reach approximately 10,000 students with the injury prevention & anti-risk message of "thinking first" before taking chances that can kill or injure for life. THINK FIRST staff worked closely with the Stop Auto Fatalities Through Youth Efforts (SAFTYE) clubs/links.

The THINK FIRST program reached 15,290 students and teachers from March through September 1994. Feedback from school administrators indicate that the THINK FIRST presentation helped students better understand the physical impact to the body for topics such as impaired driving or the use of a seatbelt.

The program will continue to work with SAFTYE high school clubs/links to integrate the THINK FIRST message into school programs and into the general curriculum as well. The program has indicated that with peer support and follow-up, the message has a greater success of becoming action & lead to healthier lifestyles.

J692J6-9314 - DWI System Education Support

The purpose of this project is to provide limited financial support to community alcohol traffic safety advocates with training, mini-grants, and materials to conduct alcohol traffic safety programs at the local level.

The first step was to plan and provide public education and training for DUI professionals. The new law was introduced through press conferences, state-wide press releases, letters to high school principals and college administrators, guest editorials, television and radio public service announcements, and ad slicks. Using the satellite communication system developed by the Washington Department of Information Services, WTSC organized and funded a three hour program on the new law which was down-linked to 22 training sites statewide. The training was also broadcast on cable access channels in Thurston, King, Pierce and Spokane Counties. More than 3,500 DUI professionals participated in the training. Also, a training video was developed for law enforcement that was sent to all law enforcement agencies in the state on the new law. Brochures were developed and distributed explaining the new law.

Seatbelt and Motorcycle Helmet Incentive Section 153

HB94-ED01 - PIE

The objective of this project was to maintain existing PIE materials and develop new ones targeting safety restraint use and motorcycle helmet use. Existing materials, such as videos and brochures were continued and reproduced; new materials were developed with an educational focus on the above issues. These materials were distributed to law enforcement officers, public health agencies, hospitals, schools, and libraries - each received the materials with enthusiasm.

All goals of the project were achieved - a large number of materials were distributed to these organizations, who, in turn, provided them to the public and other interested groups and individuals.

HB94-ED02 - Law Enforcement Survivor Project

The objective of this project was to continue the previous, and highly successful, safety restraint survivor program, where crash survivors detail the experience of the crash and why they survived due to using safety restraints. Materials are produced, awarded to the survivors, and educational components are completed to the motoring public and law enforcement officers about the value of using restraint systems.

A database of more than 5000 survivors has been captured, along with a myriad of experiences useful in developing programs and materials necessary to enhance restraint use in this state. Law enforcement officers statewide support the project, which is housed with the Safety Restraint Coalition. Since the program was initiated, it has proven itself every year to be a powerful tool in enhancing restraint use.

HB94-ED03 - Buckle Up Assistance

The objective of this project was to provide reimbursement funding to the Washington State Patrol for costs incurred by personnel in running computerized vehicle license registrations associated with the 1-800 phone number available for reporting child restraint violators.

During the course of the fiscal year, nearly 5,000 such registrations were run and forwarded to the Safety Restraint Coalition. The officers performing these services were usually on overtime.

HB94-ED04 - Youth Education

The objective of this project was to reproduce previously developed materials and develop new packets focusing on early childhood education, with an emphasis towards safety restraint issues. Early into the fiscal year the majority of funding for the project was moved into another 153 project, so little activity was recorded over the course of the year. What activity there was a continuation of the former program, using materials produced the previous year.

HB94-ED05 - 800 Program

The objective of this project was to initiate a toll free phone number for motorists to call when they observed violations of the child safety seat laws. The program was implemented through the Washington State Safety Restraint Coalition and the Washington State Patrol. The intent was to have violators call the 800 number, leaving information identifying the violation and the violators vehicle. Those license numbers were then provided to the State Patrol, who ran a registration check and returned the information to the Coalition. The Coalition then sent a letter and educational materials to each violator.

During the fiscal year nearly 5000 such calls were made a followed up on. Many of the violators called the coalition to discuss issues, allowing additional education to take place. The project proved itself such a success it will be run through fiscal year 1995 as well.

HB94-ED13 - WSP Parks Project

This project was not written or initiated during fiscal year 1994. No action was taken.

HB94-EN01 - Law Enforcement Grants

This project covered those departments which have less than 50 officers. Grants were authorized under the same criteria as those larger agencies. Approximately 75 law enforcement departments received grants. Requirements for use of the moneys and reporting requirements were the same as for the larger agencies (see HB94-EN03...EN22). These agencies made numerous contacts with the public, including enforcement and education efforts, many of which would not have been possible without this grant.

HB94-EN03...EN22 - Law Enforcement Grants

The objective of this project was to provide local police departments and sheriff's offices with grants to develop safety restraint and motorcycle helmet educational projects, as well as provide funds to assist enforcement efforts. During the year grants were provided to departments, the dollar amounts dependent on the number of officers per department. Projects covered during this fiscal year included:

- o HB94-EN03 - City of Olympia PD
- o HB94-EN04 - City of Everett PD
- o HB94-EN05 - City of Yakima PD
- o HB94-EN06 - Thurston County SO
- o HB94-EN07 - Clallam County SO
- o HB94-EN08 - City of Bellevue PD
- o HB94-EN09 - City of Renton PD
- o HB94-EN10 - City of Bremerton PD
- o HB94-EN11 - Port of Seattle PD
- o HB94-EN12 - Clark County SO
- o HB94-EN14 - Spokane County SO
- o HB94-EN15 - City of Tukwila PD
- o HB94-EN16 - City of Poulsbo PD
- o HB94-EN19 - City of Spokane PD
- o HB94-EN21 - Pierce County SO
- o HB94-EN22 - University of Washington PD

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These departments received the larger grants and initiated substantial efforts in attacking the safety restraint problem, the child safety seat issue, and, to a limited extent, the motorcycle helmet issue. During the fiscal year, the motorcycle helmet law was compromised by the judiciary, necessitating revision of verbiage associated with the standards. Enforcement was negated for the most part for several months. That issue remained unresolved as the close of the fiscal year.

This project proved successful by allowing officers to participate in enforcement and educational efforts where normally funds did not exist within an agency to allow it. As a result, numerous citations were issued, warnings given, and occupant restraint surveys conducted, which largely indicated a successful project. Educational materials were developed in the form of video tapes, public service announcements, brochures, and other materials. A large number of these items were distributed during the year.

HB94-EN17 - WSP - VIN

The objective of this project was to provide a grant to the Washington State Patrol for the purpose of developing and distributing informational and educational materials to motorists from out of state licensing their cars in Washington.

During the fiscal year, the State Patrol's Vehicle Identification Section, responsible for inspecting all vehicles moving into Washington from out of state, developed and provided to those vehicle owners informational packets educating them about safety restraint and child car seat safety in Washington, its laws and requirements, and providing the same service to motorcycle operators with respect to helmet laws and use. The project proved to be successful in that a large number of motorists, new to Washington, were contacted.

HB94-EN18 - WSP - Field

The objective of this project was to identify and target those counties in Washington which continue to maintain a lower than average safety restraint use. Funds were provided to the Washington State Patrol to conduct emphasis enforcement campaigns in each of those counties in an effort to increase use.

The project was accepted by the State Patrol, the counties identified and projects developed in each. Special enforcement efforts were initiated, which resulted in numerous contacts, warnings, and citations, as well as some education. As a result of these programs, the statewide safety restraint use increase to a new high of 80.5%.

HB94-EN20 - Radar Project

The objective of this project was to provide funding to small police agencies for the purchase of hand held radar units. These agencies wanted to participate in enforcement activities associated with the WTSC's projects, but did not have the budgets which allowed for the purchase of tools to enhance enforcement efforts. With Washington having a secondary restraint law, enforcement is difficult without the ability to stop violators for other offenses. The purchase of these radar units allowed officers to conduct emphasis patrols and contact violators not normally met. Many such persons were contacted during the year.

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All objectives for the project were met. Enforcement effort documentation could have been better, however, with a restraint use of more than 80% in Washington, it appears the project's participation was worthwhile.

HB94-MO01 - Monitoring

The objective of this project was to provide for the continued monitoring of the projects associated with Section 153 incentive funds. A half-time FTE was provided to conduct fiscal analysis and review, and restraint surveys were conducted statewide during the year as well. Each goal associated with this project was completed.

Safety restraint surveys are conducted each year to document the percent of motorists who utilize seat belts. 700 sites are monitored over periods of time and the results collected by a contractor with the WTSC. At the end of FY 1994, Washington showed a use rate of 80.5%, a new high. In addition, a child safety seat survey was added in FY 1994, as was a motorcycle helmet survey.

HB94-TR01 - Management Training

The objective of this project was to provide training to police officers and decision makers related to occupant protection issues. The forum for the education was through the Occupant Protection Usage and Enforcement Training (OPUE) and the WTSC's Washington Enforcement And Restraint In-Service Training (WEAR-IT). During the fiscal year, numerous training sessions were planned and completed across the state for police officers and sheriff's deputies. Planning and identification is carried out through the Commission's spokesperson network, a cadre of over 60 officers.

Training is provided courtesy of a Grant County Sheriff's Department deputy who travels Washington providing the training. Training needs and curricula are developed through the spokesperson network in ongoing meetings.

Section Two

Fiscal Summary





U.S. Department of Transportation
National Highway Traffic Safety
Administration
Federal Highway Administration

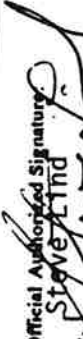
HIGHWAY SAFETY PROGRAM COST SUMMARY

"153 Funds"

State Washington Number 94-4 Date 9-30-94

Program Area	Approved Program Costs	Basis For % Change	State/Local Funds	Federally Funded Programs			Federal Share to Local
				Previous Balance	Increase/(Decrease)	% Change	
ED 94	175,000	112,000		175,000	(84,062)	(48)	90,938
EN 94	2,911,426	2,750,000	2,500,000	411,426	(145,400)	(35)	266,026
MO 94	54,534	35,000		54,534	(41,222)	(75.6)	13,312
TR 94	102,000	130,000		102,000	(38,943)	(38.2)	63,057
Total NHTSA	3,242,960	3,027,000	2,500,000	742,960	(309,627)		433,333
Total FHWA							
Total NHTSA & FHWA	3,242,960	3,027,000	2,500,000	742,960	(309,627)		433,333

Federal Official(s) Authorized Signature:

State Official Authorized Signature:

 NAME: Steve Elrod
 TITLE: GOVERNOR'S REPRESENTATIVE
 DATE: 9-30-94

FHWA - NAME: _____
 TITLE: _____
 DATE: _____
 Effective Date: _____

NHTSA - NAME: _____
 TITLE: _____
 DATE: _____
 Effective Date: _____



U.S. Department of Transportation
 National Highway Traffic Safety
 Administration
 Federal Highway Administration

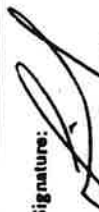
HIGHWAY SAFETY PROGRAM COST SUMMARY

"408 Funds"

State Washington Number 93-4 Date 9-30-94

Program Area	Approved Program Costs	Basis For % Change	State/Local Funds	Federally Funded Programs			Federal Share to Local
				Previous Balance	Increase/(Decrease)	% Change	
J6-93	1,972,925		1,500,000	472,925	(156,014)	(33)	316,911
Total NHTSA	1,972,925		1,500,000	472,925	(156,014)	(33)	316,911
Total FHWA							
Total NHTSA & FHWA	1,972,925		1,500,000	472,925	(156,014)	(33)	316,911

Federal Official(s) Authorized Signature:

State Official Authorized Signature: 
 NAME: STEVE LIND
 TITLE: Governor's Representative
 DATE: 9-30-94

FHWA - NAME: _____
 TITLE: _____
 DATE: _____
 Effective Date: _____

NHTSA - NAME: _____
 TITLE: _____
 DATE: _____
 Effective Date: _____



U.S. Department of Transportation
National Highway Traffic Safety
Administration
Federal Highway Administration

HIGHWAY SAFETY PROGRAM COST SUMMARY

"402Funds"

State WASHINGTON Number 94-5 Date 9-30-94

Program Area	Approved Program Costs	Basis For % Change	State/Local Funds	Federally Funded Programs			Federal Share to Local	
				Previous Balance	Increase/(Decrease)	% Change		Current Balance
PA94	438,000	164,250	219,000	219,000	(37,060)	(16.9)	181,940	32,700
FPA94	34,000	2,803	17,000	17,000	(137)	(0.8)	16,863	3,000
OP94	521,617	414,497		521,617	(142,033)	(27.2)	379,584	262,700
AL94	1,051,617	362,003	600,000	451,617	(100,050)	(22.2)	351,567	210,300
YA94	151,370			151,370	(90,277)	(59.6)	61,093	40,000
TR94	537,616	462,691		537,616	65,467	12.2	603,083	228,000
PT94	1,560,617	447,497	1,000,000	560,617	(39,954)	(7.1)	520,663	490,400
FTE94	306,643	8,000		306,643	(137,694)	(44.9)	168,949	168,700
CP94	170,000	145,000		170,000	(104,862)	(61.7)	65,138	63,600
PS94	87,500	77,500		87,500	(7,882)	(9)	79,618	79,400
Total NHTSA	4,518,337	2,073,438	1,819,000	2,699,337	(456,651)	(16.9)	2,242,686	1,407,100
Total FHWA	340,643	10,803	17,000	323,643	(137,831)	(42.6)	185,812	171,700
Total NHTSA & FHWA	4,858,980	2,084,241	1,836,000	3,022,980	(594,482)	(19.7)	2,428,498	1,578,800

Federal Official(s) Authorized Signature:

State Official Authorized Signature:

 NAME: Steve Lind
 TITLE: Governor's Representative
 DATE: 9-30-94

NHTSA - NAME: _____
 TITLE: _____
 DATE: _____
 Effective Date: _____

FHWA - NAME: _____
 TITLE: _____
 DATE: _____
 Effective Date: _____

