



Washington State

Traffic Safety Annual Report

2020



WASHINGTON 2020 TRAFFIC SAFETY ANNUAL REPORT

2020

**WASHINGTON TRAFFIC SAFETY COMMISSION
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ANNUAL REPORT CHECKLIST

REQUIRED



Requirement	Where to find in this document
Assessment of the State's progress in achieving performance targets in the prior year, and a description of how the SHSO will adjust its upcoming HSP to better meet performance targets if a performance target has not been met	See Section: Program Updates
Description of the projects and activities funded and implemented, and the amount of Federal funds obligated and expended	See Section: Program Updates
Description of the State's evidence-based enforcement program activities	See Section: Assessment of State Progress, Evidence-Based Enforcement Plan
Provision of the required Information regarding mobilizations	See Sections: Assessment of State Progress, FFY 2020 Performance Activity Measures and Program Updates
Explanation of reasons for planned activities not implemented	See Section: Program Updates
Description of how the projects funded contributed to meeting the performance targets	See Section: Program Updates
If applicable, report on the purchase of paid media within programs or as a summary	See Sections: Assessment of State Progress, FFY2020 Paid Media Campaigns and Program Updates
If applicable, report on any Section 2011. Child Restraint Grants funds expended	See Section: Occupant Protection
Inclusion of the results of the annual State Attitudes Survey if conducted	See Section: Measures of Attitudes, Awareness, and Behavior

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EXECUTIVE SUMMARY

An Unprecedented Year

2020 was an unprecedented year with impacts seen worldwide, including traffic safety. In January, Washington was the first state to confirm a case of novel Coronavirus. On March 24, Governor Inslee enacted the “Stay Home, Stay Healthy” order that:

- Required every Washingtonian to stay home unless they needed to pursue an essential activity.
- Banned all gatherings for social, spiritual, and recreational purposes.
- Closed all businesses except essential businesses.

The order had immediate impacts on traffic volumes and patterns. By the end of March, highway traffic volumes were reduced to 60 percent of the volume measured during the same time in 2019 (source: Washington State Department of Transportation (WSDOT) COVID-19 Transportation Report <https://www.wsdot.wa.gov/about/covid-19-transportation-report/>).

Many law enforcement leaders in Washington began limiting contacts between their officers and the public to prevent the spread of the pandemic.

Even with the significant declines in traffic exposure, fatal traffic crashes increased an average of 25 percent each month from April to September compared to those months in 2019. Aggressive driving behaviors, especially speeding, contributed to the increases in serious crashes. August was the deadliest month on Washington roadways in 2020. August traffic volumes remained 15 percent below the 2019 baseline, however serious injury crashes increased 42.6 percent and fatal crashes increased 68.4 percent.

Despite Challenges, Washington Traffic Safety Commission (WTSC) Adjusts and Thrives

WTSC reacted to the Governor’s order by closing its office doors and directing all employees to telework. WTSC staff adjusted to the change, navigating and adjusting our processes to fit this new environment.

The WTSC had upgraded its desktop software, transitioning to Microsoft 365 in February, just weeks before the Governor enacted the "Stay Home, Stay Healthy" order. One of the programs that came with this upgrade was Microsoft Teams, an incredible tool allowing us to collaborate and communicate remotely. In September, WTSC took the final step in the IT modernization project by completing the migration to Microsoft 365. This modernization project gave WTSC further flexibility for work and collaboration. It also added a stronger layer security application to the WTSC domain.

In addition, the pandemic had potential to disrupt the WTSC's crash reporting. WTSC is required to input crash and serious injury data into two national databases—the Crash Report Sampling System and the Fatality Analysis Reporting System. We are proud to report that our database operations were not impacted because we were set up for telework. As a result, we completed our preliminary 2019 State Specific Recode call on time and our operations have remained on schedule.

WTSC has met with National Highway Traffic Safety Administration (NHTSA) Region 10 staff weekly to discuss the evolving situation and share information. The weekly calls have been greatly appreciated and considered valuable in addressing topics, questions or concerns in a timely manner. In anticipation of NHTSA requesting COVID related information, WTSC created mechanisms to document the impacts of the outbreak. We worked with our Target Zero Managers (TZM) to track how

local agencies were responding. We made changes to the WTSC Electronic Management System (WEMS) by adding a question to the quarterly reports, specifically asking our sub-recipients about the impacts of the pandemic to their specific grant(s) and project(s).

Overall, the impacts to grants and projects were varied. Some grants had to be abandoned as grantee staff were pulled away to work on COVID response. Other projects, like those heavily focused on training, had to abruptly change the project scopes of work as on-person gatherings became infeasible. Overall, our grantees met challenges with adaptability, making changes where possible and needed in order to continue to provide traffic safety benefits to the state and their communities.

NHTSA cancelled the April Distracted Driving and the May Click it or Ticket campaigns, rescheduling them for October and November, respectively. WTSC had already made the purchases for the Distracted Driving statewide media campaign, so our Communications staff quickly worked with our contractors to adapt the message to reflect the reality. They pivoted to an “all together for safety message” and removed extra patrols messaging.

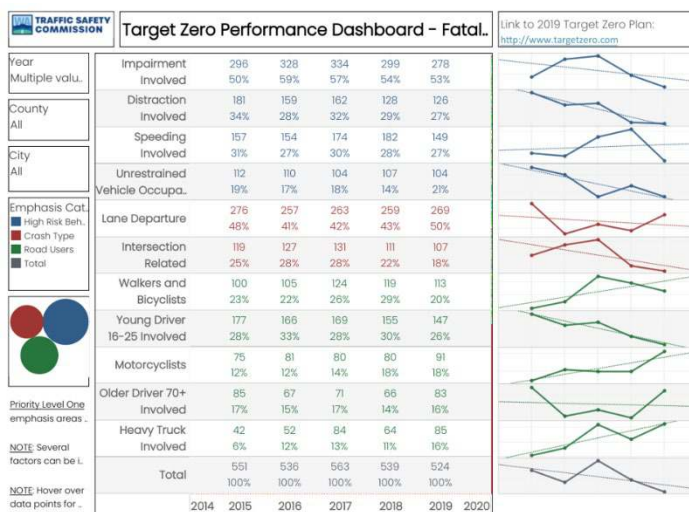
We saw an alarming uptick in motorcycle crashes in the spring--particularly in the months of April and May--as riders found a socially distanced way to enjoy the outdoors when most other options were unavailable. Due to efforts by our program manager and our partner agencies, the motorcycle law enforcement emphasis which occurs in July was able to continue, though altered. In an effort to make a difference, all summer, WTSC collaborated heavily with the Washington State Patrol (WSP) and the Department of Licensing (DOL) to increase the frequency of motorcycle traffic safety messages to the driving public.

Despite the challenges, several projects were highly successful. Please see the remainder of this document for a full description of each project conducted with our federal funding in 2020.

Below are a few highlights of additional accomplishments.

New Traffic Data Dashboards

In 2020, the Research and Data Division introduced the Target Zero Performance Dashboard for Traffic Fatalities. This dashboard aggregates Washington traffic fatalities for the last 10 years for Target Zero focus areas. The new dashboard can be filtered by year, county, city, or a combination of the three. You can view the dashboard¹ by clicking the image below:



¹ <https://wtsc.wa.gov/research-data/tz-performance-dashboard/>

Groundwork Laid for the Umbrella Campaign

“Together We Get There” is WTSC’s new proactive traffic safety culture campaign. It is designed to influence the behavior of risky drivers by engaging traffic safety partners and stakeholders to promote proactive traffic safety behaviors. Growing a positive traffic safety culture also influences safe road users by giving them the tools and confidence to take actions such as asking someone to put away their phone while they are driving. The campaign is designed to make our audience understand that most of us in Washington engage in safe behaviors. The campaign also focuses on helping Washingtonians feel good about themselves because they are making safe choices and taking actions on and off the road that ensure the safety of all people who use our roadways or alternate modes of transportation. The campaign’s call to action encourages Washingtonians to engage in, share, support, and model positive traffic safety behaviors. The campaign is expected to launch in February 2021.

Practicing Gratitude

The WTSC would like to extend its gratitude to our partners and sub-recipients for continuing their important work to support traffic safety despite the incredible challenges we faced in 2020. Partnership is foundational to our work and WTSC looks forward to continuing to work with all our partners, sub-recipients, and NHTSA in 2021 to chart a path through the ongoing challenges posed by the pandemic and traffic safety issues.

LEGISLATIVE UPDATE

The two-year legislative cycle is complete every “even” year, so 2020 marked a “short” session in which the Legislature met for 60 days and passed a 2020 supplemental budget. The Legislature passed a bill for a pilot program that allows for additional use of automated traffic safety cameras. They also passed bills that addressed impaired driving, Driving Under the Influence (DUI) vehicle impounds, vulnerable roadway users, autonomous vehicle testing, and bicycle laws. A proposed “Wine Country” special license plate ultimately failed after protests from healthy youth advocacy groups.

Below is a summary of new traffic safety laws and some bills that failed.

New Laws

Active Transportation Safety Council

[Senate Bill 6493](#), *Cooper Jones Active Transportation Safety Council, Chapter 72, Laws 2020. Effective June 11, 2020.*

The Legislature passed and the Governor signed the Cooper Jones Active Transportation Safety Council in 2019. However, a technical issue with the effective date caused the bill to fail to become law. Senate Bill 6493 fixed the technical issue and allowed the bill to become law.

Automated Traffic Safety Cameras

[Substitute House Bill 1012](#), *Establishing additional uses for automated traffic safety cameras for traffic congestion reduction and increased safety, Chapter 224, Laws 2020. Effective June 11, 2020.*

The Legislature established a pilot program to allow for additional uses of automated traffic safety cameras in Seattle. The pilot allows for the use of automated enforcement cameras for stopping at intersection or crosswalk violations, public transportation only lane violations, and stopping or traveling in a restricted lane. The ticket fees collected will go to the cost to install, operate, and maintain the automated traffic safety cameras. Half of the remaining funds will be deposited in the Cooper Jones Active Transportation Safety Account managed by WTSC.

DUI Vehicle Impound

[Substitute House Bill 2483](#), *Driving Under the Influence—Vehicle Impoundment, Chapter 117, Laws 2020. Effective June 11, 2020.*

In 2011, the Legislature passed "Hailey's Law" which made it mandatory for officers to impound vehicles after arresting the driver for a DUI. It also required a 12-hour hold on the vehicle if the DUI suspect was also the registered owner of the vehicle. Recently, the Washington Supreme Court ruled that this mandatory impound was unconstitutional and that officers must be allowed to use discretion in whether to impound the vehicle. HB 2483 returns the decision to impound such vehicles to the officer but leaves intact the requirement for the 12-hour impound hold if the officer decides to impound the vehicle and the DUI suspect is the registered owner of the vehicle.

Autonomous Vehicle Testing

[Engrossed Substitute House Bill 2676](#), *Autonomous Vehicle Testing, Chapter 182, Laws 2020. Effective June 11, 2020, except for section 2, which becomes effective October 1, 2021.*

HB 2676 expands requirements for the testing of autonomous vehicles. Currently, entities that choose to test autonomous vehicles in Washington must provide a self-certification to DOL. The new law requires that testing entities hold an umbrella insurance policy of not less than \$5 million. Additionally, a testing entity must provide contact information, testing jurisdiction, and vehicle identification

numbers. Testing entities must report any traffic incidents, traffic infractions, and incidents where the autonomous system was disengaged to avoid possible collisions. The reports must include whether the autonomous driving system was in operation at the time of the incident and details of the incident including any deaths, injuries, or property damage that resulted from the incident.

Impaired Driving

[Third Substitute House Bill 1504](#), *Concerning Impaired Driving, Chapter 330, Laws 2020. Effective June 11, 2020, expect for some sections that will be become effective January 1, 2022.*

The Legislature made changes to driving under the influence incarceration lengths, fines, and electronic home monitoring requirements. They also increased the penalties for those convicted of driving under the influence when passengers under the age of 16 are in the vehicle at the time of the offense. They changed the ignition interlock rules and emergency response expense cost recovery rules. They also changed license reinstatement fees.

Specifically, the bill:

- Adds an additional 12 months to the standard sentence range for each minor child in a vehicle for people convicted of vehicular homicide, vehicular assault, DUI, or physical control. These enhancements will not be eligible for good time credits or earned release time.
- Allows agencies to seek emergency response expenses from people convicted of physical control and DUI instead of just DUI.
- Increases the reissue fee for certain DUI-related offenses from \$150 to \$175. However, if the offender is subject to an additional license restriction based on the same offense, DOL will no longer charge a second reissue fee.
- Grants the court discretion to waive imposition of the mandatory minimum sentence and impose alternative penalties for first-time impaired driving offenses and modifies the alternative penalties available on a second or third offense upon a showing of substantial risk to the offender's physical or mental well-being.

Concerning ignition interlock regulations, the bill:

- Changes the alcohol set point that prevents a driver from starting a motor vehicle from an alcohol concentration of 0.025 to 0.020.
- Increases the monthly Ignition Interlock Device Revolving Account fee imposed on persons with an ignition interlock restriction from \$20 to \$21.
- Authorizes a police officer to take custody of a vehicle upon determining that a person who is restricted to the use of a motor vehicle equipped with a functioning ignition interlock device is operating a motor vehicle that is not equipped with such a device.
- Changes the definition of tampering with an ignition interlock device to include any components of the device, or any action that otherwise interferes with the proper functionality of the device.
- Adds 180 days to the interlock restriction for driving without an interlock or for circumventing the interlock.

- At the end of the restriction, requires interlock vendors to certify that the device was removed by an ignition interlock device technician certified by the Washington State Patrol and to verify that the device had not been tampered with.

Bicycles

[Substitute Senate Bill 6208](#), *Bicyclist Stop Sign Requirements, Chapter 66, Laws 2020. Effective October 1, 2020.*

The Legislature changed the requirement for bicyclists to stop at stop signs. Now, a person operating a bicycle approaching a stop sign must either stop or follow the requirements for approaching a yield sign. Bicyclists still must stop for stop signs at railroad crossings and for school bus stop paddles.

Bills That Did Not Pass

Cell Phones

[Senate Bill 1256](#), *Increasing monetary penalties for the unlawful use of a personal electronic device while driving a motor vehicle in a school, playground, or crosswalk speed zone.*

This bill would have doubled the base penalty for a first-time offense for the use of a personal electronic device while driving a motor vehicle when the offense occurs in a school, playground, or crosswalk speed zone with posted fines double signage. This penalty would have applied to intermediate license holders, as well. The School Zone Safety Account would have received the increased penalty which was dedicated to fund projects in local communities to improve school zone safety, pupil transportation safety, and student safety in school bus loading and unloading areas.

Wine License Plates

[House Bill 2050](#), *Creating Washington wine special license plates.*

This bill would have created the Washington Wine special license plate. DOL would have charged an additional fee of \$40 for the original issuance of the special license plate, and a \$30 fee for the renewal of the plate. These additional fees would allow the Washington Tourism Alliance to promote tourism throughout Washington.

Impaired Driving

[House Bill 2314](#), *Concerning drug offender sentencing alternatives for offenders convicted of driving or control of a vehicle while under the influence.*

This bill would have created a new Drug Offender Sentencing Alternative for persons convicted of felony impaired driving offenses. It would have defined eligibility for the program and provided program requirements for confinement, treatment, monitoring, and enforcement.

[Senate Bill 5299](#), *Concerning impaired driving.*

Currently, three or more prior impaired driving offenses within 10 years elevates a DUI to a felony. This bill would have changed that threshold to three or more impaired driving offenses within 15 years before being elevated to a felony.

License suspensions

[Senate Bill 6153](#), *Concerning driver's license suspensions and revocations.*

This bill would have addressed specific types of license suspensions, created a program for the consolidation of traffic-based financial obligations, and required a work group to explore options to address equity issues regarding non-payment of non-criminal traffic-based fines.

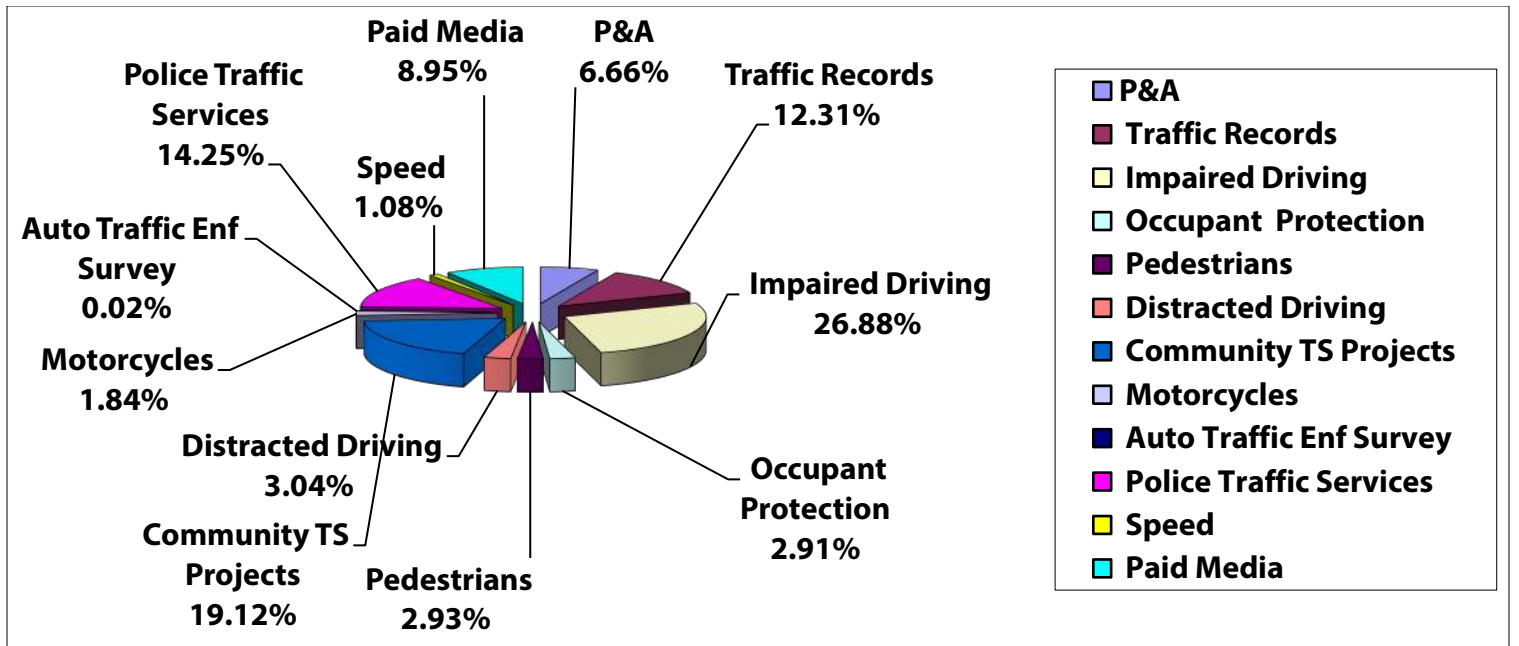
Automated Vehicle Deployment

[House Bill 2314](#), *Addressing the automated operation of vehicles*.

This bill would have addressed the deployment of automated vehicles. It would have created a structure for the registration and operation of automated vehicles in a mode where the vehicle is controlling the entire dynamic driving task, known as automated operation. It would have defined and outlined the responsibilities of an Automated Driving Provider (ADP) and designated them as the driver when the automobile is in automated operation. The vehicle owner would have been responsible to maintain the vehicle equipment, and been responsible for the driving task--and any law violations--when the vehicle is not in automation operation. The ADP would have been responsible for any law violations when the car was in automated operation. Only in instances where the ADP was providing a completely automated ride would a driver's license not be required.

FISCAL OVERVIEW OF OBLIGATIONS AND EXPENDITURES

	402	405b	405c	405d	405e	405f	405h	164	Total	% of Total
P&A	\$612,560								\$612,560	6.66%
Traffic Records	\$603,627		\$528,536						\$1,132,163	12.31%
Impaired Driving	\$61,329			\$1,328,413				\$1,081,801	\$2,471,543	26.88%
Occupant Protection	\$33,289	\$234,656							\$267,945	2.91%
Pedestrians	\$101,597						\$168,012		\$269,609	2.93%
Distracted Driving	\$166,001				\$113,538				\$279,539	3.04%
Community TS Projects	\$1,370,964			\$386,502					\$1,757,466	19.12%
Motorcycles	\$23,324					\$145,834			\$169,158	1.84%
Auto Traffic Enf Survey	\$1,980								\$1,980	0.02%
Police Traffic Services	\$1,222,113	\$88,031							\$1,310,144	14.25%
Speed	\$98,962								\$98,962	1.08%
Paid Media	\$534,020			\$288,593		\$0			\$822,613	8.95%
<u>TOTAL</u>									\$9,193,682	100.00%



ASSESSMENT OF STATE PROGRESS

The WTSC, along with partners from WSDOT, DOL, WSP, and others have been setting traffic fatality and serious injury performance targets for several years. During this time, several methods for target setting have been deployed through both the Strategic Highway Safety Plan (SHSP) and the Highway Safety Plan (HSP). The two main methods used in most recent years are:

- Method 1: setting the target equal to an updated Target Zero line (a straight line to zero in 2030), a method used in the SHSP.
- Method 2: setting the target equal to the value of the linear trend line of the five-year rolling averages or the most recent five-year rolling average.

The WTSC and all our partners agree that setting an increasing target in any scenario is counter the Target Zero philosophy when the target is fatalities. Regardless of challenges and current trends, targets are something we strive to meet, and we should never be striving to have more people die this year than last year. Therefore, targets are never set higher than the most recent data available. The desired target is always zero. Any one is too many.

The table below provides some history of the methods used for setting the HSP targets over time.

FFY 2017 Targets	Method 2
FFY 2018 Targets	C-1 C-2 C-3 Method 1; All other measures Method 2
FFY 2019 Targets	Method 2
FFY 2020 Targets	C-1 C-2 C-3 Method 1; All other measures Method 2
FFY 2021 Targets	C-1 C-2 C-3 Method 1; All other measures Method 2

The following table shows the FFY 2019 target performance with preliminary 2019 fatality data from WA-FARS. The FFY 2019 target performance is also displayed on each of the charts available in the program area reports.

Performance Measures and Targets, Highway Safety Plan FFY 2019 and FFY 2020								
Outcome Measure	2014 (FARS)	2015 (FARS)	2016 (FARS)	2017 (FARS)	2018 (WA- FARS)	2019 (WA- FARS)	2019 Target*	2020 Target*
C-1) Number of traffic fatalities (FARS)	462	551	536	563	541	517	^	^
<i>5YR Rolling Average</i>	450.0	468.2	484.6	509.6	530.6	541.2	489.2	443.2
C-2) Number of serious injuries in traffic crashes (State crash data files)	2,004	2,100	2,217	2,221	2,229	2,262	^	^
<i>5YR Rolling Average</i>	2,146.8	2,070.8	2,087.2	2091.6	2154.2	2,205.8	1,855.2	1,795.5
C-3) Fatalities/VMT (FARS, FHWA)	0.796	0.924	0.881	0.917	0.866	0.838	^	^
<i>5YR Rolling Average</i>	0.802	0.787	0.811	0.827	0.856	0.877	0.813	0.732
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	107	112	110	104	107	104	^	^
<i>5YR Rolling Average</i>	99.2	101.2	103.4	104.4	108.0	107.4	90.1	101.8

Performance Measures and Targets, Highway Safety Plan FFY 2019 and FFY 2020								
Outcome Measure	2014 (FARS)	2015 (FARS)	2016 (FARS)	2017 (FARS)	2018 (WA- FARS)	2019 (WA- FARS)	2019 Target*	2020 Target*
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS- IMPUTED)	132	145	156	176	166	*	^	^
<i>5YR Rolling Average</i>	150.4	145.6	145.4	152.0	155.0	*	116.8	153.2
C-6) Number of speeding-related fatalities (FARS)	162	157	154	174	182	150	^	^
<i>5YR Rolling Average</i>	170.6	166.8	163.8	166.2	165.8	163.4	147.6	165.2
C-7) Number of motorcyclist fatalities (FARS)	69	75	81	80	80	91	^	^
<i>5YR Rolling Average</i>	73.4	74.4	76.2	75.6	77.0	81.4	75.8	77.2
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	0	4	2	0	5	2	0	0
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	58	71	66	68	67	45	^	^
<i>5YR Rolling Average</i>	59.0	60.0	61.0	66.6	66.0	63.4	55.6	66.2
C-10) Number of pedestrian# fatalities (FARS)	76	84	83	104	99	96	^	^
<i>5YR Rolling Average</i>	64.2	68.8	72.6	79.2	89.2	93.2	81.0	90.0
C-11) Number of bicyclists fatalities (FARS)	6*	14	17	15	16	9	^	^
<i>5YR Rolling Average</i>	9.2	10.8	12.0	12.6	13.6	14.2	12.4	14.0
APM-1) Number of fatalities involving a distracted/inattentive driver (WA-FARS)	130	171	155	155	116	112	^	^
<i>5YR Rolling Average</i>	127.2	134.6	139.4	146.2	145.4	141.8	140.3	146.0
APM-2) Fatalities involving a drug positive and/or alcohol impaired (not imputed) driver (WA-FARS)	230	258	277	271	255	233	^	^

Performance Measures and Targets, Highway Safety Plan FFY 2019 and FFY 2020								
Outcome Measure	2014 (FARS)	2015 (FARS)	2016 (FARS)	2017 (FARS)	2018 (WA- FARS)	2019 (WA- FARS)	2019 Target*	2020 Target*
<i>5YR Rolling Average</i>	226.8	229.6	242.0	253.0	258.2	258.8	236.2	253.0
APM-3) Number of drivers ages 21-25 involved in fatal crashes (WA-FARS)	79	98	102	106	93	101	^	^
<i>5YR Rolling Average</i>	81.8	83.0	87.4	92.0	95.6	100.0	^	95.6
APM-4) Number of all pedestrian fatalities (WA-FARS)	79	86	88	109	103	101	^	^
<i>5YR Rolling Average</i>	67.0	71.6	75.6	82.4	93.0	97.4	^	93.8
TR-1*) Number of ED visit records reported (estimated percent of total ED records)	^	^	0.2%	13.5%	69%	85%*	100%	100%
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	94.5%	94.6%	94.7%	94.8%	93.2%+	93.1%	≥95%	≥95%

^ No target set.

*Data Unavailable;TR-1 provided by the Department of Health for period April 1, 2019 – March 31, 2020.

+ New seat belt observation method for sampling and site selection; new trend line.

Does not include pedestrians on personal conveyances (wheelchairs, skateboards, etc.) per NHTSA definitions.

PERFORMANCE REPORT FROM PREVIOUS YEAR HSP

The following table displays an assessment of performance targets set in the FFY 2020 HSP. The 2020 calendar year number required to meet the 2016-2020 rolling average target is shown. If the status is "NOT MET" then the 2020 calendar year requirement to meet the target has already been exceeded. If the status is "IN PROGRESS" then the 2020 calendar year requirement has not been exceeded, or data is still being collected or is unavailable at the time of this report. Year-to-date fatality totals for the performance report were obtained from the WSDOT Crash Data Portal (<https://remoteapps.wsdot.wa.gov/highwaysafety/collision/data/portal/public/>) when available. The numbers were generated on November 4, 2020. These numbers are not directly comparable to the same information obtained from FARS; however, the numbers do provide enough year-to-date tracking for performance reporting.

Performance Target	2020 Calendar Year Number to meet HSP Target	WSDOT Crash Data Portal 2020 Year-to-date Total	Performance Report Status as of November 2020
C-1) Decrease the 2016-2020 rolling average number of traffic fatalities (target start year=2016 and target end year=2020) to 443.2 (five-year performance target value).	61	462	NOT MET
C-2) Decrease the 2016-2020 rolling average number of serious injuries in traffic crashes (target start year=2016 and target end year=2020) to 1,795.5 (five-year performance target value).	49	1,705	NOT MET
C-3) Decrease the 2016-2020 rolling average rate of fatalities/VMT (target start year=2016 and target end year=2020) to 0.732 (five-year performance target value).	0.158	n/a	NOT MET
C-4) Decrease the 2016-2020 rolling average number of unrestrained passenger vehicle occupant fatalities (target start year=2016 and target end year=2020) to 101.8 (five-year performance target value).	84	n/a	NOT MET
C-5) Decrease the 2016-2020 rolling average number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (IMPUTED) (target start year=2016 and target end year=2020) to 153.2 (five-year performance target value).	(2019 / 2020) 134 / 134	n/a	IN PROGRESS
C-6) Decrease the 2016-2020 rolling average number of speeding-related fatalities (target start year=2016 and target end year=2020) to 165.2 (five-year performance target value).	166	137	IN PROGRESS
C-7) Decrease the 2016-2020 rolling average number of motorcyclist fatalities (target start year=2016 and target end year=2020) to 77.2 (five-year performance target value).	54	78	NOT MET

Performance Target	2020 Calendar Year Number to meet HSP Target	WSDOT Crash Data Portal 2020 Year-to-date Total	Performance Report Status as of November 2020
C-8) Decrease the 2016-2020 rolling average number of unhelmeted motorcyclist fatalities (target start year=2016 and target end year=2020) to 0 (five-year performance target value).	0	n/a	NOT MET
C-9) Decrease the 2016-2020 rolling average number of drivers age 20 or younger involved in fatal crashes (target start year=2016 and target end year=2020) to 66.2 (five-year performance target value).	85	49	MET
C-10) Decrease the 2016-2020 rolling average number of pedestrian fatalities (target start year=2016 and target end year=2020) to 90.0 (five-year performance target value).	85	83	NOT MET
C-11) Decrease the 2016-2020 rolling average number of bicyclists fatalities (target start year=2016 and target end year=2020) to 14.0 (five-year performance target value).	13	10	IN PROGRESS
APM-1) Decrease the 2016-2020 rolling average number of fatalities involving a distracted driver (target start year=2016 and target end year=2020) to 146.0 (five-year performance target value).	192	79	MET
APM-2) Decrease the 2016-2020 rolling average number of fatalities involving alcohol impaired or drug positive drivers (target start year=2016 and target end year=2020) to 253.0 (five-year performance target value).	229	n/a	IN PROGRESS
APM-3) Decrease the 2016-2020 rolling average number of drivers ages 21-25 involved in fatal crashes (target start year=2016 and target end year=2020) to 95.6 (five-year performance target value).	76	86	NOT MET
APM-4) Decrease the 2016-2020 rolling average number of all pedestrian fatalities (FARS person types 5 and 7) (target start year=2016 and target end year=2020) to 93.8 (five-year performance target value).	90.0	83	NOT MET
TR-1) Number of ED visit records reported (estimated percent of total ED records) – Department of Health	100%	n/a	IN PROGRESS
B-1) Increase the observed seat belt use for passenger vehicles, front seat outboard occupants to 95% (target value) for the 2019 target period (annual).	95%	n/a	IN PROGRESS

EVIDENCE-BASED ENFORCEMENT PLAN

Washington’s enforcement plan relies on two programs: High Visibility Enforcement (HVE) and Traffic Safety Enforcement Programs (TSEP). Both require enforcement efforts targeted to the appropriate behavioral areas and locations coupled with meaningful media and public education outreach. HVE focuses enforcement in conjunction with national campaigns including the holiday DUI HVE campaign, “Click It or Ticket” campaign, and summer DUI campaign. HVE campaign themes and timing are prescribed by NHTSA. TSEP events are focused on alternate driving behaviors such as distracted driving or motorcycle safety and during different periods to support local community needs or statewide campaigns. Both enforcement strategies utilize a three-step strategy to ensure effectiveness: data analysis, resource allocation, and project oversight. The strategy starts with an annual analysis of fatality and serious injury data to identify problems and ultimately allocate funding to projects through the annual grants process. This in-depth analysis is incorporated into program plans as recommended countermeasure strategies, activities, and projects. These are rolled up to create the HSP Performance Report and the Performance Analysis contained within each program area, which in turn drives the allocation of resources to the areas of greatest need.

Following analysis and resource allocation, WTSC staff work closely with grant recipients to ensure projects are implemented successfully, making mid-year adjustments as new data trends and changing traffic safety priorities emerge. The result is an evidence-based enforcement plan designed to address the areas and locations at highest risk and with the greatest potential for improvement. In FFY 2020, WTSC used the following to implement our evidence-based enforcement plan:

- National Holiday DUI HVE campaign
- Statewide “On the Road, Off the Phone” (Educational campaign only)
- Washington’s “It’s a Fine Line” motorcycle safety TSEP campaign
- National Summer DUI HVE campaign

Detailed results of each of these strategies, including citation data, is contained within the various HVE project reports listed in the Program Updates section of this report. Below are the combined enforcement performance activity measures.

FFY 2020 PERFORMANCE ACTIVITY MEASURES

Activity Measure	Total
Number of seat belt citations issued during grant-funded enforcement activities	558
Number of impaired driving arrests made during grant-funded enforcement activities	1,071
Number of speeding citations issued during grant-funded enforcement activities	6,616

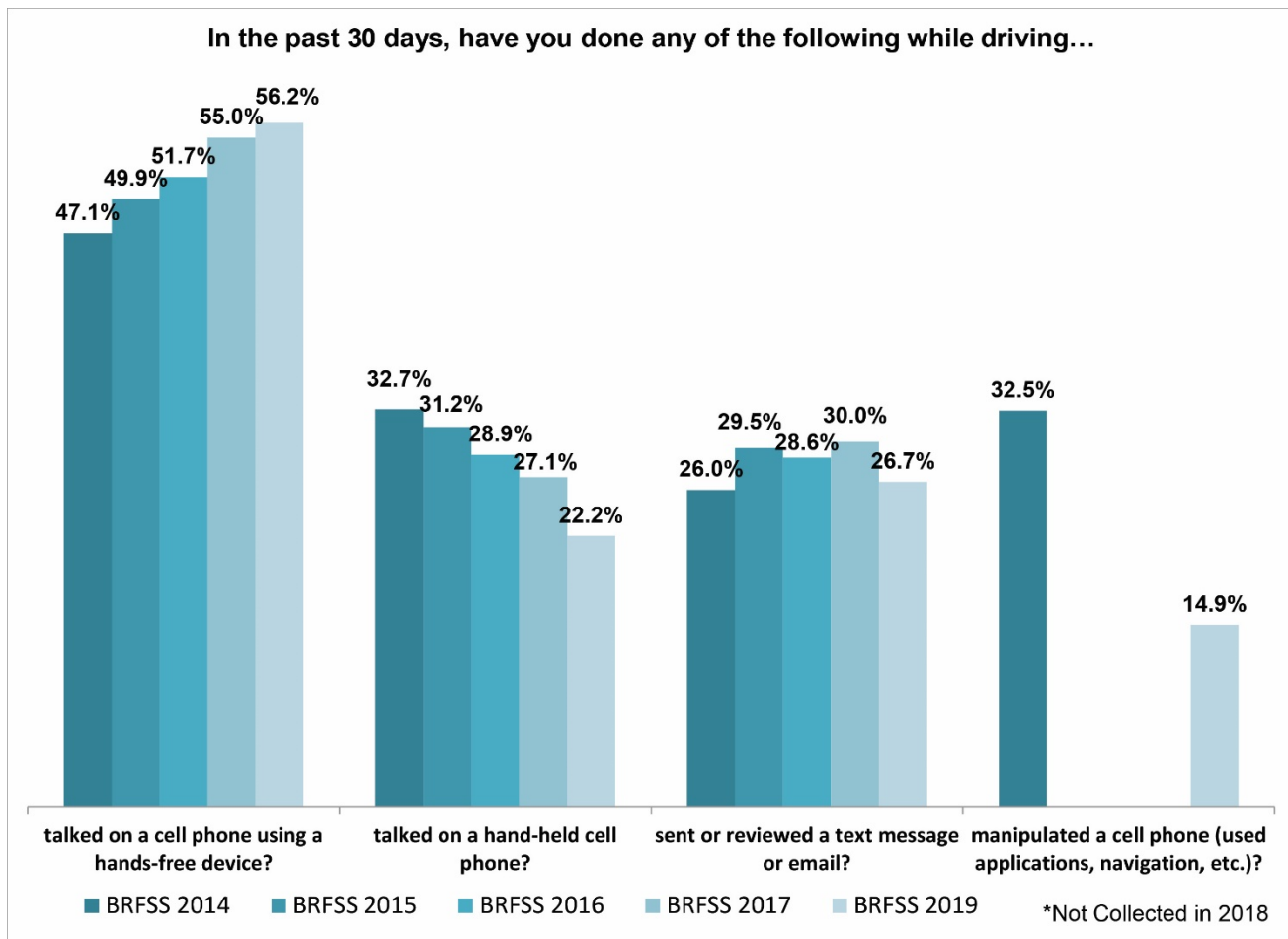
FFY 2020 PAID MEDIA CAMPAIGNS

Campaign	Fund	Budget	Results
Holiday DUI Dec. 11, 2019-Jan. 2, 2020 National Mobilization	402 & 164 Alcohol	\$456,236	TV, Radio, Digital, Outdoor, Social 621,846 spots More than 18 million impressions
Distracted Driving April 1-April 18, 2020 National Mobilization	405d & 405e	\$344,674	Radio, TV, Digital, Social 8,654 spots 22.3 million impressions
Motorcycles July 10-26, 2020 Education and Enforcement	402	\$100,000	Radio, Billboards, Digital, Social 2,128 spots 3.3 million impressions
August DUI Aug. 19- Sept. 7, 2020 National Mobilization	402 & 164 Alcohol	\$510,000	Radio, Digital, Outdoor, Cannabis Retail Stores, Social 7,803 spots 51.7 million impressions
Spokane Pedestrian Campaign Nov. 20, 2019- Sept. 30, 2020 Countywide	405d	\$30,000	Social, Outdoor, TTWN 13.2 million impressions

MEASURE OF ATTITUDES, AWARENESS, AND BEHAVIOR

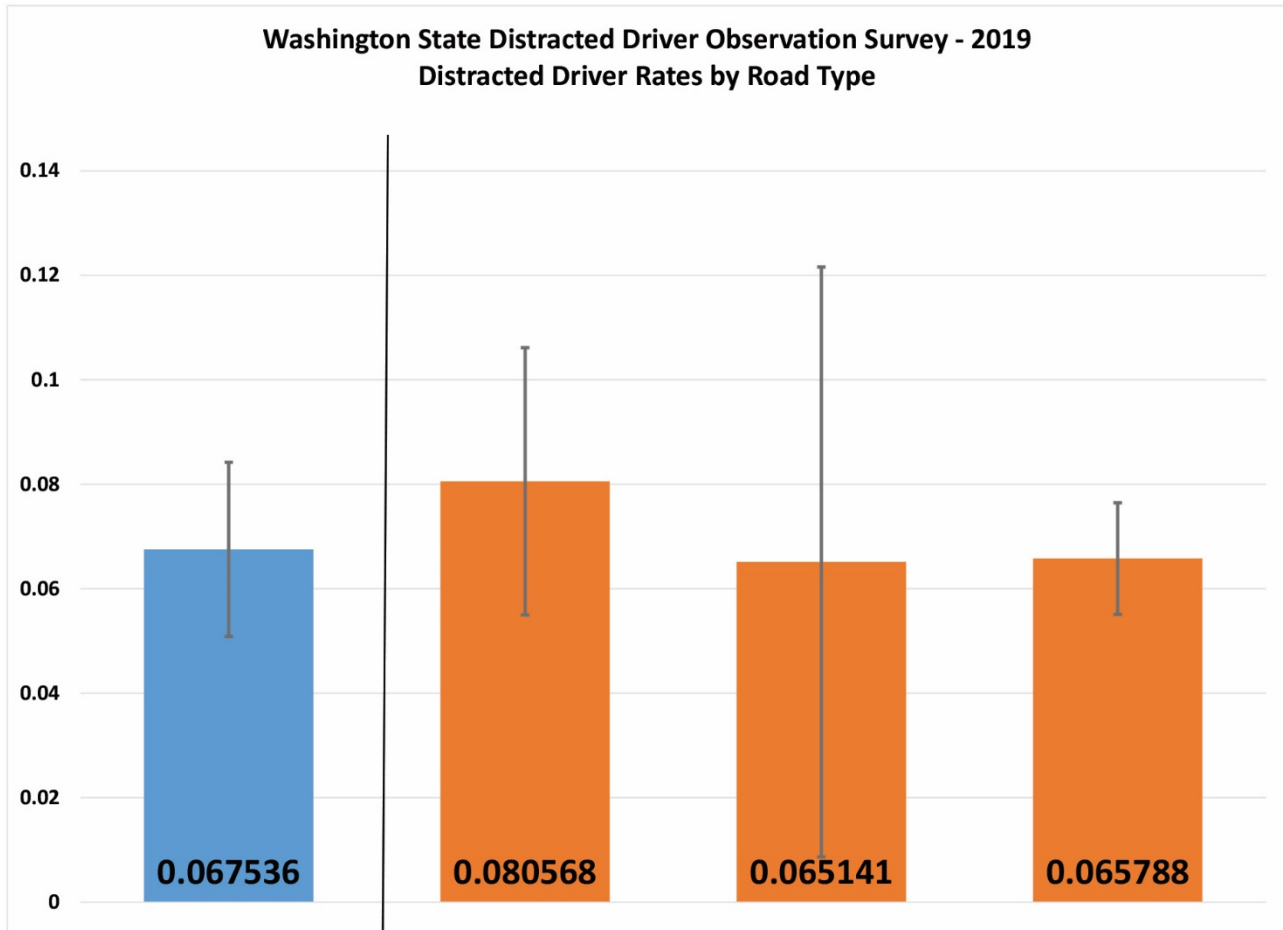
The WTSC has sponsored state-added questions on Washington’s Behavioral Risk Factor Surveillance Survey (BRFSS)² since 2014. From 2014-2019 the BRFSS captured driving within three hours of marijuana use, and from 2014-2017 and 2019 cell phone use while driving. While we continue to collaborate with the Department of Health (DOH) on the BRFSS, the WTSC continues to explore other ways to collect attitudes, awareness, and behavior information, including the annual distracted driver observation survey and surveys to guide communication and outreach efforts managed by the WTSC Legislative and Media Relations division.

According to the BRFSS data, self-reported cell phone use while driving, as the percentage of drivers reporting the use of a hands-free device increased, the percentage of drivers talking on hand-held cell phones decreased. However, one in five drivers still report talking on a hand-held cell phone while driving at least once in the past 12 months. Since enforcement of Washington’s new distracted driving law began in 2018, the noteworthy news is that the 2019 BRFSS results indicate the law change substantially decreased the percentage of drivers using a cell phone while driving for manipulating applications. Nearly one-third of drivers in 2017 reported manipulating a cell phone while driving, dropping to just 14.9 percent in 2019. Despite these gains, approximately one quarter of drivers report sending or reviewing text messages or emails while driving.

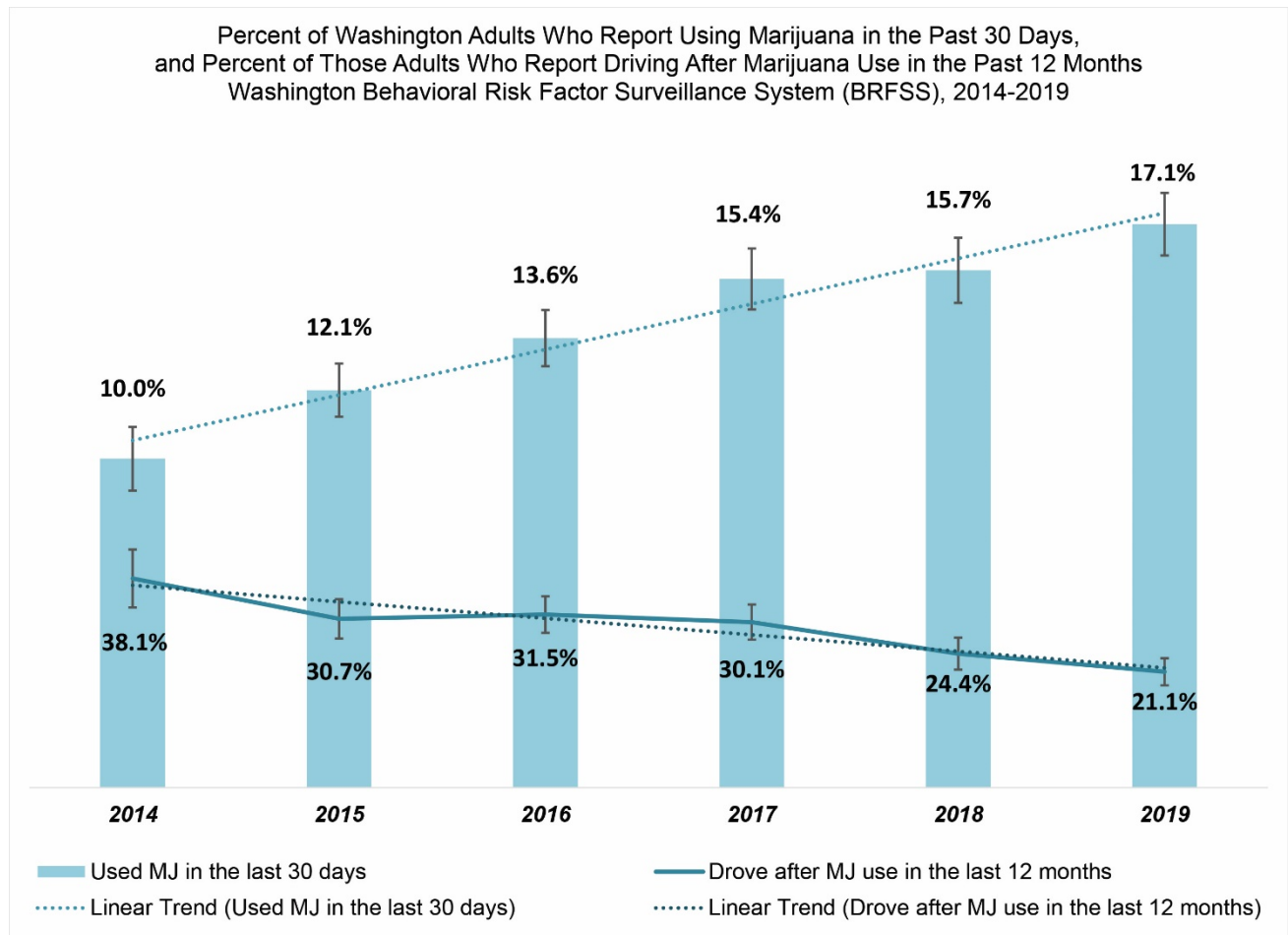


² Washington State Department of Health, Center for Health Statistics, Behavioral Risk Factor Surveillance System, supported in part by the Centers for Disease Control and Prevention, Cooperative Agreement NU58/DP006066-05 (2019).

The statewide estimate of Washington’s driver distraction rate in 2019 was 6.8 percent. The driver distraction rate was highest on city streets (8.1 percent), followed by county roads (6.5 percent), and state routes (6.6 percent). From 2016 to 2018 a similar distracted driver observation survey was conducted only at intersections, and although the results are not comparable to this survey, the distracted driver rate on city streets (where most intersections from the previous survey reside) was nearly identical to the 2018 survey conducted at intersections (8.1 versus 8.2 percent) The WTSC continues to monitor distracted driving trends and the impact of the new law.



Since 2014, driving within three hours of using marijuana has been asked of BRFSS³ respondents reporting past 30-day marijuana use. While the percentage of adults reporting past 30-day marijuana use has steadily increased since 2014, the percent of those persons reporting driving within three hours of use has steadily decreased. However, one in five marijuana users report driving within three hours of use at least once in the past 12 months.



³ Washington State Department of Health, Center for Health Statistics, Behavioral Risk Factor Surveillance System, supported in part by the Centers for Disease Control and Prevention, Cooperative Agreement NU58/DP006066-05 (2019).

PROGRAM UPDATES

IMPAIRED DRIVING

Problem Statement

Washington has been combating impairment in motor vehicle crashes for decades and has made significant progress. Despite this progress, impairment continues to be the main factor in fatal crashes in Washington. Over the three-year period from 2015-2017, there were 1,650 people who died in traffic crashes on Washington roads. Over half (58 percent) of those fatalities involved a factor of impairment.

Poly-drug use: Poly-drug use, which is combining two or more drugs, or one or more drugs mixed with alcohol, is becoming more prevalent in fatal crashes. In the last five years, poly-drug impaired drivers involved in fatal crashes have increased 15 percent per year and now account for a quarter of all traffic deaths. In Washington, the most common poly-drug in fatal crashes is alcohol combined with cannabis.

Repeat DUI offenders: Using the Washington Driver Vehicle System database, called, “Drives” database, the DOL studied drivers who received a DUI between 2008 and 2017. They counted the total DUIs on the individuals’ records from 1995 to 2017. They found that 71 percent of these DUI drivers had no previous DUIs and 29 percent had prior DUIs. For some repeat DUI offenders, recidivism is the result of underlying mental health and substance use disorder. Repeat DUI offenders often require treatment to address substance use disorder and other mental health conditions.

Prosecuting DUI cases: In 2018, Washington courts filed 28,606 DUI cases. These cases are legally and scientifically complex. Junior prosecutors who are relatively inexperienced often handle DUI prosecutions. As they grow in ability, they often move out of the DUI prosecution arena. As a result, there is a continuing need for on-going trial skill training and a resource to provide up-to-date knowledge on impaired driving laws for Washington’s prosecutors.

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

Focus Populations

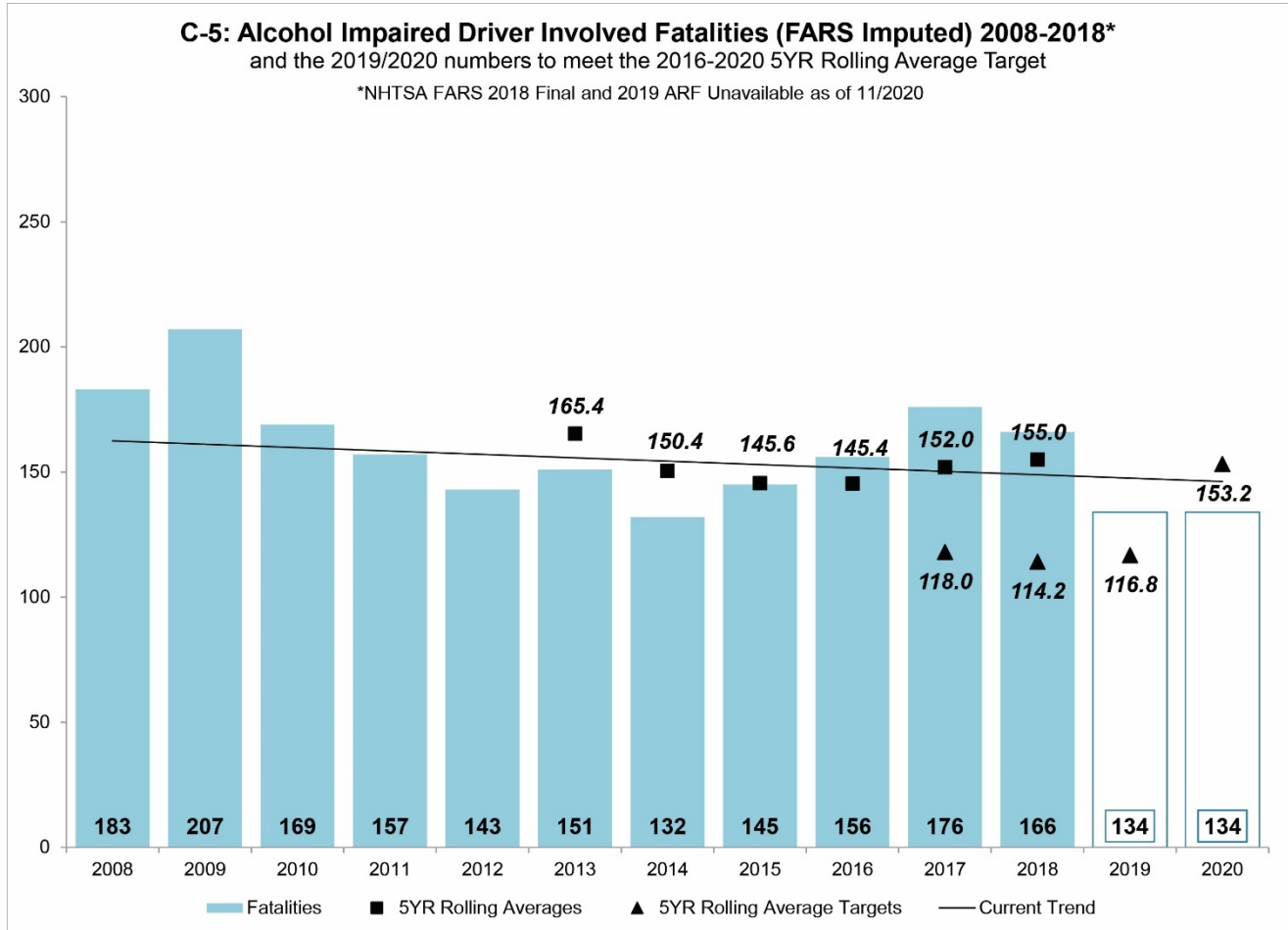
- People who drive within two hours of alcohol use (22 percent of Washingtonians)
- People who drive within two hours of cannabis use (15 percent of Washingtonians)
- People who drive within two hours of both alcohol and cannabis use (9 percent of Washingtonians)
- People who are arrested for DUI (28,606 DUI filings in Washington in 2018)
- People who are arrested for felony DUI
- People with previous DUIs who experience underlying mental health and substance use disorder

Associated Performance Measures: C-5, APM-2

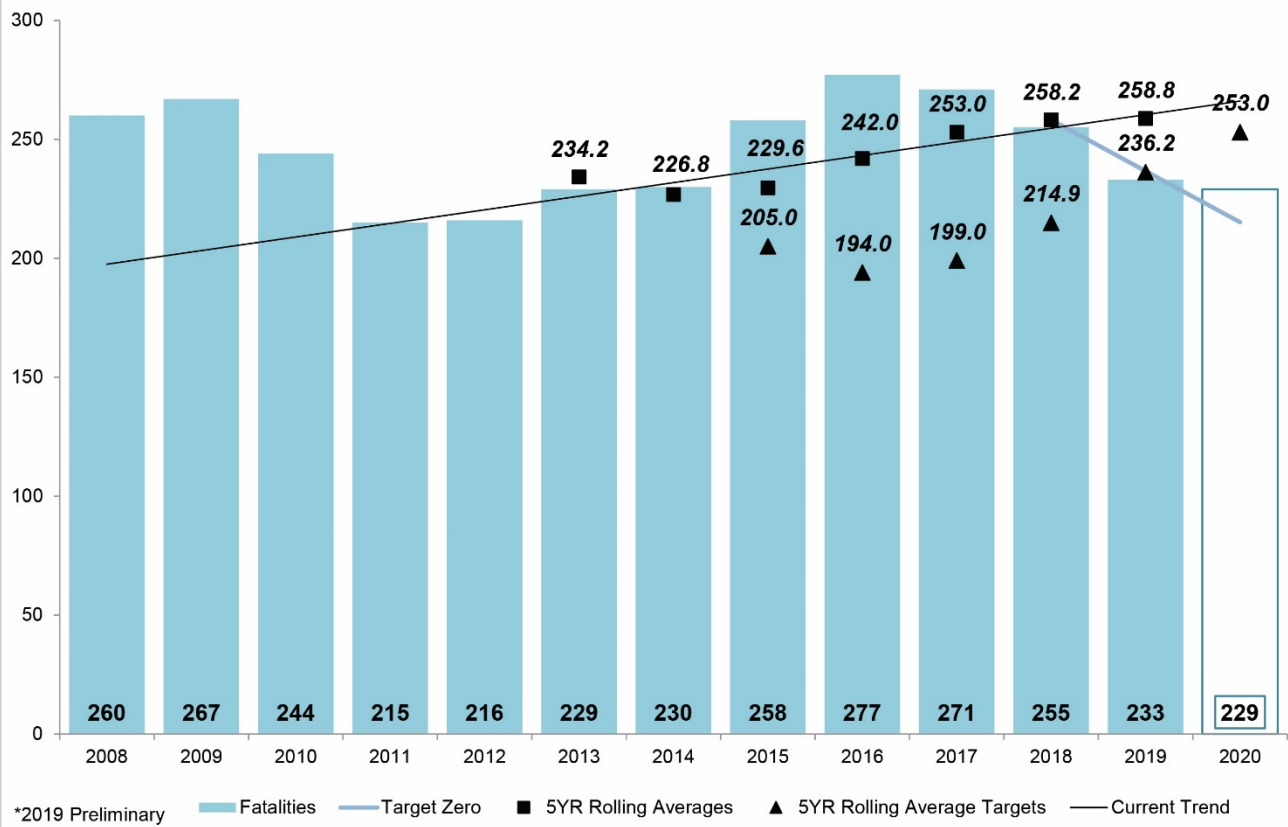
Assessment of State's Progress in Achieving Performance Targets

Data is unavailable for the C-5 performance measure to determine progress toward meeting the 2015-2019 five-year rolling average target. In order to meet the 2016-2020 five-year rolling average, final imputed results for this performance measure must not exceed 134 each year for 2019 and 2020. This performance measure remains IN PROGRESS until more information is available.

The APM-2 2015-2019 five-year rolling average target was not met. There is no early estimate available for this measure. This performance measure remains IN PROGRESS until complete 2020 information is available.



APM2: Fatalities Involving a Drug Positive and/or Alcohol Impaired Driver 2008-2019*
and the 2020 number to meet the 2016-2020 5YR Rolling Average Target



Adjustments to Highway Safety Plan for not Meeting Target

Impairment remains the most prevalent issue resulting in crashes. Impaired driving crashes and fatalities have remained consistent for decades. With the uncertainty surrounding COVID-19 and other compounding factors impacting partners, we do not expect a dramatic decrease in impairment related crashes or fatalities. During the COVID-19 pandemic, Washington has seen a drastic decrease in vehicle miles traveled (VMT) with a modest decrease in overall crashes. Without the adoption of new strategies, legislation, and policy addressing the full gravity of the impaired driving issue, we will establish a maintenance goal for FFY 2021.

FFY 2020 Countermeasures and Planned Activities

The following planned activities and projects took place in FFY 2020. These projects were chosen as a result of their anticipated impact on the impaired driving performance targets previously listed.

Planned Activity: Support 24/7

<u>Fed Project #</u> 164AL20-02	<u>Project Title</u> Washington State 24/7 Sobriety Program Expansion	<u>Program Manager</u> Jerry Noviello	<u>Sub-Recipient</u> Washington Association of Sheriffs and Police Chiefs
<p>Description: This project provided continued support for the Washington Association of Sheriffs and Police Chiefs (WASPC) administration of the Washington State 24/7 Sobriety Program as outlined in RCW 36.28A.300-390. WASPC continued efforts to expand the 24/7 Sobriety Program across the state. These grant funds were intended to support the establishment of local 24/7 Sobriety Programs in up to two communities.</p> <p>Results: This project was not conducted as originally planned. The planned activity was not implemented due to insufficient support and COVID impacts. While there is support of the 24/7 Sobriety Program from many jurisdictions across the state, none have expressed interest in starting a new program. The largest factors involved in this decision are that the program requires changes to court processes and law enforcement staffing time during the twice daily alcohol testing. In FFY 2020, the minimal interest that was first expressed stopped as soon as COVID-19 began to show signs of significant budgetary impact and further resource constraints.</p>			
<u>Countermeasure</u> Treatment & Monitoring	<u>Fund Source</u> 164 Alcohol	<u>Amount Approved</u> \$20,000	<u>Amount Expended</u> \$0

<u>Fed Project #</u> 164AL20-01	<u>Project Title</u> Clallam 24/7 Sobriety Program	<u>Program Manager</u> Jerry Noviello	<u>Sub-Recipient</u> Clallam County Sheriff's Office
<p>Description: The Clallam County Sheriff's Office operates a 24/7 Sobriety Program in partnership with WASPC. Clallam County Sheriff's Office has been operating the 24/7 Sobriety Program since February 2016. This funding was intended to support project refinements by increasing efficiency, providing training, supporting staff, and purchasing testing equipment. The 24/7 Sobriety Program uses an accountability model wherein alcohol related criminal offenders are tested for alcohol use twice daily. These tests are typically done in person at the county jail. However, due to COVID-19 many tests were done using remote testing technology after March 2020.</p> <p>Results: FFY 2020 was the fifth year that the Clallam County Sheriff's Office operated this program. Participation has increased from the program's inception. In FFY 2020, approximately 150 people participated. During this five-year period, only 6 percent of the participants failed the program and 90 percent will have a violation (such as a failed test, failing to appear for testing, or failing to pay program fees).</p> <p>COVID-19 has impacted this project as a core component involves heavy breathing in close proximity to another person. The project coordinator created modifications to the testing and waiting areas to ensure social distancing was implemented. They also utilized remote testing technology for some participants in order to limit COVID-19 exposure, while ensuring continuity of daily testing.</p>			
<u>Countermeasure</u> Treatment & Monitoring	<u>Fund Source</u> 164 Alcohol	<u>Amount Approved</u> \$50,000	<u>Amount Expended</u> \$22,831

Planned Activity: Support DUI Courts

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
164AL20-12	DUI Candidate Court Project	Edica Esqueda	WTSC
<p>Description: The DUI Candidate Court Project provided the opportunity to new or interested courts through the application and training processes. DUI Courts prioritize alternative options for the high-risk DUI offender. DUI courts are modeled after the highly successful drug court model and recognize the importance of combining treatment with the structure and accountability of a judge and supporting team in a court setting.</p> <p>Results: The DUI Candidate Court hosted the first Washington State DUI Court Symposium in December 2019. Attendance included partners from 13 different agencies including established and candidate DUI Court teams, NHTSA Region 10, faculty from the National Center of DUI Courts, and the Public Defenders Association. Teams received up-to-date research and guidance from national experts on treatment court practices. In total, 53 people attended the event with six Washington State DUI court teams represented and one candidate team from the city of Seattle. The DUI Candidate Court Project did not extend grant funds to send a team to foundational training this year. Due to COVID-19 restrictions, interested teams were unable to commit to training. One team is slated to attend in the next program year.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Treatment & Monitoring	164 Alcohol	\$100,000	\$8,555

<u>Fed Project #</u> 164AL20-03	<u>Project Title</u> Des Moines DUI Accountability Court	<u>Program Manager</u> Edica Esqueda	<u>Sub-Recipient</u> Des Moines Municipal Court
<p>Description: The Des Moines DUI Accountability Court used evidence-based practices including Moral Recognition Therapy and motivational interviewing to bring rehabilitation and retribution to high-risk offenders. The Des Moines DUI Accountability Court is aligned with the National Center for DUI/DWI Court model. The Court takes a collaborative approach to reduce impaired driving through increased supervision, treatment, and motivation.</p> <p>Results: This was the second full year of the Des Moines DUI Accountability Court. They have successfully enrolled five additional participants during the year and have six potential participants ready to begin the program. Their jurisdiction is seeing an increase in DUI case filings, which leads to an increase in potential program participants. The court anticipates that it will reach maximum participation in FFY 2021. They also expect to have their first program graduate in FFY 2021.</p> <p>Due to COVID-19 the Court established a process for continued participation and supervision using Zoom, phone calls, and text messaging. Additionally, they used remote alcohol monitoring tools (SCRAM/TAD) to continue accountability methods during this time of remote operations.</p> <p>The program continues to show positive results with its participants. Including all participants of the program starting in FFY 2019, they are currently at a zero percent recidivism rate for all persons who have entered the program.</p>			
<u>Countermeasure</u> Treatment & Monitoring	<u>Fund Source</u> 164 Alcohol	<u>Amount Approved</u> \$64,900	<u>Amount Expended</u> \$18,043

<u>Fed Project #</u> 164AL20-04	<u>Project Title</u> Kent DUI Court	<u>Program Manager</u> Edica Esqueda	<u>Sub-Recipient</u> City of Kent
<p>Description: The Kent Municipal Therapeutic DUI Court utilized the 10 guiding principles established by the National Center for DUI Courts. The court targeted high-risk/high-need offenders and provided intensive supervision and monitoring. Through the program, the offender, treatment, and all members of the criminal justice system work collaboratively to reduce recidivism, traffic fatalities and injuries, and the cost of lengthy incarcerations. There was a change in presiding judge for this program during the grant year, at which point WTSC suspended providing funding due to lack of adherence to the evidence-based DUI Court model.</p> <p>Results: The Kent Municipal Therapeutic DUI Court had an unexpected change in presiding judge mid-year. This change led to a problematic team dynamic. Team cohesion is a foundational requirement in implementing the evidence-based DUI Court model. Because of the team and communication issues experienced in FFY 2020, the grantee decided to suspend participation in this grant. WTSC is working with state and national resources to bring the partners back together, but that has not been successful as of the end of FFY 2020.</p> <p>The project did result in three participants graduating, with four more scheduled to graduate by the end of December 2020. At the end of FFY 2020, they had a total of five participants in Phase 5, four in Phase 4, one in Phase 3, and one in Phase 2.</p> <p>COVID-19 also had an impact on this program. In-person court proceedings were paused during part of the year, making it difficult to stay connected to participants.</p>			
<u>Countermeasure</u> Treatment & Monitoring	<u>Fund Source</u> 164 Alcohol	<u>Amount Approved</u> \$91,500	<u>Amount Expended</u> \$81,696

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
M6X20-11	Spokane Municipal DUI Court	Edica Esqueda	Spokane Municipal Court
<p>Description: The Spokane Municipal DUI Court utilized the 10 guiding principles established by the National Center for DUI Courts. The Court, in its third year, has the primary goal of helping repeat DUI offenders change their behavior and end DUI recidivism. The program helped address the abuse of alcohol and drugs to protect the public while also holding participants accountable. The city of Spokane is using a collaborative team approach to complete the task.</p> <p>Results: This project was significantly impacted by COVID-19. The court made adjustments to proceedings in order to continue the program virtually. For example, they implemented court via Zoom to conduct court business. During this grant year, the DUI Court program had eight graduations and three terminations. As of October 30, 2020, the court had gained five new participants bringing the total to 18 enrolled in the program. The three terminations were the first that this court has experienced. Despite these terminations, only 222 of 3,012 urinalysis (UA) tests were non-compliant (about 7 percent). No participants in the program have had a DUI arrest after entering the program.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Treatment & Monitoring	405d	\$67,000	\$49,040

Planned Activity: Support DUI Felony Prosecution

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
M6X20-01 164AL20-06	Felony Traffic Offender Offense Accountability Project	Debi Besser	Snohomish County Prosecutors Office
<p>Description: This grant funded the work of a dedicated felony traffic prosecutor within the Snohomish County Prosecuting Attorney's Office. This prosecutor collaborated with law enforcement in obtaining quicker completion of investigations and receipt of toxicology lab results, quicker charging decisions by deputy prosecuting attorneys, and the speedy imposition of detention/release conditions on felony traffic offenders pending trial. It created an environment of instant accountability for felony traffic offenders in Snohomish County.</p> <p>Results: In FFY 2020, the prosecutor charged 44 felony traffic cases, including seven fatalities, ensuring that the most serious traffic offenders were held immediately accountable. They obtained a total of 16 convictions and completed three trials. In addition to increased accountability for offenders, the project was instrumental in positively changing the "culture" surrounding prompt prosecution of these crimes in Snohomish County.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Adjudication & Prosecution	405d 164 Alcohol	\$95,320 \$95,320	\$95,321 \$95,322

Planned Activity: Conduct HVE DUI Education and Enforcement

<u>Fed Project #</u> PM20-01 164AL20-07	<u>Project Title</u> Paid Media – Impaired Driving	<u>Program Manager</u> Erica Stineman	<u>Sub-Recipient</u> WTSC
<p>Description: This project funded paid media support of DUI mobilizations. The number one communications goal for DUI mobilizations is to reach our primary target demographic. Our secondary goal is educating and informing safe road users on ways they can help reduce traffic fatalities and serious injuries. Paid media included TV, radio, online ads, digital platforms, social media, and outdoor billboards.</p> <p>Results: Holiday DUI and Summer DUI results are described below:</p> <p>Holiday DUI: WTSC implemented a holiday DUI awareness campaign to coincide with the HVE period. The campaign encouraged the highest risk group of Washington drivers (males age 25 to 34), to plan before they party to get home safely. The campaign ran from December 1, 2019 to January 2, 2020. There were 617,830 purchased spots on TV, radio, and digital outlets with 4,016 bonus spots. The entire campaign garnered over 18.4 million ad impressions. The holiday campaign coincided with the Governors Highway Safety Association (GHSA)/Lyft campaign from a grant the WTSC received. TZMs and Liquor and Cannabis Board (LCB) officers handed out \$10 Lyft coupons to bar patrons and people in their communities to encourage planning for a safe ride home.</p> <p>Summer DUI: The Summer/Labor Day DUI campaign also focused on the message of “Plan Before You Party” to men and women 21-35. WTSC also created a general audience radio PSA encouraging Washington residents to “take care of each other” and make safe choices when drinking just as we are making safe choices to take care of our communities during the COVID-19 pandemic. The campaign ran from August 19 to September 7, 2020. The strategy employed radio, digital outlets, TV, outdoor, as well as “standee” poster boards in cannabis stores around the state. The total campaign had 3,999 purchased spots with 3,804 bonus and garnered more than 51.7 million impressions.</p>			
<u>Countermeasure</u> Law Enforcement	<u>Fund Source</u> 402 164 Alcohol	<u>Amount Approved</u> \$431,372 \$564,000	<u>Amount Expended</u> \$434,478 \$564,000

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
M6X20-02	DUI HVE – WSP	Jerry Noviello	WSP
<p>Description: The WSP DUI HVE project funded overtime for WSP to participate in the national impaired driving HVE “Drive Sober or Get Pulled Over” mobilizations in December 2019 and August through September 2020. This project also funded locally driven overtime enforcement activities throughout the year in the areas of impaired driving. Overtime activities were often in collaboration with local law enforcement agencies throughout the state.</p> <p>Results: The following table contains a selection of enforcement accomplishments resulting from this project.</p>			
Hours	3,288	DUI Arrests	152
Total Contacts	6,640	Speeding Citations	1,271
Total Citations	2,314	Seat Belt Citations	77
Total Warnings	7,151	Cell Phone Use Citations	42
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Law Enforcement	405d	\$350,000	\$320,863

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
PT20-02	DUI HVE – Local Law Enforcement	Jerry Noviello	WTSC
<p>Description: The Local Law Enforcement DUI HVE project funded overtime for local law enforcement agencies to participate in the national impaired driving mobilizations. This project also funded locally driven overtime enforcement activities in the area of impaired driving. Other grant funds supported public education efforts.</p> <p>Results: The following table contains a selection of enforcement activity resulting from this project.</p>			
Total Citations includes arrests.			
Hours	2,889	DUI Arrests	190
Total Contacts	6,802	Speeding Citations	715
Total Citations	2,398	Seat Belt Citations	76
Total Warnings	4,654	Cell Phone Use Citations	43
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
HVE	402	\$500,000	\$286,767

Planned Activity: Support WSP DUI Unit

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
164AL20-08 M6X20-04 M6X20-05	WSP – Impaired Driving Section	Mark Medalen	WSP
<p>Description: This project provided impaired driving related training and technical support to all law enforcement agencies across the state through WSP’s Statewide Drug Recognition Expert (DRE) Program, Ignition Interlock Program, and Mobile Impaired Driving Unit (MIDU). These programs work with law enforcement to improve and support the officer's ability to detect, process, and testify about alcohol and drug impaired driving offenses.</p> <p>Results: Trainings:</p> <ul style="list-style-type: none"> • Advanced Roadside Impairment and Detection Enforcement: 181 students in 10 classes • Standardized Field Sobriety Test (basic and refresher): 983 students in 108 classes • Wet Labs conducted: 390 students in 11 labs • Community based presentations (4H, Boy Scouts, Kiwanis, etc.): 1,133 students in 39 classes <p>Ignition Interlock Compliance Checks and Criminal Investigations conducted during this grant period:</p> <ul style="list-style-type: none"> • 885 residential contacts, 179 criminal investigations with three referred for criminal charges <p>The MIDU or a processing station was set up on 44 occasions in various districts across the state. For those 44 deployments, out of an approximate 278 DUI arrests, 223 were processed in the MIDU or at the event’s processing station. This is a use-rate of over 80 percent.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Law Enforcement	164 Alcohol	\$143,000	\$86,574
	405d	\$219,000	\$58,754
	405d	\$187,100	\$93,675

Planned Activity: Conduct Culture Change -- DUI

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
CP20-06	Most Steer Clear	Scott Waller	Neighborhood House
<p>Description: This project provided continuing support for the “Most Steer Clear” Positive Community Norms (PCN) campaign that was launched in 2017 to decrease the rates of youth and young adults driving under the influence of marijuana and alcohol in King County. The project expanded on previous communication efforts focused on posters and outreach and education at community events. West Seattle is the most racially/ethnically diverse part of Seattle and the project involved racial, ethnic, and language-minority students in development of messages.</p> <p>Results: Neighborhood House developed, and field tested “Most Steer Clear” videos/ads with the target audience, as well as distributing them to partners, funders, and peer educators for feedback. The largest campaign, by far, was the “Star Drivers” 30-second video that ran in</p>			

December 2019 and January 2020 during the opening weeks of “Star Wars: The Rise of Skywalker” movie which was the fifth highest grossing moving of 2020. In theaters it reached 770,513 people on trailers and in-lobby views plus another 163,087 views on Facebook and YouTube with a total reach of 933,600. Other notable ads included 15-second videos with young adults hiking and having fun at Gas Works Park which were also refreshed with animation to include masks on the young adults to promote safe social distancing and masking during COVID-19. These videos reached 223,290 young adults on Facebook and YouTube. Two new media platforms were used this year, including nearly 50,000 people reached by Twitter and 16,667 people reached by the first ad run on Spotify. A full page color ad in the “Welcome Edition” of the UW Daily was mailed directly to 7,500 new students and their families in August and was an effective way to message positive norms directly to new college students and their parents as they make a major transition to being a college student.

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Prevention	402	\$80,000	\$79,793

Planned Activity: Improve DUI Blood Testing

<u>Fed Project #</u> M6X20-03	<u>Project Title</u> WSP Toxicology Lab Block Grant	<u>Program Manager</u> Mark Medalen	<u>Sub-Recipient</u> WSP
<p>Description: Due to an 85 percent increase in suspected impaired driving cases received over the last nine years, the WSP Toxicology Laboratory has far exceeded the capacity of its current staffing to provide comprehensive drug testing services in a timely manner. This grant assisted with additional forensic scientists and supplies to expedite and improve turnaround time in forensic blood testing for DUI cases.</p> <p>Results: Utilizing grant funding, the laboratory was able to support the activities of a Lab Tech position from March through June, and the activities of one scientist position from March through September. Blood evidence kits were provided to almost all law enforcement agencies throughout the state and just under 70 DUI cases were outsourced to an external laboratory for specialized drug testing not performed in-house. Overall, the laboratory was able to reduce the backlog of DUI cases by approximately 700 cases. See the final report in the 2020-AG-3584-Toxicology Lab Block Grant WEMS project file for more details about grant activity and project results.</p>			
<u>Countermeasure</u> Toxicology	<u>Fund Source</u> 405d	<u>Amount Approved</u> \$394,000	<u>Amount Expended</u> \$180,461

Planned Activity: Conduct Training -- DUI

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
CP20-15	Training Resources Grant	Debi Besser	Snohomish County
<p>Description: This grant provided overtime to send officers to classes to ensure they had certifications needed to identify and arrest impaired drivers. The Snohomish County TZM administered this grant and stayed current on the latest developments in impaired driving enforcement through attendance at a national Drugs, Alcohol, and Impaired Driving conference.</p> <p>Results: Due to the social distancing restrictions necessitated by COVID-19, most trainings were cancelled. A total of 12 officers attended BAC refresher courses and 12 officers attended a Standardized Field Sobriety Test (SFST) refresher course. All remaining classes were cancelled. The Snohomish County TZM was able to attend the national Drugs, Alcohol, and Impaired Driving conference virtually to learn the latest developments in impaired driving enforcement training.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Law Enforcement	402	\$60,000	\$7,520

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
PT20-03	Impaired Driving Training Grant	Debi Besser	Seattle Police Department
<p>Description: This grant supported the work of the Seattle Police Department (Seattle PD) Impaired Driving Coordinator (IDC) and other impaired driving enforcement trainers. In coordination with local Traffic Safety Resource Prosecutors (TSRPs), their work supported and facilitated the enthusiastic enforcement of traffic laws with an emphasis on impaired driving and speeding. Beyond Seattle PD, this grant provided funding to train new officers from many local agencies to affectively address impaired driving and speeding. It also provided refresher training for current officers on a variety of skills from basic SFST to DUI investigations.</p> <p>Results: Despite all the challenges presented by the COVID-19 “Stay Home, Stay Healthy” order and social distancing restrictions, the IDC coordinated, instructed, or participated in a total of 79 classes for 1,984 attendees. Classes were in-person until February 2020, then delivered virtually:</p> <ul style="list-style-type: none"> • Advanced Roadside Impaired Driving Enforcement - 3 classes with 66 attendees • SFST basics - 1 class with 23 attendees • Post-Basic Law Enforcement Academy DUI basics (8 hours) - 7 classes with 65 attendees • Post-Basic Law Enforcement Academy DUI basics (40 hours) – 1 class with 16 attendees • Blood Alcohol Content (BAC) operator and BAC/SFST refresher classes - 21 classes with 259 attendees • 12 other classes attended by a total of 289 attendees <p>Since the International Association of Chiefs of Police (IACP) Drugs, Alcohol, and Impaired Driving conference was virtual this year, a total of six DREs and impaired driving instructors were able to attend the conference and learn about the latest developments in impaired driving enforcement.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>

Law Enforcement	402	\$70,000	\$34,977
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Planned Activity: Conduct Enforcement -- DUI

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>																
PT20-04	Spokane DUI Enforcement	Edica Esqueda	Spokane County Sheriff's Office																
<p>Description: The Spokane County Sheriff's Office (Spokane CSO) utilized a two officer DUI team to conduct year-round DUI enforcement. These grant funds paid for the activities of one Deputy DUI Enforcement Officer's (DUI EO) through salary and benefits while Spokane CSO provided an existing DUI EO as match. They also provided a fully equipped patrol vehicle and all other equipment/supplies for each of the DUI EOs. The DUI EOs conducted full time DUI enforcement in Spokane County, working in collaboration with the local Target Zero Task Force and Spokane Police Department's DUI team.</p> <p>Results: The Spokane CSO provided dedicated DUI enforcement from October 1, 2019 through September 30, 2020. DUI enforcement efforts were focused in unincorporated Spokane County and cities that contract with Spokane CSO for law enforcement services. The two-officer unit made 273 DUI arrests during the grant year - over one DUI arrest per patrol day.</p> <p>Enforcement activity was impacted by COVID-19. Starting in March 2020, patronage at restaurants and bars dramatically dropped. In-person dining (and drinking at bars) was banned. By September 30, 2020, these businesses could operate in-person services at reduced capacity. Also, traffic volumes dramatically dropped during Governor Inslee's "Stay Home, Stay Healthy" order. Due to COVID-19, the number of contacts decreased by 7 percent, citations decreased by 10 percent, and DUI arrests decreased by 15 percent.</p> <p>The following table contains a selection of enforcement accomplishments resulting from this project.</p> <table border="1"> <thead> <tr> <th>Hours</th> <th>3,190</th> <th>DUI Arrests</th> <th>273</th> </tr> </thead> <tbody> <tr> <td>Total Contacts</td> <td>2,381</td> <td>Speeding Citations</td> <td>446</td> </tr> <tr> <td>Total Citations</td> <td>1,446</td> <td>Seat Belt Citations</td> <td>8</td> </tr> <tr> <td>Total Warnings</td> <td>1,025</td> <td>Cell Phone Use Citations</td> <td>19</td> </tr> </tbody> </table>				Hours	3,190	DUI Arrests	273	Total Contacts	2,381	Speeding Citations	446	Total Citations	1,446	Seat Belt Citations	8	Total Warnings	1,025	Cell Phone Use Citations	19
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<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>																
Law Enforcement	402	\$150,663	\$132,964																

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
PT20-05 164AL20-09	Spokane PD DUI Enforcement	Edica Esqueda	Spokane Police Department
<p>Description: The Spokane Police Department (Spokane PD) deployed the dedicated DUI officer enforcement project. WTSC provided funds to pay for traffic enforcement activities of a dedicated DUI enforcement officer and the Spokane PD provided an additional dedicated DUI enforcement officer as match. The Spokane PD provided a fully equipped patrol vehicle and all other equipment/supplies for both officers. The DUI enforcement officers conducted DUI enforcement year-round during peak times each week.</p> <p>Results: The Spokane PD Dedicated DUI Officer project continued to achieve impressive results. They have grown a culture within their agency that now prioritizes DUI enforcement.</p>			

The officers working this project made a combined 249 DUI arrests over 234 patrol shifts and 2,500 hours for an average of more than one DUI arrest per shift. Of the 249 DUI arrests made, 181 required a blood draw. In addition to the impressive enforcement outputs, the dedicated DUI officers conducted many trainings and presentations focused on SFST/BAC, DUI laws, and court testimony reaching approximately 300 people.

The project also conducted a media campaign to increase public awareness of the DUI Officer project. Two public service announcements aired in Spokane over the course of the project.

This project was impacted by COVID-19 by reduced traffic volumes and a reduction in restaurant and bar in-person dining. However, the number of DUI arrests made in FFY 2020 was very close to FFY 2019.

The following table contains a selection of enforcement accomplishments resulting from this project.

Hours	2,500	DUI Arrests	249
Total Contacts	863	Speeding Citations	446
Total Citations	571	Seat Belt Citations	7
Total Warnings	0	Cell Phone Use Citations	18

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Law Enforcement	402	\$70,012	\$70,012
	164 Alcohol	\$70,012	\$70,012

Planned Activity: Support TSRP

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
M6X20-06	State Traffic Safety Resource Prosecutor	Edica Esqueda	Municipal Research Services Center
<p>Description: This grant funded a TSRP through the Municipal Research Services Center who acted as a statewide resource. The TSRP continued existing projects aimed at reducing impaired driving in Washington including training prosecutors, law enforcement professionals, judges, probation staff, legislators, and hearing examiners on topics crucial to impaired driving enforcement. The TSRP provided experienced litigation assistance in the courtroom, legal memoranda, research assistance, and online assistance via the state TSRP website and newsletter.</p> <p>Results: Due to COVID-19 restrictions on in-person training, none of Washington's three TSRPs were unable to offer DUI Boot camp, Lethal Weapon, and the Drugged Driving program. The TSRP program pivoted to other projects and virtual platforms to achieve program goals. While unable to offer traditional training, the TSRP instead worked on the Courtroom Exhibits Project, the Kwasnoski online library, and several webinars, among other things.</p> <p>This TSRP responded to 896 technical assistance requests, conducted 1,464 Westlaw legal searches, attended 27 TSRP meetings, created or updated six manuals and guides, and published two newsletters and three other publications. The TSRP made four appellate appearances, wrote 41 briefs, conducted 97 training hours (36 hours live; 61 hours webinars) with 318 prosecutors trained in person and an estimated 1,150 trained via virtual platforms.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Adjudication & Prosecution	405d	\$195,748	\$195,466

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
M6X20-07	Seattle Traffic Safety Resource Prosecutor	Edica Esqueda	Seattle City Attorney's Office
<p>Description: This grant funded a TSRP within the Seattle City Attorney's Office who acted as a statewide resource. The TSRP executed projects aimed at reducing impaired driving in Washington including training prosecutors, law enforcement professionals, judges, probation staff, legislators, and hearing examiners on topics crucial to impaired driving enforcement. The TSRP provided experienced litigation assistance in the courtroom, legal memoranda, research assistance, and online assistance via the state TSRP website and newsletter.</p> <p>Results: Due to COVID-19 restrictions on in-person training, none of Washington's three TSRPs were unable to offer DUI Boot camp, Lethal Weapon, and the Drugged Driving program. The TSRP program pivoted to other projects and virtual platforms to achieve program goals. While unable to offer traditional training, the TSRP instead worked on the Courtroom Exhibits Project, the Kwasnoski online library, and several webinars, among other things.</p> <p>This TSRP conducted 81 trainings and created or modified 12 guides including Prosecuting the Drugged Driver Guide and the 2020 Legal Update for new prosecutors. The TSRP provided technical assistance to 802 people, handled four appeals, and two filings with the Court of Appeals. An estimated 2,728 people were reached through training and another 618 via virtual platforms.</p>			

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Adjudication & Prosecution	405d	\$167,125	\$152,254

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
M6X20-08	TSRP Support	Edica Esqueda	WTSC

Description: The TSRP Support Program provided the resources for the TSRP program to conduct the DUI Bootcamp, Lethal Weapon, Prosecuting the Drugged Driver, and a Commercial Motor Vehicles training course. The TSRP Support Program was also intended to provide funds to the state TSRP program for travel to WTSC-requested meetings and training.

Results: Due to COVID-19 restrictions on in person training the TSRPs were unable to offer DUI Boot camp, Lethal Weapon, and the Drugged Driving program and the Commercial Motor Vehicles training course. The TSRP program pivoted to other projects and virtual platforms to achieve program goals. The TSRPs changed course to work on the Courtroom Exhibits Project, the Kwasnoski online library, and several new webinars. While in person training was very limited this program year, they were still able to conduct 422.5 hours of training, reaching 2562 prosecutors and 2128 law enforcement and other personnel. They responded to nearly 2,000 requests for technical assistance and developed countless hours of new curriculum.

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Adjudication & Prosecution	405d	\$75,000	\$7,716

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
M6X20-10	Traffic Safety Resource Prosecutor	Edica Esqueda	Yakima County Prosecuting Attorney's Office

Description: This grant funded a TSRP from the Yakima County Prosecuting Attorney's Office who acted as a statewide resource. The TSRP executed projects aimed at reducing impaired driving in Washington including training prosecutors, law enforcement professionals, judges, probation staff, legislators, and hearing examiners on topics crucial to impaired driving enforcement. The TSRP provided experienced litigation assistance in the courtroom, legal memoranda, research assistance, and online assistance via the state TSRP website and newsletter.

Results: Due to COVID-19 restrictions on in-person training, none of Washington's three TSRPs were unable to offer DUI Boot camp, Lethal Weapon, and the Drugged Driving program. The TSRP program pivoted to other projects and virtual platforms to achieve program goals. Unfortunately, the TSRP was unable to compete the program year due to local competing priorities.

This TSRP worked on program activities they conducted several trainings with 107 prosecutors reached via webinar and 36 law enforcement officers reached through ARIDE basic collision training. The TSRP provided technical assistance to 215 people and published one TSRP Newsletter. The TSRP played a critical role in identifying projects during COVID-19 restrictions. The TSRPs also worked on the Courtroom Exhibits Project, the Kwasnoski online library, and several webinars.

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Adjudication & Prosecution	405d	\$140,267	\$105,853

<u>Fed Project #</u> M6X20-12	<u>Project Title</u> Spokane County TSRP	<u>Program Manager</u> Edica Esqueda	<u>Sub-Recipient</u> Spokane County Prosecuting Attorney's Office
<p>Description: This grant funded a TSRP from the Spokane County Prosecuting Attorney's Office to act as a statewide resource.</p> <p>Results: Due to competing priorities and other circumstances the Spokane County TSRP program was terminated very soon after the beginning of the program year. The TSRP fulfilled obligations of the grant through the termination date. The TSRP was available for technical requests and supported to the Spokane County Intensive Supervision Therapeutic Court.</p>			
<u>Countermeasure</u> Adjudication & Prosecution	<u>Fund Source</u> 405d	<u>Amount Approved</u> \$19,010	<u>Amount Expended</u> \$19,010

SPEEDING

Problem Statement

Speeding is a major factor contributing to motor vehicle crash fatalities both nationally and in Washington. From 2007-2016, speeding related crashes accounted for 112,580 motor vehicle crash fatalities nationally, which was about 31 percent of all motor vehicle crash fatalities during this period. Speeding-related crashes in Washington State claimed 1,817 lives during the same 10-year period, about 37 percent of all crash fatalities in the state. In 2016, 27 percent of fatalities nationally and 29 percent of fatalities statewide involved speeding.

Between 2015 and 2017, one in every three crashes involved speeding as a contributing factor. Of these speeding related crashes, 64 percent of speeding drivers were cited for driving too fast for conditions.

The rate for speeding-related fatal crashes has declined steadily. In 2007, the speeding crash rate was 0.37 per 100 million vehicle miles traveled. By 2017, it had dropped to 0.23 per 100 million VMT.

Nine counties have the highest rate of speeding driver-involved crash rates in the state: Jefferson, Grays Harbor, Mason, Pierce, Yakima, Skamania, Clark, Stevens, and Pend Oreille. Most speeding-related crashes have traditionally been located on rural road systems. From 2008-2017 most speeding-involved fatal crashes were lane departures (approximately 70 percent).

Speeding was the most prevalent in young drivers aged 16-25, accounting for 31 percent of all speed-related deadly crashes from 2015 to 2017. The prevalence decreased with age becoming the least prevalent factor in drivers aged 70 and older. Male drivers across all age groups were more likely to be speeding than female drivers, both in Washington and nationally.

Focus Populations

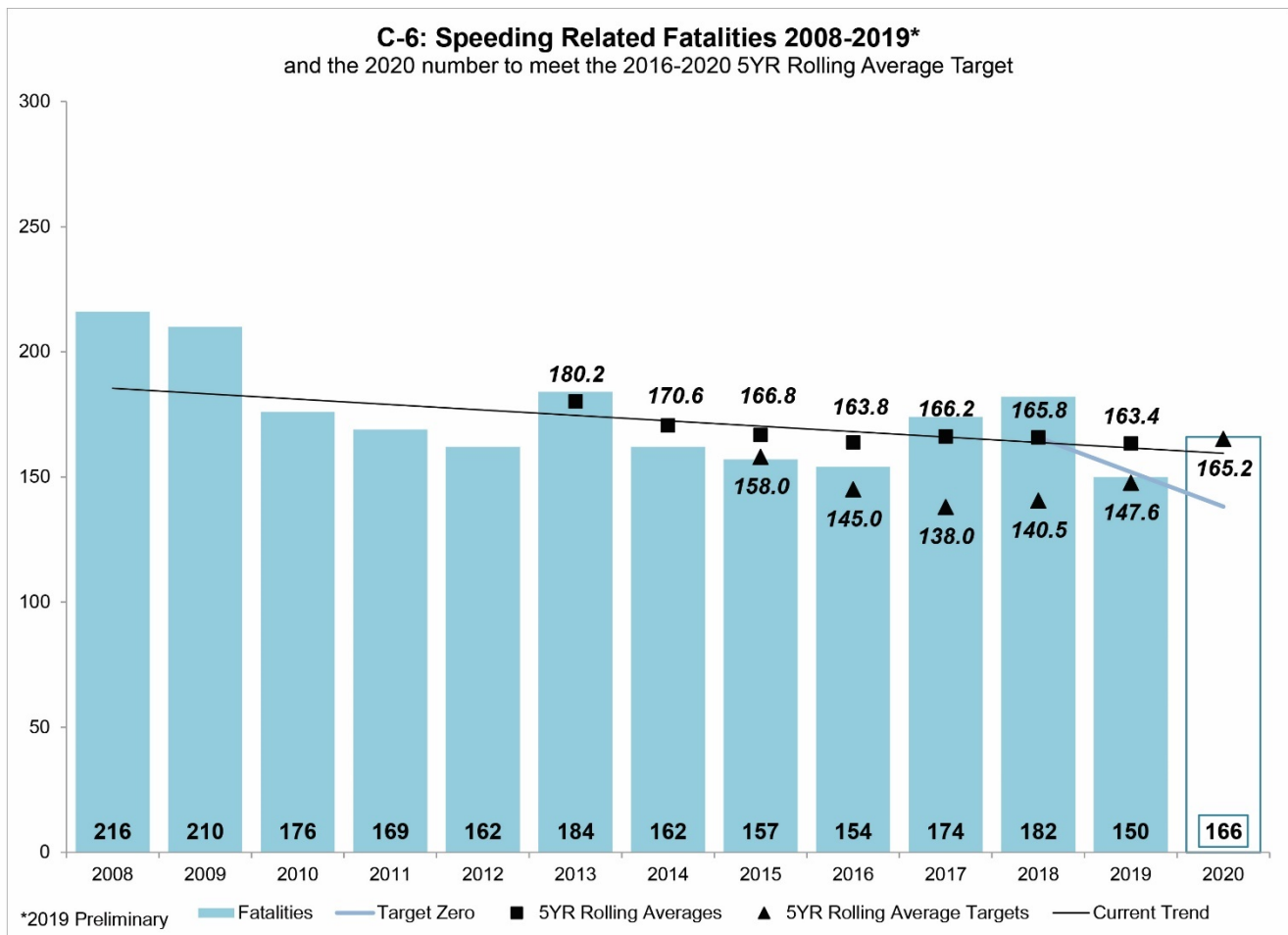
A 2019 report from theGHSA, *Speeding Away from Zero: Rethinking a Forgotten Traffic Safety Challenge*, identified four different categories of speeding drivers: deliberate speeders, typical speeders, situational speeders, and unintentional speeders.

- Deliberate speeders engage in more aggressive and deliberate speeding events. They engage in risky driving behaviors more often than other driver types. Deliberate speeders had the most favorable attitude towards speeding. Young males were more prevalent in this category.
- Typical speeders comprise the largest number of drivers with an even distribution across all driver demographics. These drivers engage in casual speeding most often compared to the other groups.
- Situational speeders engage in minimal amounts of aggressive and cruising speeding. They are only slightly more likely than an unintentional speeder to engage in speeding events. This group did not share the same favorable views regarding not speeding as unintentional speeders.
- Unintentional speeders generally engage in incidental and casual speeding. These speeders have attitudes and beliefs that are most favorable towards not speeding. Both situational and unintentional speeders are mostly comprised of older drivers.

Associated Performance Measures: C-6

Assessment of State's Progress in Achieving Performance Targets

The 2015-2019 five-year rolling average target was not met. The 2020 calendar year number required to meet the 2016-2020 target has not been exceeded. This performance measure remains IN PROGRESS until complete 2020 information is available.



Adjustments to Highway Safety Plan for not Meeting Target

The speeding program has set a maintenance target (equal to the most recent five-year rolling average) due to the following:

- WTSC has limited opportunities to address speeding.
- Washington State laws currently do not permit automated enforcement outside of a few narrow circumstances.
- COVID-19 has decreased traffic on the highway, but traffic speed has increased.

FFY 2020 Countermeasures and Planned Activities

Planned Activity: Conduct Enforcement and Education -- Speed

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>																
SE20-02	Speed TSEP -WSP	Jerry Noviello	WSP																
<p>Description: The WSP Speed TSEP provided funding for overtime enforcement activities in the area of speeding. WSP identified target locations throughout the state, focusing on community events when possible. WSP planned speed enforcement along select corridors to maximize exposure to the public.</p> <p>Results: The following table contains a selection of enforcement accomplishments resulting from this project.</p> <table border="1"> <tbody> <tr> <td>Hours</td> <td>910</td> <td>DUI Arrests</td> <td>3</td> </tr> <tr> <td>Total Contacts</td> <td>2,357</td> <td>Speeding Citations</td> <td>885</td> </tr> <tr> <td>Total Citations</td> <td>1,090</td> <td>Seat Belt Citations</td> <td>28</td> </tr> <tr> <td>Total Warnings</td> <td>2,061</td> <td>Cell Phone Use Citations</td> <td>10</td> </tr> </tbody> </table>				Hours	910	DUI Arrests	3	Total Contacts	2,357	Speeding Citations	885	Total Citations	1,090	Seat Belt Citations	28	Total Warnings	2,061	Cell Phone Use Citations	10
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<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>																
TSEP	402	\$100,000	\$87,883																

YOUNG DRIVERS

Problem Statement

Between 2015 and 2017 young drivers represented about 13.5 percent of Washington's licensed drivers, while also accounting for roughly 31 percent of all traffic fatalities and 34 percent of all serious injuries. Between 2015 and 2017 there were 512 fatalities and 2,243 serious injuries involving young drivers.

Fatalities involving young drivers often involve other factors:

- High risk behaviors: impairment, speeding, distraction, not using seat belts
- Crash types: lane departures, intersections

In 2017, 296,733 new drivers were licensed in Washington:

- 53,225 of the newly licensed drivers in 2017 were younger than 18.
- The numbers have been growing each year.

Focus Populations

Young Drivers: Young drivers face an increased crash risk due to both their inexperience and immaturity. Young drivers, who are just learning to drive, lack the skills and experience necessary to recognize and respond to risk appropriately. Adolescent brain development is another key factor in increased crash risk. Research on adolescent development suggests key areas of the brain are not fully developed until about age 25. One of these areas is called the prefrontal cortex. This area is the brain's center for judgment, decision-making, and risk-reward evaluation.

Parents/Guardians/Mentors of Young Drivers: The state relies heavily on the family/community to educate young drivers. Those under age 18 must complete 50 hours of behind-the-wheel driving time with a parent, guardian, or other licensed driver with over five years of experience. We place a big responsibility on parents to teach driving at a challenging time in their child's development, and after they've already spent years demonstrating possibly less than ideal driving habits themselves.

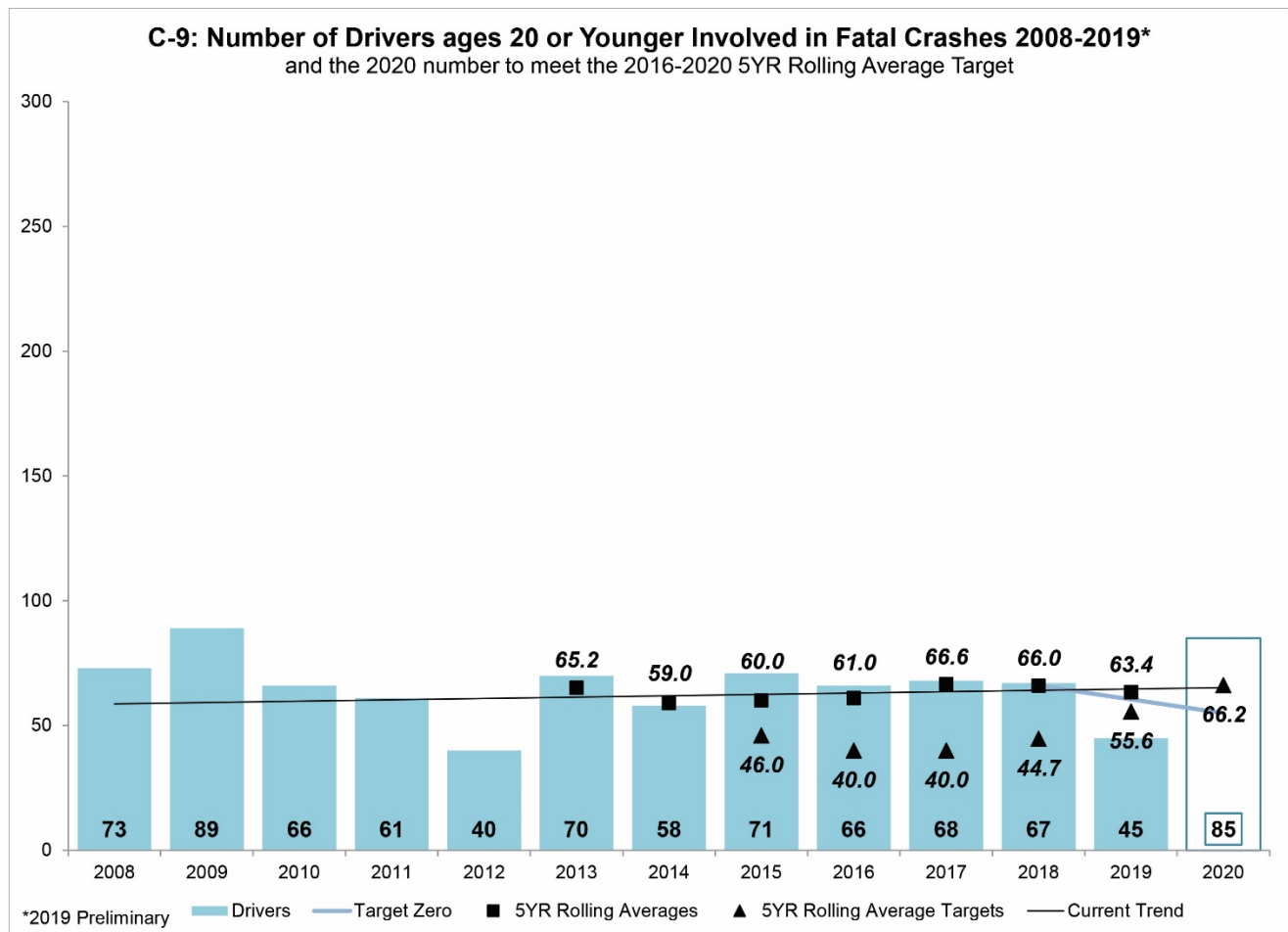
Traffic Safety Instructors and the Driver Education System: Every student must have access to high-quality educators armed with the tools and resources to continually improve on their instruction. This program supports the recommendations for enhancing Washington's traffic safety education program made by NHTSA's Washington Driver Education Assessment Final Report, which are based on the Novice Teen Driver - Education and Training Administrative Standards (NTDETAS).

<http://www.anstse.info/PDF's/FULL%20Novice%20Teen%20Driver%20Education%20and%20Training%20Administrative%20Standards.pdf>

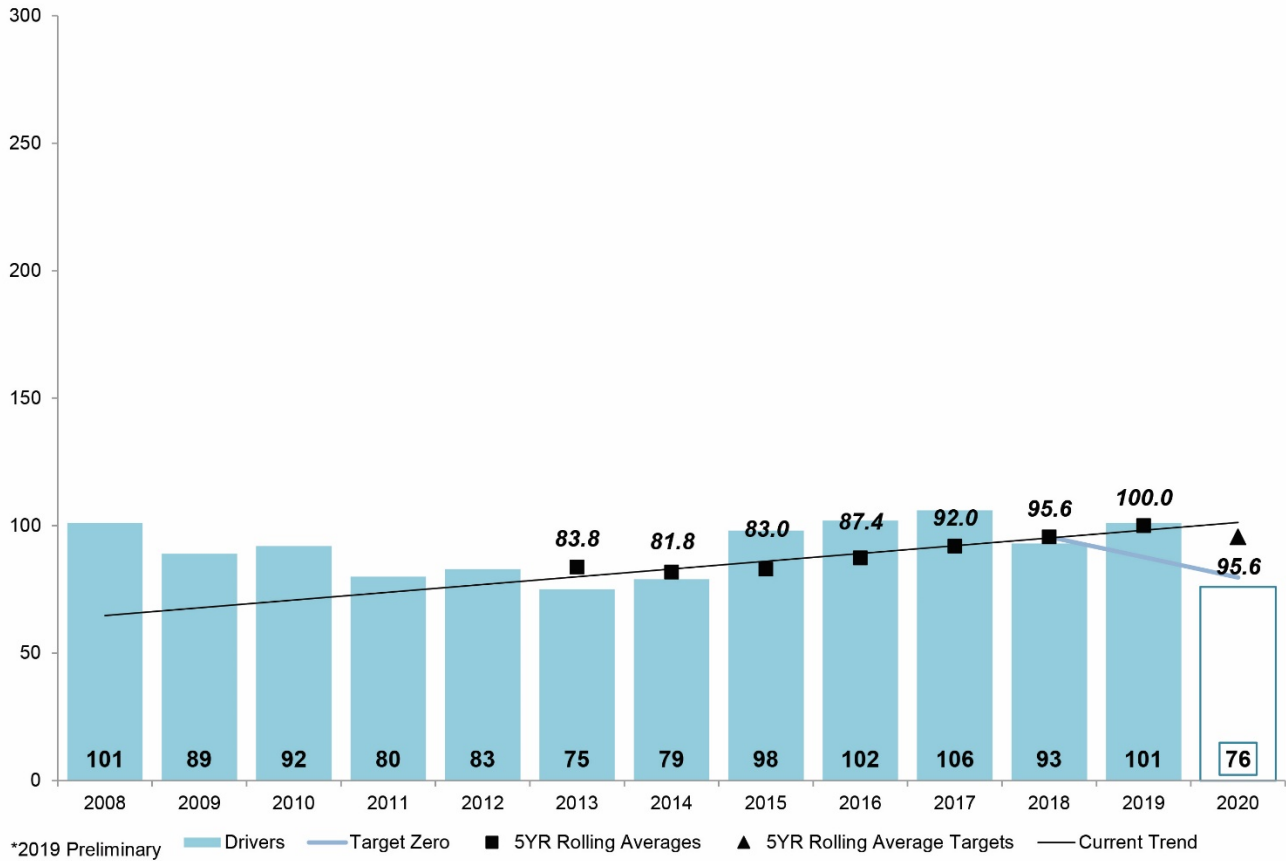
Assessment of State's Progress in Achieving Performance Targets

The C-9 2015-2019 five-year rolling average target was not met. The 2020 calendar year number required to meet the 2016-2020 target has not been exceeded. Due to the large difference in the 2020 year-to-date total and the 2020 calendar year number meet the target, this FFY 2020 performance target is MET.

There was no target set for the APM-3 performance measure in FFY 2019. The 2020 calendar year number required to meet the 2016-2020 target has been exceeded. The FFY 2020 performance target is NOT MET.



APM-3: Number of Drivers ages 21-25 Involved in Fatal Crashes 2008-2019*
and the 2020 number to meet the 2016-2020 5YR Rolling Average Target



Adjustments to Highway Safety Plan for not Meeting Target

Young driver numbers have been level and low for some time and may be impacted by COVID-19. We hypothesize that there were fewer young drivers on the road during the pandemic in 2020-- especially with the closure of schools and the Governor's "Stay Home, Stay Healthy" order that shut down many businesses including private driving schools in Washington for several months. For this reason, we are setting this target on the Target Zero Line which is not far from the current linear trend.

FFY 2020 Countermeasures and Planned Activities

Planned Activity: Improve Young Driver Education System

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
CP20-09	Young Drivers	Manuel Gonzalez	WTSC
<p>Description: Young drivers aged 16-25 continue to be over-represented in fatal and serious crashes and are a Priority One in the Target Zero plan. This grant supported several projects educating and providing resources to teens and their parents on driver licensing and training.</p> <p>Results: This project was not conducted as originally planned. The planned activity was not implemented due to the impacts of COVID-19 and a shift in DOL's priorities toward online traffic safety education and improvement of the driver license skills assessment, the funding earmarked to support this project was not utilized.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Improving Young Driver Training, Licensing System	402	\$50,000	\$0

DISTRACTED DRIVING

Problem Statement

From 2017 to 2019, 393 people died in crashes involving distraction in Washington. This number reflects a decrease of 36 deaths from the 429 reported in 2019 reflecting the deaths from 2016-2018. The decrease in deaths began in 2018, after a year of implementing the primary law, Driving Under the Influence of Electronics Act and the secondary law Driving Dangerously Distracted that took effect on July 23, 2017. Washington had the lowest number of fatalities (116) in the last 15 years. The 2019 data shows that the lower rate of deaths was maintained at 122.

Although it is still too early to determine if this data trend will remain consistent, there is hope that distracted driving culture change is happening in the state. Typically, WTSC prefers three years of data to identify a trend. WTSC was looking to 2020 as the final year in that three-year period, however COVID-19 impacts on traffic will hinder direct comparisons with the prior two years.

Focus Populations

Business Community: This focus population includes businesses that require their employees to drive for work. WTSC is producing a toolkit to assist businesses interested in developing a distracted driving policy for their employees. It is our hope that changing the culture of distracted driving in the workplace will translate into changing the overall driving culture of those employees. Our most recent survey revealed that only one-third of Washingtonians report having a policy focused on distracted driving at their workplace.

Law Enforcement and Commercial Vehicle Drivers: This focus population consists of two separate groups that can benefit from distracted driving training. Law enforcement and emergency responders are immune to the distracted driving law. Law enforcement use their vehicles as an office and the equipment in their vehicle can distract from the task of driving. Commercial vehicle drivers often feel that they need to respond to work-related communications as they are driving. The Training, Research, and Education for Driving Safety (TREDS) has focused curriculum for these groups that can educate against distracted driving.

People with Limited English Proficiency (LEP) Driving Distracted: This focus population is not receiving the full benefit of the educational campaigns because of language and cultural barriers. By adding them as a focus population we can increase opportunities to include or increase demographics in data collection efforts and increase our messaging in other languages.

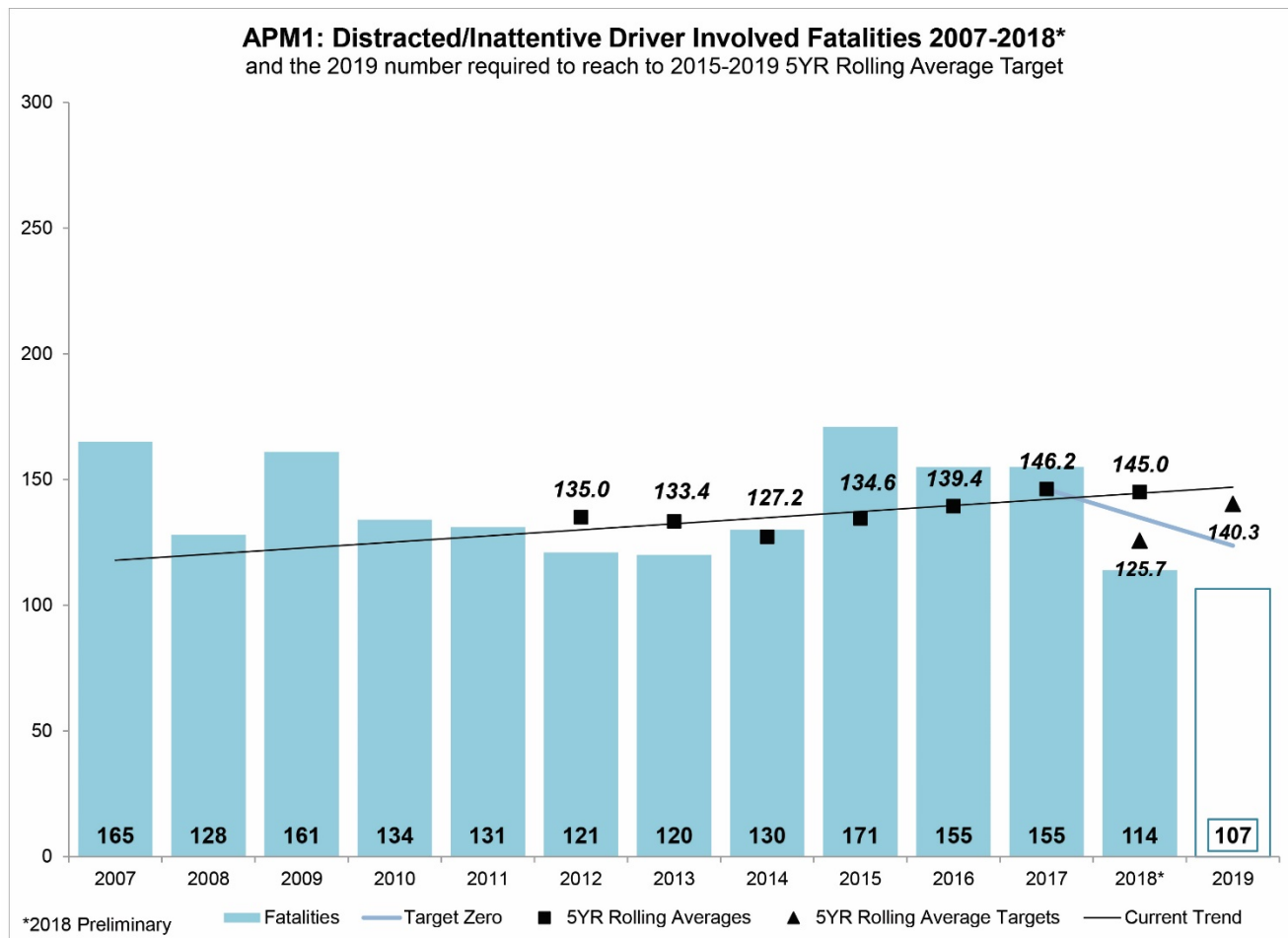
Regional Groups: Observational surveys provide important data that informs WTSC about distracted driving throughout the state. The data will help compare behavioral changes between regions.

Drivers with Advanced Driver Assistance Systems (ADAS) in Their Vehicles: To address the potential distraction of ADAS technology, we need to educate drivers that these systems are a safety net only, and the importance of staying focused on the road.

Associated Performance Measures: APM-1

Assessment of State's Progress in Achieving Performance Targets

The 2018 performance target was not met. The 2019 calendar year target required to meet the 2015-2019 five-year rolling average target has not been exceeded, therefore the 2019 performance target is still IN PROGRESS. The decreases in the calendar year 2018 and 2019 distracted driver-involved fatalities are partially attributable to Washington's new distracted driving law.



FFY 2020 Countermeasures and Planned Activities

Planned Activity: Conduct Culture Change -- Distracted

<u>Fed Project #</u> CP20-16	<u>Project Title</u> Workplace Culture Change - Distracted Driving	<u>Program Manager</u> Erika Mascorro	<u>Sub-Recipient</u> Western Transportation Institute of Montana State University
<p>Description: This project was intended to implement and evaluate a culture-based intervention for businesses. The goal was to address distracted driving in the workplace through policy, training, and communication to help companies create or grow a culture of safe drivers in the workplace who can influence others in their community including friends, family, and coworkers.</p> <p>Results: During the project, a survey was developed to assess values and beliefs associated with several distracted driving behaviors that typically occur in a workplace setting. This survey was tested with a convenience sample of adults and with one workplace in the state. Based on the results and existing research, a toolkit of resources and tools to support a workplace's efforts to reduce distracted driving was developed. With feedback from stakeholders, the toolkit of resources was revised and restructured as a series of web-based resources. Each section of the toolkit was posted as a separate file that could easily be downloaded. These resources provide a foundation for future engagement with workplaces to address this issue. In addition, there may be opportunities to engage workplaces in an evaluation study to better understand how the resources were utilized and their effectiveness.</p> <p>Recruiting businesses was particularly challenging. There were not any formal incentives offered to workplaces to participate, other than the benefit of working with them to address distracted driving. COVID-19, the Governor's "Stay Home, Stay Healthy" order, and impacts on driving behaviors associated with workplaces and overall economic activities also curtailed additional efforts to recruit workplaces.</p>			
<u>Countermeasure</u> Growing Positive Traffic Safety Culture	<u>Fund Source</u> 402	<u>Amount Approved</u> \$54,981	<u>Amount Expended</u> \$35,005

Planned Activity: Conduct Training -- TREDs

<u>Fed Project #</u> FDL*CP20-04	<u>Project Title</u> TREDs Training	<u>Program Manager</u> Erika Mascorro	<u>Sub-Recipient</u> WTSC
<p>Description: This project provided funding for distracted driving training for commercial vehicle drivers and law enforcement in the state through the TREDs program. On-the-job driving is the focus of these trainings. The trainings are designed to train trainers so they can advance these lessons in their individual units.</p> <p>Results: The COVID-19 pandemic hindered the project to the point that it was not possible to complete most project activities this fiscal year. Before the pandemic, we presented the TREDs training to the NW Trucking Association at a monthly meeting and at their annual conference.</p> <p>The TREDs Distracted Driving Commercial Vehicle trainings were well received, opening opportunities for future trainings. A small success was the exposure that we were able to get for the TREDs Distracted Driving Commercial Vehicle Training. The NW Trucking Association asked the TREDs Training Consultant to write an article for its monthly newsletter in January. This exposure has created a smooth path for this project in the coming fiscal year.</p> <p>The law enforcement trainings were not completed because of the pandemic. Most law enforcement agencies were not conducting face-to-face training activities and were facing social justice issues. We opted to not move forward with the rest of the project in FFY 2020, with the hope of restarting it in FFY 2021 if circumstances allow.</p>			
<u>Countermeasure</u> Training – Distracted Driving	<u>Fund Source</u> 405d	<u>Amount Approved</u> \$25,000	<u>Amount Expended</u> \$1,714

Planned Activity: Distracted Driving Enforcement

<u>Fed Project #</u> FDL*PM20-01 FESX20-01	<u>Project Title</u> Paid Media – Distracted Driving	<u>Program Manager</u> Erica Stineman	<u>Sub-Recipient</u> WTSC
<p>Description: This grant provided funding for media support of the distracted driving traffic safety enforcement program.</p> <p>Results: WTSC conducted the distracted driving campaign to improve road safety in April 2020. Due to COVID-19 restrictions, local law enforcement agencies were unable to participate in extra patrols. Because the media planning and purchasing were already underway, the campaign shifted to an educational campaign that emphasized the importance of staying safe on the road, especially during a public health crisis. The campaign included a mix of TV, radio, digital, and social ads. Nearly 9.5 million impressions were served throughout the campaign with over 3.9 million digital video views and 38,000 clicks back to the landing page.</p>			
<u>Countermeasure</u> Distracted Driving Enforcement	<u>Fund Source</u> 405d 405e	<u>Amount Approved</u> \$286,463 \$113,537	<u>Amount Expended</u> \$281,949 \$113,537

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
M1*PT20-02	King County Distracted Driving Prevention Campaign	Erika Mascorro	Kent Police Department
<p>Description: The King County Distracted Driving Prevention Campaign's aim was to decrease unsafe behaviors among drivers related to cell phone use. Through extra high visibility enforcement and targeted, bilingual positive norms education, the King County Target Zero Task Force intended to increase cell phone use-related contacts by law enforcement to educate drivers of the dangers associated with distracted driving, and hold drivers accountable to Washington's distracted driving traffic laws. Data was to be collected through a survey of King County drivers.</p> <p>Results: We opted to not move forward with the project this fiscal year and hope circumstances change for a successful project in FFY 2021. The Task Force determined that the COVID-19 pandemic hindered the project to the point that it would not be possible to pursue the project this fiscal year. Most law enforcement agencies were not conducting HVE activities. The annual driver survey should have been completed by June, and with the statewide "Stay Home, Stay Healthy" order, the results of the survey would not be valid or comparable to previous years' data.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Distracted Driving Enforcement	405b	\$95,000	\$0

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>																
DD20-02	Distracted Driving Enforcement – Local Law Enforcement	Jerry Noviello	WTSC																
<p>Description: The Local Law Enforcement Distracted Driving HVE project funded overtime for local law enforcement agencies to participate in the "U Drive. U Text. U Pay." national mobilization. This project also funded locally driven overtime enforcement activities in the area of distracted driving.</p> <p>Results: Local law enforcement agencies did not participate in the "U Drive. U Text. U Pay." emphasis patrols in April due to COVID-19 restrictions. Some agencies did use funding for local distracted driving patrols once restrictions eased later in the spring and summer.</p> <p>The following table contains a selection of enforcement accomplishments resulting from this project.</p> <table border="1"> <tbody> <tr> <td>Hours</td> <td>2,425.31</td> <td>DUI Arrests</td> <td>147</td> </tr> <tr> <td>Total Contacts</td> <td>6,118</td> <td>Speeding Citations</td> <td>471</td> </tr> <tr> <td>Total Citations</td> <td>3,204</td> <td>Seat Belt Citations</td> <td>160</td> </tr> <tr> <td>Total Warnings</td> <td>3,352</td> <td>Cell Phone Use Citations</td> <td>1,834</td> </tr> </tbody> </table>				Hours	2,425.31	DUI Arrests	147	Total Contacts	6,118	Speeding Citations	471	Total Citations	3,204	Seat Belt Citations	160	Total Warnings	3,352	Cell Phone Use Citations	1,834
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<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>																
Distracted Driving Enforcement	402	\$300,000	\$108,729																

<u>Fed Project #</u> M1*PT20-03	<u>Project Title</u> Distracted Driving Enforcement – WSP	<u>Program Manager</u> Jerry Noviello	<u>Sub-Recipient</u> WSP																
<p>Description: The WSP Distracted Driving Enforcement project funded overtime for WSP to participate in the national distracted driving mobilization, “U Drive. U Text. U Pay.” This project also funded locally driven overtime enforcement activities in the areas of distracted driving. Overtime activities were often in collaboration with local law enforcement agencies throughout the state.</p> <p>Results: The following table contains a selection of enforcement accomplishments resulting from this project.</p> <table border="1"> <tr> <td>Hours</td> <td>2,081</td> <td>DUI Arrests</td> <td>10</td> </tr> <tr> <td>Total Contacts</td> <td>2,753</td> <td>Speeding Citations</td> <td>618</td> </tr> <tr> <td>Total Citations</td> <td>1,604</td> <td>Seat Belt Citations</td> <td>164</td> </tr> <tr> <td>Total Warnings</td> <td>2,256</td> <td>Cell Phone Use Citations</td> <td>358</td> </tr> </table>				Hours	2,081	DUI Arrests	10	Total Contacts	2,753	Speeding Citations	618	Total Citations	1,604	Seat Belt Citations	164	Total Warnings	2,256	Cell Phone Use Citations	358
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<u>Countermeasure</u> TSEP-DistD	<u>Fund Source</u> 405b	<u>Amount Approved</u> \$100,000	<u>Amount Expended</u> \$88,031																

TRAFFIC RECORDS

Problem Statement

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

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

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

Focus Populations

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

- Department of Licensing
 - Driver data
 - Vehicle data
- Washington State Department of Transportation
 - Crash data
 - Roadway data
- County Road Administration Board
 - Roadway data
- Washington State Patrol
 - Citation data
 - Crash data
- Department of Health
 - Emergency management systems data
 - Hospital data
 - Trauma registry
 - Emergency room data
- Administrative Office of the Courts
 - Adjudication data

Associated Performance Measures: TR-1

Outcome Measure	2014 (FARS)	2015 (FARS)	2016 (FARS)	2017 (FARS)	2018 (WA- FARS)	2019 (WA- FARS)	2019 Target*	2020 Target*
TR-1*) Number of ED visit records reported (estimated percent of total ED records)	^	^	0.2%	13.5%	69%	85%*	100%	100%

Assessment of State's Progress in Achieving Performance Targets

The 2019 performance measure target was not met. As of the final FFY 2020 project report, 92 percent of the state's emergency department (ED) records are being reported.

FFY 2020 Countermeasures and Planned Activities

Planned Activity: Improve Data Systems

<u>Fed Project #</u> TR20-03	<u>Project Title</u> Traffic Records Training and Coordination	<u>Program Manager</u> Peter Corier	<u>Sub-Recipient</u> WTSC
<p>Description: This project provided training and tools for coordination by the TRC and Electronic Traffic Records Information Processing (eTRIP) teams, including attendance at the Traffic Records Forum for eTRIP governance team members and maintenance and improvement of collaboration tools for eTRIP governance.</p> <p>Results: This project was successful in implementing Box, a virtual collaboration tool for documents for eTRIP. Second, it was successful in providing support for attendance of the Traffic Records Forum. The Traffic Records Forum was held virtually due to the COVID-19 pandemic, and in-person travel to the Traffic Records Forum did not take place. The Traffic Records Program Manager transitioned to a new staff member. This transition proved to have challenges due to lack of in-person training because of the pandemic. The Traffic Records program also moved from the Programs and Services Division to the Research and Data Division (RADD). This move brought a change in accountability, leadership styles, and strategic direction for the program.</p>			
<u>Countermeasure</u> Research and Data	<u>Fund Source</u> 402	<u>Amount Approved</u> \$20,000	<u>Amount Expended</u> \$2,492

<u>Fed Project #</u> M3DA20-01	<u>Project Title</u> Data Integration	<u>Program Manager</u> Staci Hoff	<u>Sub-Recipient</u> WTSC
<p>Description: Code of Federal Regulations Title 23, Chapter 4, Section 405(c) allocates funds to states for traffic safety information system improvements. These funds are managed by the WTSC through facilitation of Washington's Traffic Records Governance Council (TRGC) and other committees. Integrated traffic records are a primary goal of the TRGC. The Traffic Records Integration Program (TRIP), managed by the Office of Financial Management (OFM)</p>			

includes:

- Data governance including data acquisition, maintenance and IT security, data release, and Washington State Institutional Review Board (WSIRB) requirements.
- The software and method for de-duplicating and integrating traffic records systems.
- Data quality feedback loops with the data stewards of acquired datasets.
- Data analysis, visualization and research approved by WSIRB.

Results: In year one of establishing the program, OFM focused on the TRIP foundational activities, which included establishing the data governance program framework. Implementing a robust data governance program is key to the success of the program. OFM initiated or leveraged existing data governance components during the grant year. OFM hired project staff, developed the project implementation plan, developed the program data governance manual, and signed data sharing agreements for the following data sources:

- Motor vehicle crash data - WSDOT
- DUI-related toxicology data - WSP
- Death data - DOH
- Court case filings - AOC

OFM started receiving data feeds, profiling, and established structures for data intake and merging for:

- Motor vehicle crash data
- Death data
- Court case fillings

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Traffic Data Systems Improvement	405c	\$280,549	\$116,502

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
M3DA20-02	DOL-S2S Data Cleanup	Peter Corier	Department of Licensing

Description: State-to-State (S2S) Verification Service is a means for states to electronically check with all other participating states to determine if a driver license applicant currently holds a driver license or identification card in another state and ensure Washington has the driver's complete driver history. The intent of the project is to train staff to review records, perform data clean up, detect fraud, and verify licenses when DOL implements the S2S Verification Service.

Results: DOL started with a backlog of approximately 260,000 records. Project staff were able to reconcile approximately 257,000 records through a combination of project staff and the new S2S automation process. The goal for FFY 2020 was to reconcile 33,000 records by August 31, 2020. DOL surpassed that goal with the reconciliation of 33,138 records. An additional 4,761 records were reconciled in real-time, for a total reconciliation of 37,899 records.

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Traffic Data Systems Improvement	405c	\$84,900	\$68,577

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
M3DA20-04	WEMSIS - Data Management	Peter Corier	Department of Health

Description: This project continued work to improve the Washington State Emergency Medical Services data registry (WEMSIS). The DOH used the new grant to continue to fund a Research Investigator as a project FTE to work with its epidemiologists and the WEMSIS Program Manager to begin evaluating the quality of data, to establish feedback loops between DOH and reporting Emergency Medical Services (EMS) to improve data quality, and to continue progress with aligning WEMSIS with Trauma Registry efforts to link to other data.

Results: DOH revised its report generation capabilities, which simplified the reporting process and reduced the time required to generate quarterly reports. This work allowed them to generate region, county, or agency-specific data quality reports upon request. They developed a Data Quality Education Model, which includes informational videos, documentation on commonly reported incidents, and improved communication with EMS leadership. Next, they developed WEMSIS.org reports that other agencies can run to look at exactly which records have data quality issues and provide documentation on why the data fields they identified as issues were being requested.

DOH developed quarterly Data Submission Reports to provide data that is both valuable to the agencies, and informative on data quality. These reports contained information on the completeness of each EMS agency's data, relative to other agencies in their EMS region. The reports also include counts of the requesting agency's five most common data quality issues, weighted by importance, to measure performance. These reports are a significant step forward in DOH and EMS agency cooperation on data quality issues. They assessed the ability to classify motor vehicle collision (MVC) records in WEMSIS. They also developed methods to identify unique EMS response and hospitalization incidents.

In total for 2017, DOH identified 30,426 MVC patients in WEMSIS, and 4,080 MVC patients in Comprehensive Hospital Abstract Reporting Data (CHARS). Shortly after the grant year ended, they were able to link 2017 WEMSIS and CHARs datasets, identifying 99,166 EMS incidents with a matching hospitalization incident.

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Traffic Data Systems Improvement	405c	\$121,582	\$121,412

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
M3DA20-10	SECTOR Technical Debt	Peter Corier	WSP

Description: This grant supported the work of the WSP in addressing three areas of technical debt with the Statewide Electronic Collision & Ticket Online Records (SECTOR) system. Work included the conversion of the code from outmoded VB.NET to C#.NET, enhancement of the Client Update functions, and synchronization of the Code and Lookup tables. The existing code resulted in a high volume of help desk requests requiring manual intervention to correct the problems the users encountered. Addressing the technical debt enhanced the user experience and reduced the number of calls to the help desk. This project was done via third party vendor.

Results: The vendor completed most of the conversion of the VB.NET code to C#.NET code. The vendor completed 100 percent of the Code and Lookup Table synchronization project and added a logging application to help developers and SECTOR support determine the root cause

of problems when a customer contacts the help desk. The WSP decided to measure the time it takes to code future enhancements and the number of calls for service from customers and calls for correction from business partners. The development team experienced an increase in the time it took to deploy the project as they had to adjust additional parts of the SECTOR application while integrating the vendor code preparing each deployment. They are hopeful future deployments will take less time. They have seen a significant drop in daily requests for assistance since the Code and Lookup Table synchronization project was deployed with the logging application. Users and support staff expressed excitement with the improvements.

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Traffic Data Systems Improvement	405c	\$50,000	\$46,495

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
M3DA20-11	SECTOR 24X7	Peter Corier	WSP

Description: The purpose of this project was to put in place processes to provide 24/7 coverage for the SECTOR application in the event of a total interruption in service.

Results: All project goals were met during this grant year. WSP was successful in creating and documenting a triage process to assist the Customer Service Unit with evaluation and assignment of after-hours SECTOR issues, the creation of a 24/7 contact calendar, the purchase and assignment of a 24/7 support phone, and providing stand-by and active support in the event of a SECTOR outage. WSP also successfully created a SharePoint site to provide customer service with after-hours contact information. Their performance measures were directly tied to a reduction in response time to after-hours interruptions to service from 15 hours to 30 minutes and a reduction in response time to weekend interruptions to service from 63 hours to 30 minutes. During this reporting year, since putting this process in place, WSP successfully addressed what was reported as a SECTOR outage. They were able to address the issue within a few minutes and determined it was not a SECTOR outage but instead a SECTOR bug. However, this demonstrated an improvement to the response time.

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Traffic Data Systems Improvement	405c	\$9,605	\$5,853

<u>Fed Project #</u> M3DA20-05	<u>Project Title</u> Rapid Health Information Network (RHINO)	<u>Program Manager</u> Peter Corier	<u>Sub-Recipient</u> Washington Department of Health
<p>Description: The purpose of this continuing project is to conduct surveillance for traffic-related injury across Washington State. The RHINO program has assembled a substantial quantity of data from hospitals across the state (73 percent and increasing as of the time of this writing), a large number of outpatient clinics, has explored the data, and is working to increase the capability to leverage the data to conduct focused surveillance.</p> <p>Results: The RHINO program continued onboarding and validation of new facilities with a focus on obtaining reporting from 100 percent of EDs in Washington State. Currently, 93 of 100 hospitals (93 percent) in Washington are now providing production data to National Syndromic Surveillance Program (NSSP) Electronic Surveillance System for the Early Notification of Community-based Epidemics (ESSENCE). Of the 36 counties in Washington with at least one ED, 30 (83 percent) have 100 percent ED coverage in NSSP ESSENCE and four of the remaining six have over 80 percent coverage. Geographic representativeness of ED data has significantly improved this year, with over 95 percent of statewide ED visits and approximately 99 percent of acute inpatient hospitalizations available in the production environment of NSSP ESSENCE. RHINO staff developed a new reporting and data display tool for sharing traffic injury data with partners, including mapping of visits and hospitalizations by residential ZIP Code. As part of that work, RHINO has begun to explore alerting of residential ZIP Codes with a higher percentage of encounters for traffic injuries resulting in hospitalization to indicate potential “hot spots” where a higher number of severe crashes may be occurring. RHINO shared this dashboard with WTSC to gather feedback and the final version will be updated periodically for tracking trends in traffic-related injury visits. An evaluation of risk factors for experiencing a traffic-related injury or experiencing a more severe traffic-related injury was completed.</p> <p>Additionally, staff explored some text-mining approaches for use with RHINO data. RHINO staff are currently in the process of summarizing these analyses and observations. RHINO staff also completed a qualitative analysis project to assess the consistency with which contextual information regarding collisions are available in the triage notes and clinical impression fields. RHINO staff have compiled and summarized results into a slide deck that will be reviewed with WTSC. The COVID-19 pandemic has provided an opportunity to increase support and training opportunities for local health jurisdiction staff and tribal partners on the use of syndromic surveillance and ESSENCE. Over the past year, RHINO has trained 155 people on the use of syndromic surveillance data, far exceeding training goals. Various linking projects are underway. RHINO staff have met with OFM twice to discuss inclusion of RHINO into the WTSC data integration project. RHINO is working to determine specifics of the project such that appropriate data sharing agreements can be established. Additionally, RHINO is actively working with the WEMESIS program to attempt linkage of EMS and RHINO hospital records. We are reviewing previous linkage efforts, evaluating various linking methods, and pulling datasets to attempt record linkage again.</p>			
<u>Countermeasure</u> Traffic Data Systems Improvement	<u>Fund Source</u> 405c	<u>Amount Approved</u> \$119,976	<u>Amount Expended</u> \$94,650

<u>Fed Project #</u> M3DA20-06	<u>Project Title</u> Law Table Management, Audit, and Clean-up	<u>Program Manager</u> Peter Corier	<u>Sub-Recipient</u> Administrative Office of the Courts
<p>Description: This grant provided dedicated resources for Administrative Office of the Courts (AOC) to address the backlog and cleanup local law and charge tables, which would significantly improve the quality of the overall law table going forward. The large volume of local law tables and the numerous law entries each contain, creates risk for inaccurate or missing conviction data as a result of inconsistent review and maintenance of local law tables. The addition of an electronic law update process between AOC and DOL would also help DOL's workload and improve the quality of law information for DOL, WSP, and all citation-related data downstream, including data used for traffic records purposes.</p> <p>Results: During the first year of this grant (October 1, 2019 to September 30, 2020), the AOC on-boarded and provided training to one full-time employee in the requirements and processes used in local court law table management. That employee performed audits and profiled local law table data. The employee reviewed local ordinances for each law flagged with potential errors during profiling. Subsequent follow up with each local court resulted in confirmation of existing data entry updates to correct inaccurate entries. Finally, the AOC requested approval from each of the local courts involved in the review to assume responsibility for future updates to their local law tables to ensure continued accuracy. The initial proposal included a quarterly schedule estimate of courts/jurisdictions' local law tables to review. Our deliverable included a report of the total number of courts/jurisdictions and total laws profiled and reviewed. The AOC completed review of 73 courts' local law tables that included review of approximately 6,600 laws. Applicable updates were made. As of November 2020, 48 courts have given approval for the AOC to assume responsibility for updates to their local law tables. Requests to the remaining courts are still pending. The AOC is on track to complete the review of approximately 106 courts/jurisdiction in the second year of the grant (October 1, 2020 to September 30, 2021).</p>			
<u>Countermeasure</u> Traffic Data Systems Improvement	<u>Fund Source</u> 405c	<u>Amount Approved</u> \$124,864	<u>Amount Expended</u> \$75,047

OCCUPANT PROTECTION

Problem Statement

Generally, restraining occupants of a vehicle to improve safety involves use of two categories of safety restraint systems: seat belts installed in the vehicle and/or child passenger safety systems that are added to the vehicle to increase the safety and security of children riding in vehicles. Washington switched to a more precise seat belt survey methodology in 2018. The new methodology uses continually updated information on population, VMT, and roadway function class.

In state's, traffic safety data experts are confident the new methodology is solid because of the consistency in seat belt use rates for the years:

- 2013: 94.5 percent
- 2014: 94.5 percent
- 2015: 94.6 percent
- 2016: 94.7 percent
- 2017: 94.8 percent
- 2018: 93.2 percent*

*There was a methodological change in the 2018 annual seat belt survey. Six counties whose rates of unrestrained fatalities exceeded 20 percent were oversampled.

In 2017, 565 people died in traffic crashes in Washington State and 91 (16.1 percent) of those were not using seat belts. In Washington State, children under 13 years of age are required to be restrained in the back seats of vehicles.

The 2019 Washington State Legislature passed an update to the Child Passenger Safety laws directing that children shorter than 4 feet 9 inches be restrained in an approved booster seat.

Children between birth to two years old are required to be in a car seat facing backwards in the back seat.

The average number of fatalities for unrestrained or improperly restrained children fell from an average of 2.6 fatalities per year in 2009-2013 to two per year in 2013-2017. That news is tempered somewhat by an increase in reported serious injuries for unrestrained or improperly restrained children from an average of seven per year in 2009-2013 to 11 per year in 2013-2017.

Staying in the Vehicle is the Best Protection in the Event of a Crash

Much of the success in reducing traffic fatalities and serious injuries has occurred because of engineering changes to vehicles and roadways and because of seat belt use. For example, all vehicles sold in the United States beginning with the 2009 model year were required to feature "crumple zones" in which the vehicle literally folds up to absorb the impact from a collision, thus reducing the potential for harm for vehicle occupants. Because vehicle design protects occupants in the event of a crash, the best protection for vehicle occupants is to stay in the vehicle during the crash. The best way to stay in the vehicle is to use seat belts.

Populations Less Likely to use Seat Belts

Currently, we know—based on analysis of FARS data—about which populations are less likely to use seat belts. These include American Indian and Alaskan Native (AIAN) males, young Hispanic men,

younger drivers aged 16-29, males aged 40 and older, and pickup truck drivers (The Last Five Percent, WTSC, 2005).

For AIANs in Washington State, the lack of seat belt use results in a fatality rate that is 7.3 times higher than for everyone else. Of the AIANs who died in 2012–2014 traffic crashes, 43 percent were unbuckled at the time of the crash

An observational seat belt use survey on a large reservation in state—conducted with the permission and cooperation of the tribe—showed use rates were as much as 30 percentage points lower on roadways located on the reservation than on roadways located off the reservation. A series of focus groups conducted on one reservation found that fewer than 35 percent of male tribal members participating in the focus groups reported using their seat belts regularly. Other tribes in the state have conducted their own observational seat belt surveys and have found various rates of usage, but almost all were substantially lower than the overall state rate.

Other High-Risk Behaviors

Individuals who do not use their seat belts are also involved in other high-risk driving behaviors like speeding, distracted or aggressive driving, and impaired driving. Therefore, finding ways to get them to use their seat belts is likely to result in reductions in other high-risk driving behaviors as well. However, even though we can identify the relationship between seat belt use and other high-risk driving behaviors, we do not know much about why these behaviors occur. Changing the high-risk behaviors would result in a reduction of fatalities and serious injuries.

The correlation between being impaired by alcohol or positive for drugs and lack of seat belt use is extremely high. Almost three-fourths of unrestrained deaths involved impairment, and over half of unrestrained serious injuries involved impairment. Impaired driving often leads to lane departure, and 79 percent of unrestrained deaths and 81 percent of unrestrained serious injuries involved lane departure.

In addition, younger drivers are particularly likely to be involved. Among all drivers who were unrestrained at the time of a fatality crash, more than one-third were aged 16-29. As with crashes involving other risky behaviors, the highest percentage of unrestrained occupant crashes occur on weekends and on rural roads.

Child Passenger Safety

The most dangerous thing that children do as part of daily life is to ride in a car. Motor vehicle crashes remain one of the leading causes of death for children aged four years and older. Using the correct car safety seat or booster seat can help decrease the risk of death or serious injury by over 70 percent.

The American Academy of Pediatrician’s latest evidence-based recommendations call for the following:

- Infants and toddlers should ride in a rear-facing car safety seat as long as possible, until they reach the highest weight or height allowed by their seat. Most convertible seats have limits that will allow children to ride rear facing for 2 years or more.
- Once they are facing forward, children should use a forward-facing car safety seat with a harness for as long as possible, until they reach the height and weight limits for their seats. Many seats can accommodate children up to 65 pounds or more.
- When children exceed these limits, they should use a belt-positioning booster seat until the vehicle’s lap and shoulder seat belt fits properly. This is often when they have reached at least 4 feet 9 inches in height and are 8 to 12 years old.

- When children are old enough and large enough to use the vehicle seat belt alone, they should always use lap and shoulder seat belts for optimal protection.
- All children younger than 13 years should be restrained in the rear seats of vehicles for optimal protection.

Focus Populations

Health Disparity Populations, Especially Race, Language, Poverty: We know from our FARS analysis that American Indian and Alaska Native males and young Hispanic males are frequently in the group of seat belt non-users in Washington State. There may also be other populations that do not read or speak English who need special attention. Getting information to these populations in a culturally and literacy appropriate level is the key to developing increased seat belt use.

Parents/Guardians/Grandparents who Drive with Children in Their Vehicles: This group of people needs to know the state’s laws regarding child passenger safety, but also needs to know where they can get appropriate resources and direction, if needed. Beyond that, they need to have reinforced the importance of them being good seat belt-using role models for children riding in their vehicles. There will be a special emphasis on providing education in tribal settings, as the use of appropriate child passenger safety devices is lower in those settings than in other parts of the state.

Rural Washington Counties with High Percentages of Unrestrained Fatal and Serious Injury Crashes: There are eight counties in the state with unrestrained fatal and/or serious injury rates in excess of 20 percent of all their fatalities. In the 2021 grant year, we will be conducting surveys and convening focus groups in these counties to determine what attitudes and behaviors exist about using seat belts.

Seat Belt use Among Drivers and Front-Seat Passengers Statewide: In the 2020 and 2021 grant years we will administer the required observational seat belt survey statewide using our revised methodology that oversamples the counties with the highest rates of unrestrained fatalities and serious injuries. Beyond that, we will be conducting that same survey on one reservation in the 2020 grant year and on a different reservation in the 2021 grant year.

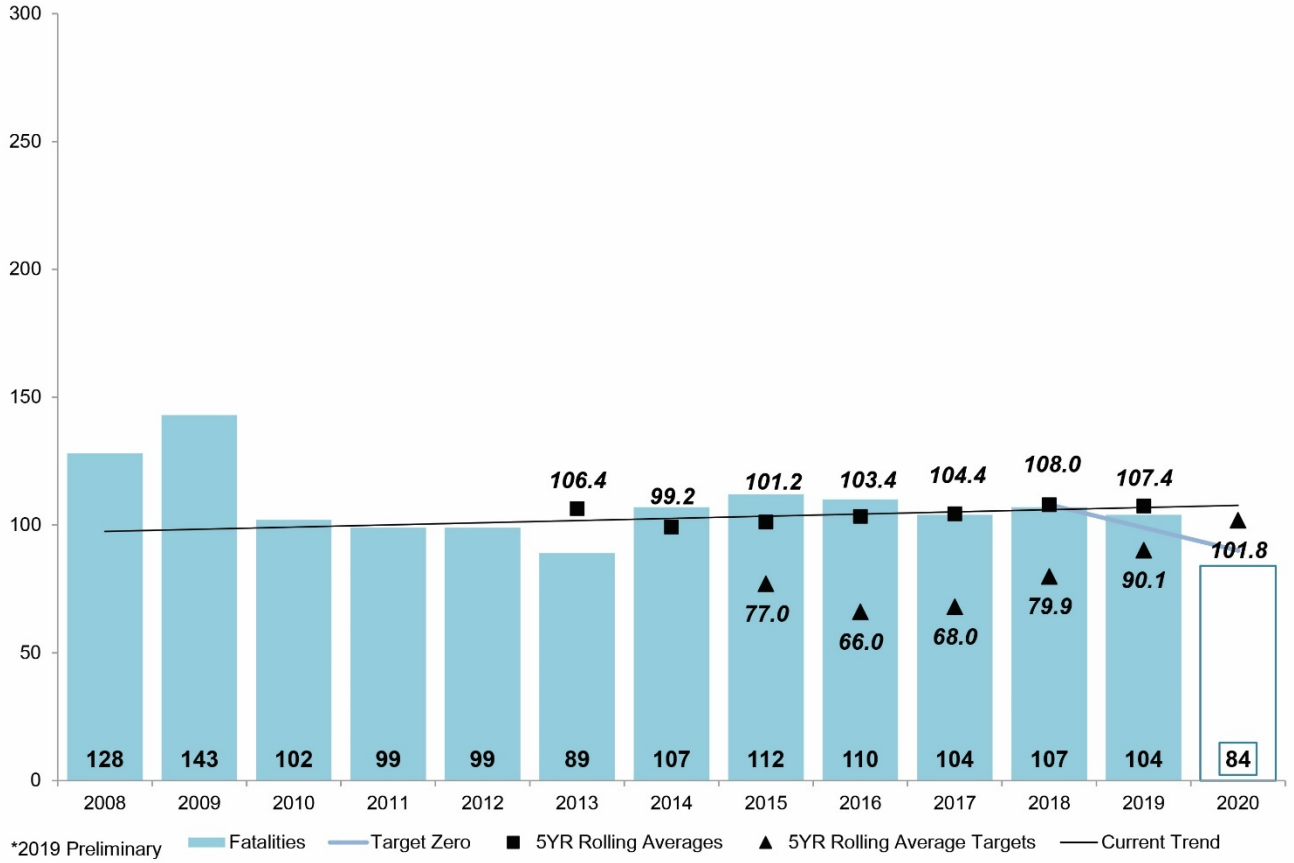
Associated Performance Measures: C-4, B-1

Assessment of State’s Progress in Achieving Performance Targets

The 2015-2019 five-year rolling average target was not met. Although a preliminary estimate for 2020 is not yet available, other information available within the WSDOT Crash Data Portal and the WSP Collision Analysis Tool indicate the 2020 calendar year number required to meet the 2016-2020 target has been exceeded. The FFY 2020 performance target is NOT MET.

The 2019 B-1 performance measure target was not met. Analysis of the 2020 observation survey is pending. This performance measure remains IN PROGRESS until complete 2020 information is available.

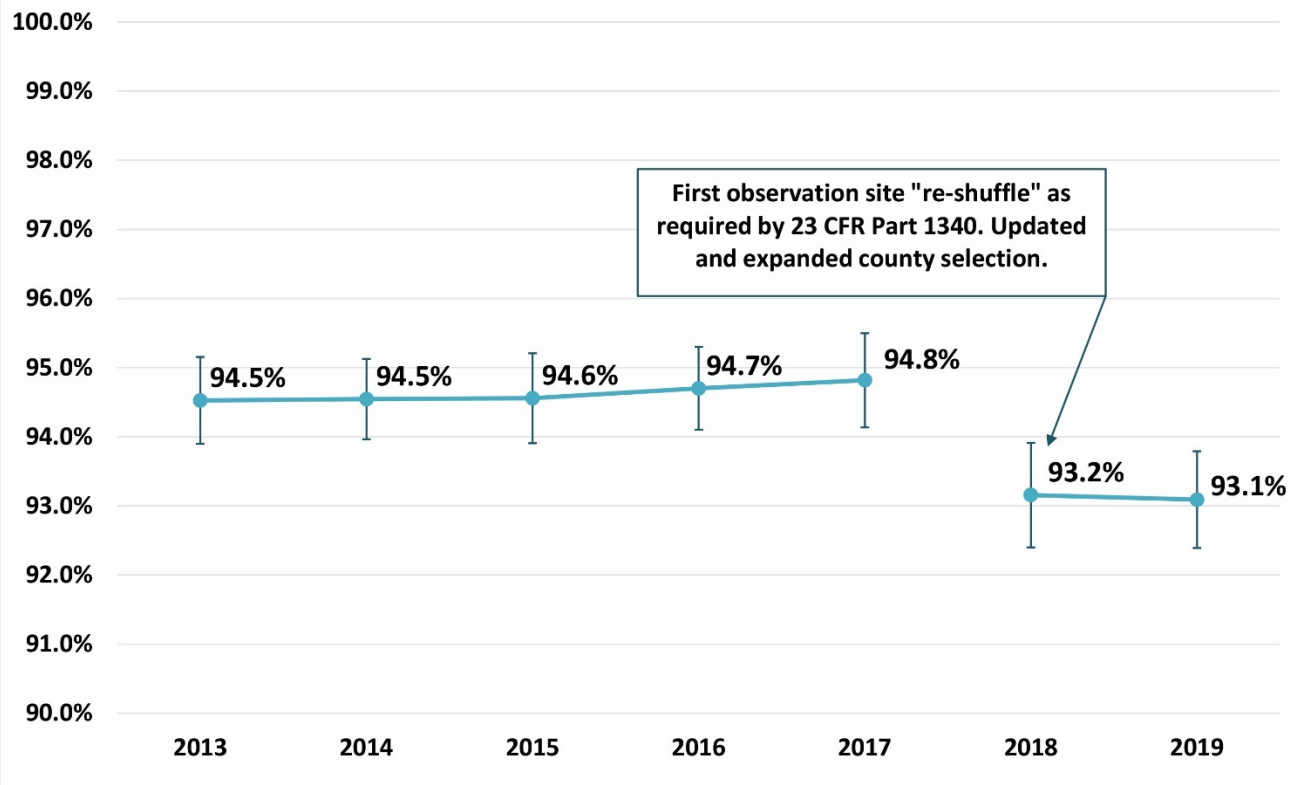
C-4: Unrestrained Passenger Vehicle Occupant Fatalities 2008-2019*
and the 2020 number to meet the 2016-2020 5YR Rolling Average Target



Seat Belt Use Rates in Washington State 2013-2019

B-1 Percent of Front Seat Motor Vehicle Occupants Using Seat Belts

Source: Washington Seat Belt Observation Survey Weighted Rate



Adjustments to Highway Safety Plan for not Meeting Target

To target those at most risk of becoming an unrestrained fatality, the method for conducting Click it or Ticket has become more data driven. WTSC will participate in the national Click It or Ticket campaigns in November and May of FFY 2021 but will also provide a new avenue for targeted local agencies to increase seat belt use. In 2020, WTSC developed a new data tool that summarized observed seat belt rates and unrestrained crashes on county and city roads. This will allow WTSC to prioritize funding to those counties and cities with a combination of observed low seat belt wear rates and high unbelted crash rates. Targeted counties and cities will be invited to apply for grant funds to increase seat belt use through several strategies including HVE. This will allow WTSC to apply more enforcement resources into those areas at highest risk of unrestrained fatalities and injuries through 2021.

Additionally, the Child Passenger Safety Program continues to improve and expand. Despite the initial cancellation of Child Passenger Safety Technician (CPST) trainings and car seat inspections due to COVID-19, the program has adjusted to virtual formats, preserving the existing system with some modifications. Planning is already underway to conduct in-person CPST training in FFY 2020. This will allow the program to continue to expand going into 2021.

FFY 2020 Countermeasures and Planned Activities

Planned Activity: Statewide CPS Services

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
M1CPS20-01	Child Passenger Safety	Manny Gonzalez	Bonney Lake Police Department
M1CPS20-02			

Description: This project provided support for the statewide child passenger safety promotion network that includes more than 510 CPSTs, an increase of 17.4 percent over the previous year. This project also paid for staffing activities that administered a mini-grant program used to support local events and activities. There were two components to the program. The first was managing and training the statewide network of CPSTs and providing training for high priority populations like American Indians and Alaska Natives. Included in this component were expenses for the program manager, promoting statewide media and education, managing a grant process for CPSTs, and providing support for courses to acquire national certification. The second component of the project was the mini grants awarded to 14 local and regional organizations to support their child passenger safety efforts including CPST training, car seat inspections, and car seat distribution to lower income families.

Results: Twelve CPST training classes were held during the year, increasing the number of CPSTs statewide to 510. There was a 60.8 percent renewal rate among current technicians. There were 97 new child passenger safety inspection stations established, 4,814 car seats inspected, and 2,501 car seats distributed. Additionally, the program manager helped promote statewide media coverage of inspection events and a new Washington law that clarifies child restraint device use.

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Protecting Children Traveling in Vehicles	405b	\$179,600	\$164,577
	405b	\$113,500	\$70,079

Planned Activity: Conduct OP HVE Education and Enforcement

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
PM20-03	Paid Media – Seat Belts	Erica Stineman	WTSC
<p>Description: This project was intended to support the “Click it or Ticket” HVE campaign designed to reduce unrestrained traffic deaths and serious injuries. The goal of the paid media campaign is to reach our primary focus audiences with key messaging about the extra enforcement and the importance of buckling up.</p> <p>Results: The FFY 2020 “Click It or Ticket” campaign in May was postponed due to COVID-19. It took place in November 2020 and will be reported on in the 2021 Annual Report.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
High Visibility Enforcement OP	402	\$204,628	\$0

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
M1HVE20-01	Seat Belt HVE – Local Law Enforcement	Jerry Noviello	WTSC
<p>Description: The Local Law Enforcement Seat Belt HVE project funded overtime for local law enforcement agencies to participate in the “Click It or Ticket” national mobilization. This project also funded locally driven overtime enforcement activities in the area of occupant protection. Other grant funds supported public education efforts.</p> <p>Results: The FFY 2020 “Click It or Ticket” campaign in May was postponed due to COVID-19. It took place in November 2020 and will be reported on in the 2021 Annual Report.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
High Visibility Enforcement OP	405b	\$130,000	\$0

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
M1*PT20-01	Seat Belt HVE – WSP	Jerry Noviello	WSP
<p>Description: The WSP Seat Belt HVE grant project funded overtime for WSP to participate in the national occupant protection HVE mobilization, “Click It or Ticket.” This project also funded locally driven overtime enforcement activities throughout the year in the areas of occupant protection. Overtime activities were often in collaboration with local law enforcement agencies throughout the state.</p> <p>Results: The national “Click It or Ticket” campaign was postponed due to COVID-19. Because of this, no “Click It or Ticket” activity took place in FFY 2020.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
High Visibility Enforcement OP	405b	\$130,000	\$0

MOTORCYCLES

Problem Statement

Motorcycles represent just four percent of the registered passenger vehicles in Washington but accounted for 14 percent of fatalities and 18 percent of serious injuries between 2015 and 2017. The federal government estimates that, per VMT, the number of deaths on motorcycles is over 26 times the number in cars.

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

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

Washington is using education for both motorcycle operators and other drivers, as well as a focus on training and licensing endorsement, to address motorcycle fatalities and serious injuries. Sport bikes have increased in their proportion of fatal crashes. They are primarily ridden by younger operators who are more likely to be unendorsed.

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

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

Focus Populations

Recent research conducted jointly between WTSC and DOL points the following high priority audiences.

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

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

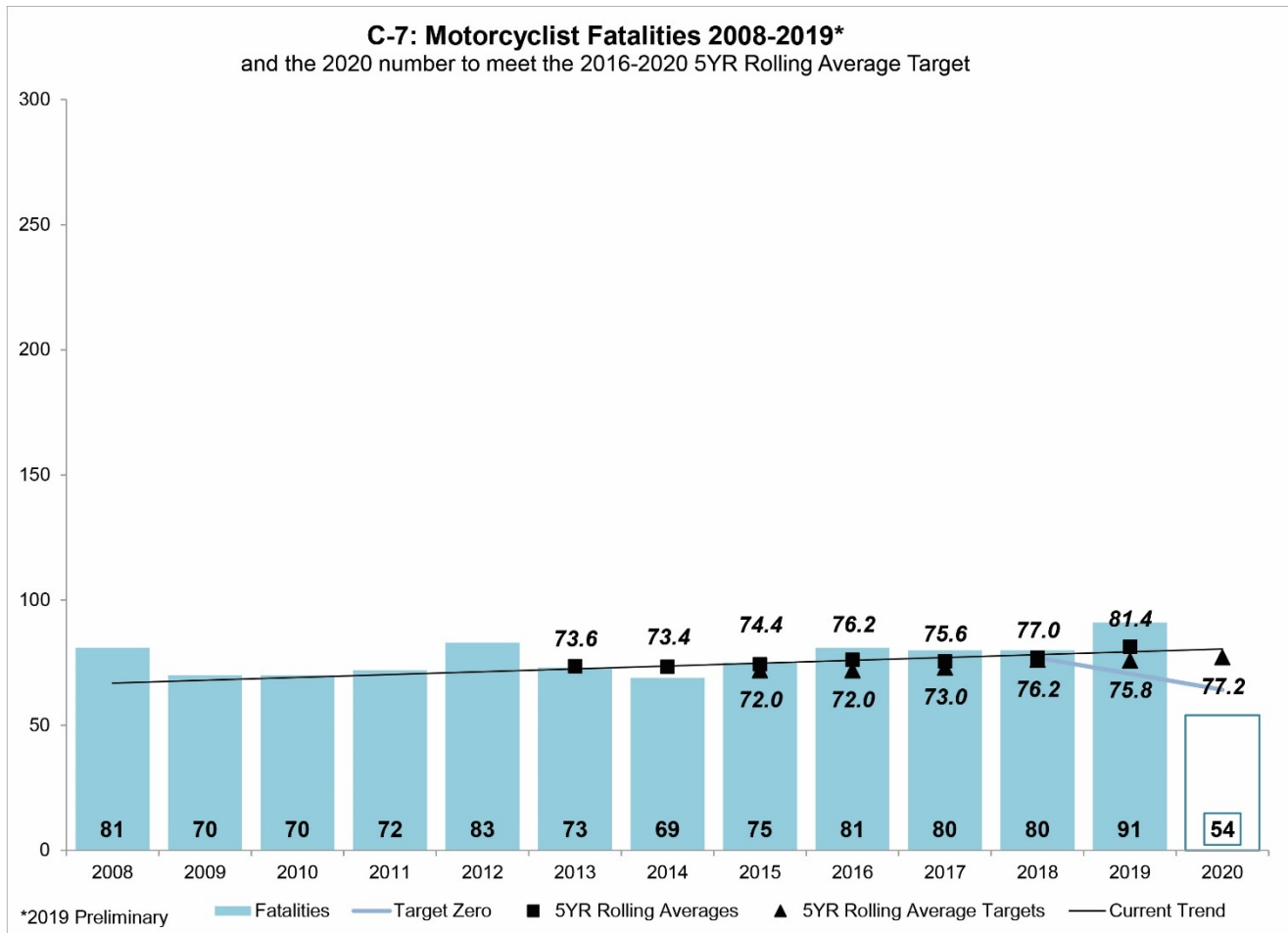
Lastly, we will conduct primary research (surveys and focus groups) on this audience to learn more about their perception of the problem and to refine countermeasures and develop new ones.

Associated Performance Measures: C-7

Assessment of State’s Progress in Achieving Performance Targets

The C-7 2015-2019 five-year rolling average target was not met. The 2020 calendar year number required to meet the 2016-2020 target has been exceeded. The FFY 2020 performance target is NOT MET.

The C-8 (Unhelmeted Motorcyclist Fatalities) 2015-2019 five-year rolling average target was not met. Although a preliminary estimate for 2020 is not yet available, other information available within the WSDOT Crash Data Portal and the WSP Collision Analysis Tool indicate the 2020 calendar year number required to meet the 2016-2020 target has been exceeded. The FFY 2020 performance target is NOT MET.



Adjustments to Highway Safety Plan for not Meeting Target

The goal is to always improve. We still believe our portfolio of grants will work to reduce crashes, although not likely to reach the Target Zero goal. The goal was set based on the assumption that 2020 and 2021 deaths will be at or lower than the most recent five-year average.

FFY 2020 Countermeasures and Planned Activities

Planned Activity: Motorcyclist Training

<u>Fed Project #</u> M9X20-01	<u>Project Title</u> Motorcycle Training and Awareness	<u>Program Manager</u> Mark Medalen	<u>Sub-Recipient</u> WTSC
<p>Description: This grant was subject to US Department of Transportation (USDOT) and NHTSA requirements for states to adopt and implement effective programs to reduce the number of single- and multi-vehicle crashes involving motorcyclists. Projects included improving motorcycle rider training courses, increasing the number of trained motorcycle riders, and programs to increase motorcyclist awareness.</p> <p>Results: FFY 2020 provided many unexpected highway safety challenges due to the COVID-19 pandemic and resulting "Stay Home, Stay Healthy" order. For FFY 2020 we increased the online presence for the It's A Fine Line Campaign, including Facebook, Twitter, and YouTube information posted on a regular schedule. Some curated video links were used. Links to NHTSA and other educational motorcycle safety materials were posted. Paid ads were coordinated through our media buyer, Creative Media Alliance. Monthly performance reports from Creative Media Alliance are included in this project file folder.</p> <p>For Motorcycle Safety Month in May, we partnered with DOL, WSP, WSDOT, and the Governor's Office to distribute a news release to media outlets statewide. Messages reminded motorists to watch out for motorcycles and for riders to ride safe, sober, and endorsed.</p>			
<u>Countermeasure</u> Motorcycle Rider Training	<u>Fund Source</u> 405f	<u>Amount Approved</u> \$100,000	<u>Amount Expended</u> \$89,384

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
M9X20-02	DOL Motorcycle Safety	Mark Medalen	DOL
<p>Description: This grant provided funding to DOL to assist their Washington Motorcycle Safety Program with training and motorcycle safety outreach. DOL manages the state's motorcycle license endorsements, registrations, and training. They provide oversight to all training schools in the state. This grant is subject to USDOT and NHTSA requirements for states to adopt and implement effective programs to reduce the number of single- and multi-vehicle crashes involving motorcyclists. Projects included improving motorcycle rider training courses, increasing the number of trained motorcycle riders, and increasing motorcyclist awareness.</p> <p>Results: Training Document Improvements: This project was the first of its kind in the country. It improved the existing two-wheel knowledge tests used in Washington to obtain a two-wheel endorsement or permit. The final product consisted of a permit knowledge bank of over 140 questions and an endorsement bank of over 70 questions for use beginning in the spring of 2021.</p> <p>Instructor and employee development was delayed or cancelled due to the COVID-19 pandemic. This work will be done virtually in 2021.</p> <p>DOL reached thousands of riders with new safety videos and collected information via a rider survey. This information will be used in future strategic planning.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Motorcycle Rider Training	405f	\$100,000	\$56,450

Planned Activity: Conduct TSEP MC DUI

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
164AL20-10	Motorcycle HVE - Local	Mark Medalen	WTSC
<p>Description: These TSEP patrols were part of the WTSC's motorcycle safety education campaign known as "It's a Fine Line." In a continued effort to reduce serious motorcycle crashes, the WTSC supported overtime patrols in Pierce, King, Snohomish, Clark, Yakima, and Spokane Counties.</p> <p>Results: Participating regions followed their local crash data to determine when and where the patrols would be most effective, and the patrol periods were advertised using a combination of paid and earned media. The COVID-19 pandemic impacted highway safety in 2020. Since the middle of March there were less vehicles on the road, but we still saw a high number of motorcycle fatalities compared to previous years. The pandemic, political division, and protests, riots, and looting around racial issues impacted law enforcement participation in traffic safety emphasis patrols. Agencies in Pierce County were unable to work the motorcycle safety patrols.</p> <p>Twenty-six law enforcement agencies including WSP participated in the motorcycle safety enforcement. Both motorcycles and other motor vehicles were stopped during the enforcement for infractions/citations.</p>			

The following table contains a selection of enforcement accomplishments resulting from this project.

Hours	706	DUI Arrests	5
Total Contacts	2,111	Speeding Citations	856
Total Citations	1,306	Seat Belt Citations	14
Total Warnings	1,043	Cell Phone Use Citations	101
		No Insurance	172
		No Valid Motorcycle Endorsement	7
		Motorcycle Impound	5

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
HVE - TSEP Motorcycle	164 Alcohol	\$100,000	\$90,940

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
164AL20-11 M6X20-09	Motorcycle HVE - WSP	Mark Medalen	WSP

Description: These TSEP patrols were part of the WTSC’s motorcycle safety education campaign known as “It’s a Fine Line.” In a continued effort to reduce serious motorcycle crashes, the WTSC supported overtime patrols in Pierce, King, Snohomish, Clark, Yakima, and Spokane Counties.

Results: Participating regions followed their local crash data to determine when and where the patrols would be most effective, and the patrol periods were advertised using a combination of paid and earned media. The COVID-19 pandemic impacted highway safety in 2020. Since the middle of March there were less vehicles on the road, but we still saw a high number of motorcycle fatalities compared to previous years. The pandemic, political division, and protests, riots, and looting around racial issues impacted law enforcement participation in traffic safety emphasis patrols. Agencies in Pierce County were unable to work the motorcycle safety patrols.

Twenty-six law enforcement agencies including Washington State Patrol (WSP) participated in the motorcycle safety enforcement. Both motorcycles and other motor vehicles were stopped during the enforcement for infractions/citations.

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		No Insurance	172
		No Valid Motorcycle Endorsement	7
		Motorcycle Impound	5

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
HVE - TSEP Motorcycle	164 Alcohol 405d	\$50,000 \$50,000	\$43,828 \$50,000

<u>Fed Project #</u> PM20-02	<u>Project Title</u> Paid Media – Motorcycles	<u>Program Manager</u> Mark Medalen	<u>Sub-Recipient</u> WTSC
<p>Description: This grant provided funding for support of the Motorcycle Traffic Safety Enforcement program which took place during the summer of 2020.</p> <p>Results: Purchased media including billboards, radio, digital, and social media ads supported the enforcement activity. There were over 3.3 million impressions and 4,454 clicks received from our ads. This year's campaign exceeded last year's impression and click delivery, while also focusing in on a highly engaged and relevant audience</p>			
<u>Countermeasure</u> HVE - TSEP Motorcycle	<u>Fund Source</u> 402	<u>Amount Approved</u> \$100,000	<u>Amount Expended</u> \$99,542

NON-MOTORIZED SERVICES

Problem Statement

Fatal traffic crashes involving people who were walking, biking, or other forms of rolling are at the highest number in more than 30 years. Nearly one-quarter of all traffic fatalities and 20 percent of all traffic serious injuries in our state in 2019 were people who were walking or biking. Many walkers who died lived in low-income neighborhoods and walking was their primary form of transportation.

Pedestrians (Walkers)

In Washington there has been an increase in pedestrian/walker fatal crashes in four of the past five years (2014-2019). Nearly two-thirds of those suffering serious injuries were struck by motorists while they were crossing the roadway. In 2017, 21.1 percent of the fatalities involving walkers were hit-and-run crashes, meaning the driver did not stop at the scene of the crash as required by law. From 2007 to 2016 more than 44 percent of the walkers who died from pedestrian-motorist crashes tested positive for alcohol or drugs, or sometimes both.

Bicyclists and Other “Rollers”

The number of fatal crashes involving bicycles has increased steadily since 2008; however, total numbers are relatively low. It is suspected that the increase in fatalities is linked to the increase in exposure as more people are cycling; however, Washington lacks a credible estimate of bicycling exposure.

Focus Populations

The focus populations were selected based on the data provided above or identified as a strategy in the 2019 Washington SHSP.

Washington State Legislature, Legislative Staff, Governor’s Office

The state-funded Active Transportation Safety Council (ATSC) is charged by the Legislature with submitting an annual report that details active transportation trends and with making recommendations to increase the safety of pedestrians and bicyclists. This group also advises WTSC on the operation of the 405H, Non-Motorized Safety funding.

Engineers and Roadway Planners

Washington has no continuing education requirements for traffic engineers and others who are responsible for making decisions regarding roadway design. Largely because of this, engineers and roadway planners, particularly in rural areas, can lack opportunities to stay current with transportation trends and harm mitigation strategies. In close cooperation with WSDOT, WTSC and ATSC will continue developing professional development opportunities for engineers and roadway planners across the state. One focus of that training and technical assistance effort needs to be low-cost strategies that can address risks faced by walkers and bicyclists because there is a significant problem with funding availability to address safety concerns.

Pedestrians and Bicyclists in Focus Communities

One of the difficulties with pedestrian and bicyclist fatalities is that they can appear very random. A fatality occurs at one busy intersection in a city but then there are no additional fatalities at that location. It could be that drivers heard about the fatality and began watching out for pedestrians and bicyclists. It could be that city engineers re-designed the roadway to reduce the risk. Alternatively, it could be something else. Rather than focus on the individual crashes we instead provide funding to

address the locally specific conditions and causes in the cities where there is the highest incidence of pedestrian and bicyclist fatalities. Local providers work with law enforcement, social service agencies, and other organizations to determine the causes and contributing factors for pedestrian and bicyclist fatalities in each community and then devise and implement locally specific strategies to mitigate the causes and contributing factors.

Pedestrians and Bicyclists Statewide

A critical need is accurate data on the number of walkers and bicyclists and users of other active transportation options such as scooters and skateboards. This information is necessary to understand fatality and serious injury rates so we can evaluate our efforts. A key strategy to get more people walking and bicycling is showing them the activity is safe. The more people involved in the activity, the easier it is to convince others to try it. We will continue to expand the network of pedestrian and bicycle counters and help develop methodologies to use actual counts to create statewide projections of usage rates.

Associated Performance Measures: C-10, C-11

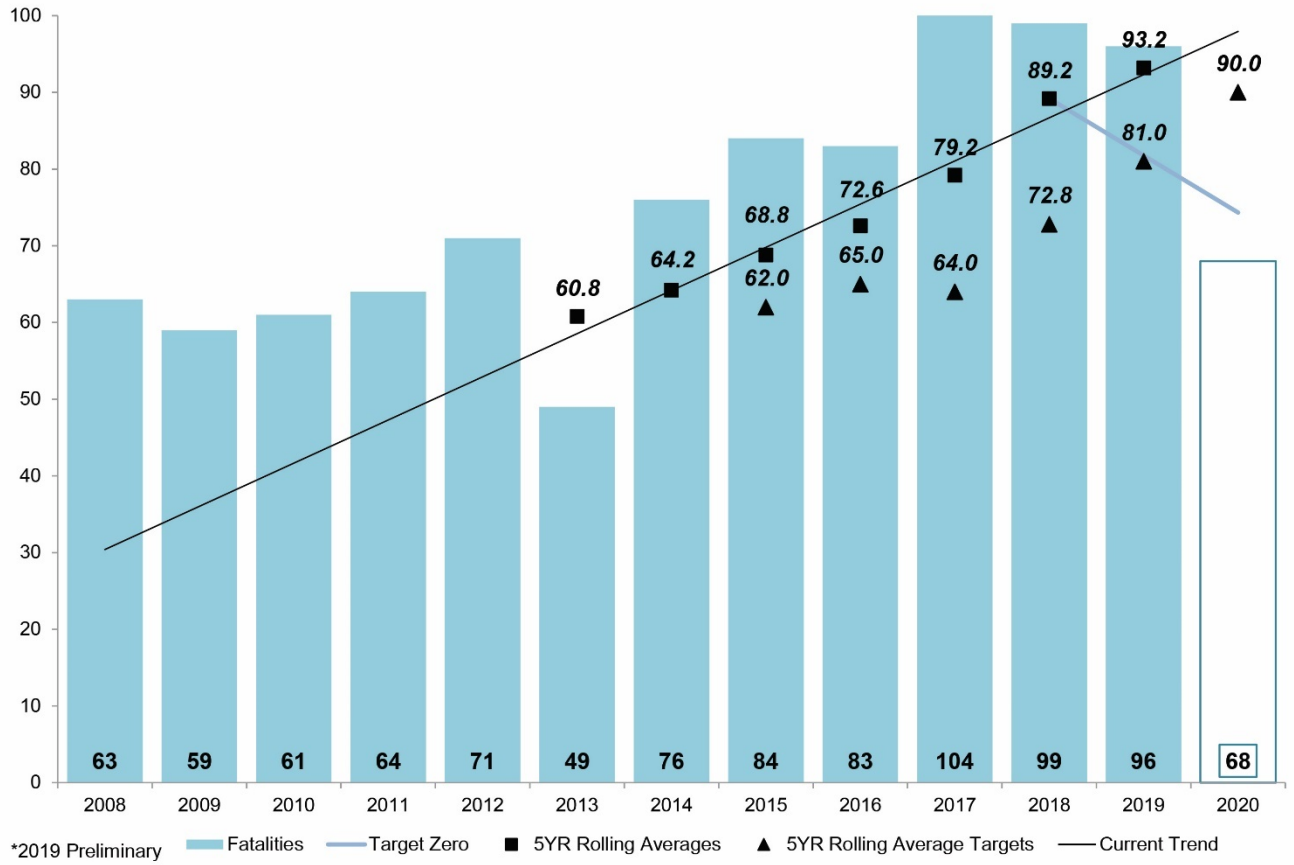
Assessment of State's Progress in Achieving Performance Targets

The C-10 2015-2019 five-year rolling average target was not met. The 2020 calendar year number required to meet the 2016-2020 target has not been exceeded. However, historical data for the months of November and December indicate this FFY 2020 performance target is NOT MET.

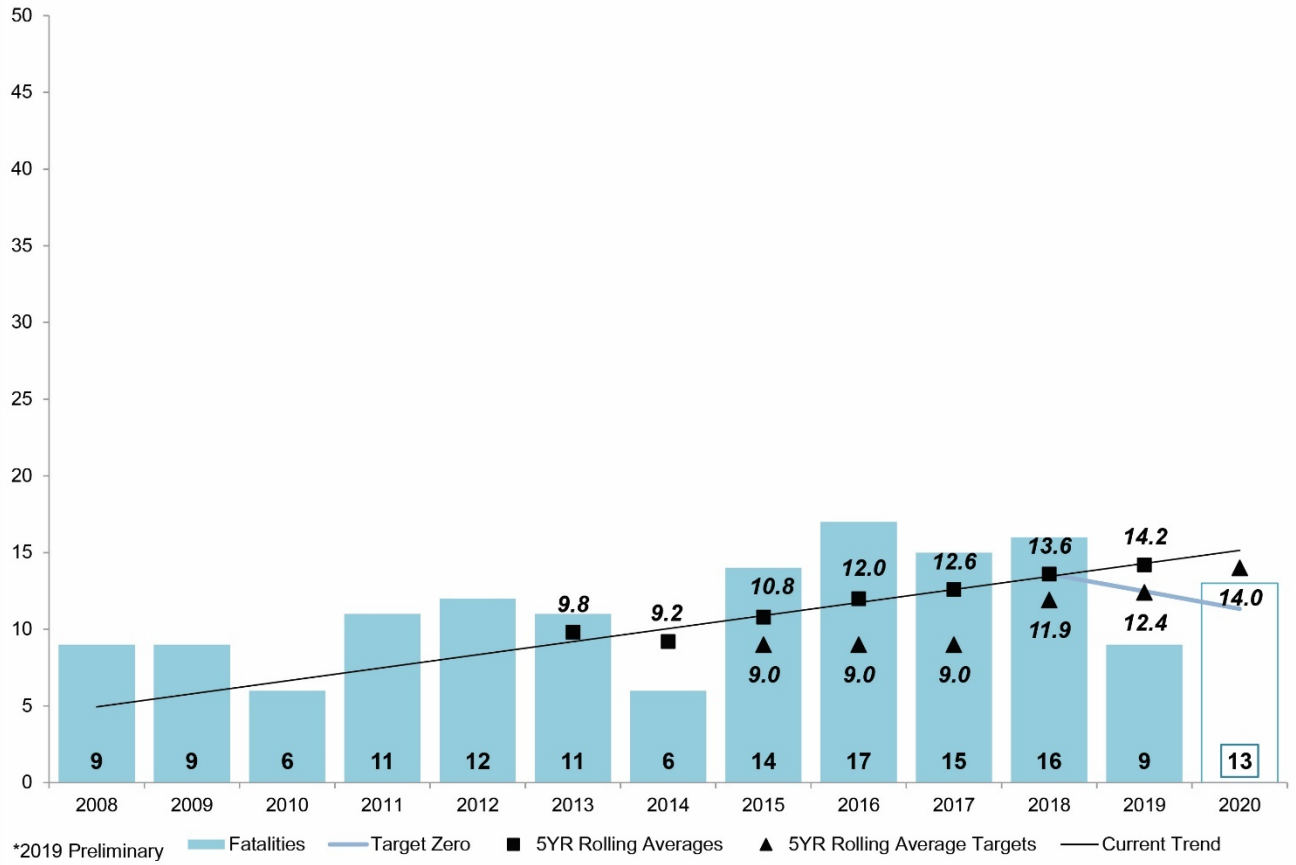
The C-11 2015-2019 five-year rolling average target was not met. The 2020 calendar year number required to meet the 2016-2020 target has not been exceeded. This performance measure remains IN PROGRESS until complete 2020 information is available.

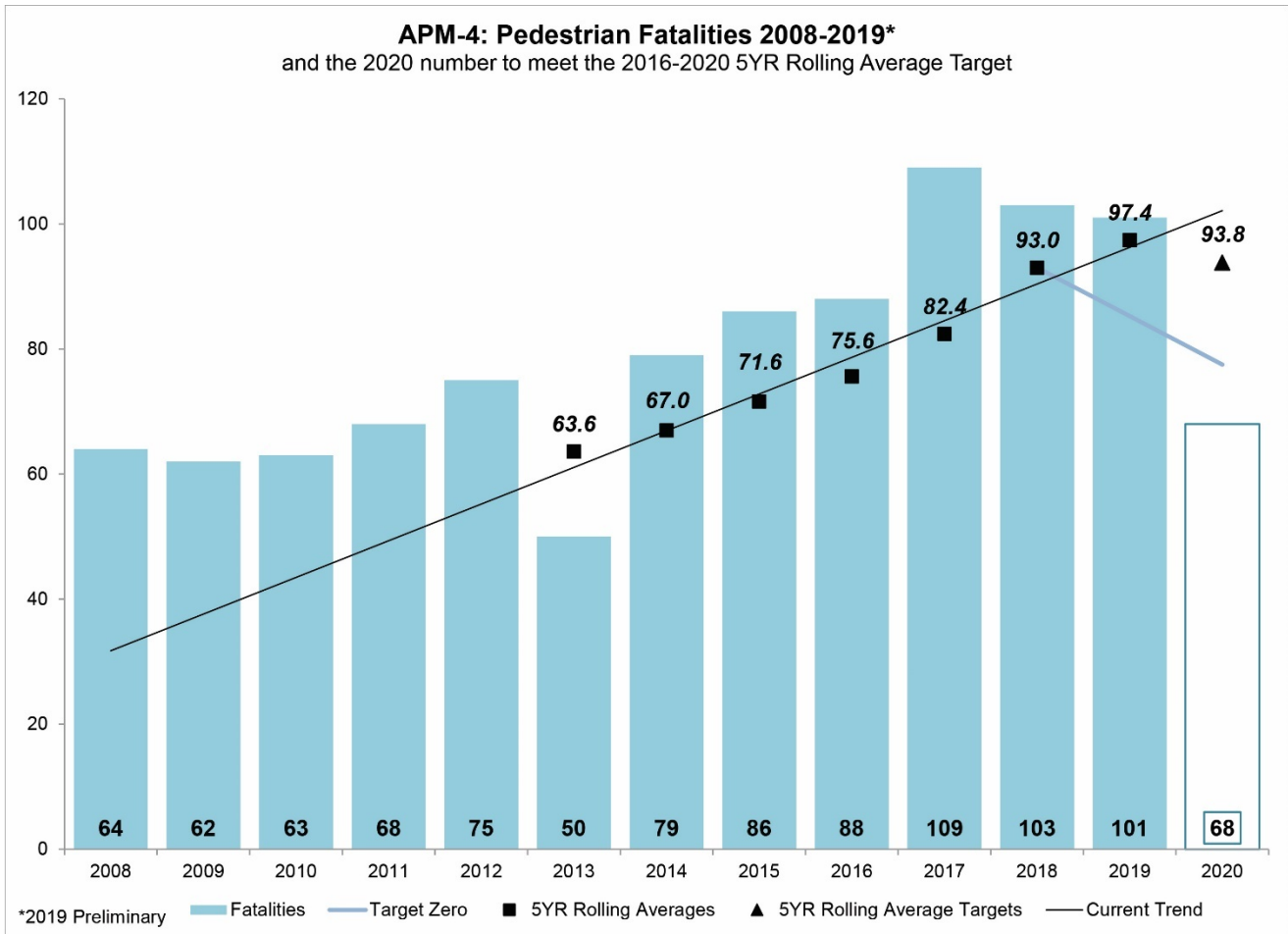
There was no target set for the APM-4 performance measure in FFY 2019. The 2020 calendar year number required to meet the 2016-2020 target has not been exceeded. However, historical data for the months of November and December indicate this FFY 2020 performance target is NOT MET.

C-10: Pedestrian Fatalities 2008-2019*
and the 2020 number to meet the 2016-2020 5YR Rolling Average Target



C-11: Bicyclist Fatalities 2008-2019*
and the 2020 number to meet the 2016-2020 5YR Rolling Average Target





Adjustments to Highway Safety Plan for not Meeting Target

The C-10 and C-11 targets need to be consistent with the SHSP target of zero fatalities and serious injuries by the year 2030. Is this an aspirational goal? Yes, undoubtedly. And on many levels, it would be easier to set a goal of reducing the number of fatalities and serious injuries by “X” amount. But that approach creates a condition where we could successfully meet our stated goal and still not affect the underlying conditions that are causing fatalities and serious injuries among walkers, bicyclists, and other rollers. Having a goal of zero forces conversations about what is needed to reach meaningful and lasting change in all four Es (enforcement, engineering, education, and emergency services) plus leadership. However, even after defining the nature and quantity of problems, it is unlikely that our currently employed efforts will be enough to alter the trajectory regarding fatalities and serious injuries for walkers, bicyclists, and other rollers.

Just as impairment is the number one contributing factor in walker-related fatalities, speed is the number one threat to anyone who is not in a vehicle in areas where there are numerous conflicts between vehicles and walkers, bicyclists, and other rollers. We know with walkers, bicyclists, and other rollers that most of the best solutions involve infrastructure and engineering changes. Some of those solutions are costly. Others are less so. In almost all cases, the focus of infrastructure changes is reducing operating speeds for vehicles on roadways. But we are not allowed to use our non-motorized funding to help support the most effective solutions.

The Washington State Legislature created the Cooper Jones Active Transportation Safety Council (ATSC) to research problems for walkers, bicyclists, and other rollers and to research and recommend possible solutions to increase safety. The ATSC prepares annual reports with

recommendations for changes to improve safety for walkers, bicyclists, and other rollers. Those recommendations include the need to do a comprehensive, statewide infrastructure inventory, the need to increase investments in areas of cities and counties where there have been historically low investments in safety infrastructure like sidewalks, and the need to increase resources to enact the numerous needed infrastructure fixes.

The work of the ATSC greatly influences the types of investments made with non-motorized funds. The ATSC annual reports are coordinated with other agencies' publications to provide a unified message about needs that exist for walkers, bicyclists, and other rollers. Through their work, the ATSC has identified a wide network of stakeholders interested in improving safety for walkers, bicyclists, and other rollers. In addition to law enforcement, stakeholders include traffic engineers and planners who are almost never invited to meetings where strategic direction about traffic safety is being discussed. One of the beliefs shared by these stakeholders is a deep commitment to Washington's SHSP goal of zero fatalities and serious injuries by the year 2030.

FFY 2020 Countermeasures and Planned Activities

Planned Activity: Community Specific Ped & Bike Safety

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
FHX20-01	Tacoma: Improving Bike & Pedestrian Safety Around Schools	Scott Waller	City of Tacoma

Description: This project supported school-based programs to encourage walking and bicycling, a walking audit to identify barriers for safe access, and the development of curriculum to promote safe walking and bicycling. The project originally included two bike camps, a Black, Indigenous, People of Color (BIPOC) youth focused bike ride, and teacher training for the pedestrian curriculum.

Results: The biggest challenge was the COVID-19 pandemic which resulted in closed schools and cancelled in-person events. The two bike camps were postponed and eventually canceled. An adjustment to the statement of work changed the focus from in-person education to development of three pedestrian videos and two bicycle videos instead.

During the fall of 2019, six PE teachers used the pedestrian curriculum created during a previous grant cycle of the project. In Spring 2020, a PE teacher helped Tacoma's Safe Routes to School (SRTS) Coordinator create virtual mini-walking and biking lessons. Some of the activities in the curriculum were also modified and added to paper take-home packets the District provided for students who did not have access to the internet. The biggest success was the completion of three youth pedestrian safety videos and two bicycle safety videos. A big part of the success was using youth who attend Tacoma Public Schools, including a child who is deaf, to star in the videos. Not only did they become "pedestrian safety experts" by the end of filming, their families and school communities were very proud of them and excitedly showed off the videos on their social media. Because the videos feature local youth and Tacoma Public Schools, the Tacoma School District is excited to help promote and use them, which makes this project a success. Once a videographer was identified through an RFP process, each of the videos went through a process of script development, development of storyboards, recruitment and training of actors, and filming and editing of the videos.

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Community Based Pedestrian & Bicycle Safety	405h	\$60,000	\$56,626

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
FHX20-01	Spokane County Pedestrian Safety Zones	Scott Waller	Spokane County Division of Engineering & Roads

Description: The purpose of this project was to continue data driven pedestrian education (media, publicity, outreach), and high visibility enforcement in the pedestrian/driver crash locations in the City of Spokane to reduce the high number of pedestrian fatal and serious injury collisions. This was the fourth and final year of funding for this community-based project.

However, once the COVID-19 pandemic arrived, the Spokane PD announced that it would not be implementing any enforcement emphasis projects for the foreseeable future due to the public health risks associated with contacts by officers with drivers and walkers. In August 2020, pedestrian emphasis patrols resumed.

Results: While law enforcement efforts were curtailed due to the COVID-19 pandemic, media work associated with this project occurred from March – September 2020. Media exposure for the Spokane Pedestrian Zone Project yielded the following results: Impressions = 13,218,198, Clicks = 10,503, Locations = 10, Added Value Impressions = 4,304,985. The Click Through Rate for the project was 1.17, substantially more than the national average of .9 for similar campaigns.

The following table contains a selection of enforcement accomplishments resulting from this project.

Hours	259	DUI Arrests	0
Total Contacts	500	Speeding Citations	23
Total Citations	395	Seat Belt Citations	10
Total Warnings	0	Cell Phone Use Citations	51

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Community Based Pedestrian & Bicycle Safety	405h	\$60,000	\$29,800

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
FHX20-01	City of Spokane Pedestrian Safety Zones	Scott Waller	City of Spokane

Description: The purpose of this project was to continue data driven pedestrian education (media, publicity, outreach), and high visibility enforcement in the pedestrian/driver crash locations in the City of Spokane to reduce the high pedestrian fatal and serious injury collisions. This was the fourth and final year of funding for this community-based project.

Results: While law enforcement efforts were curtailed due to the COVID-19 pandemic, media work associated with this project occurred from March – September 2020. Media exposure for the Spokane Pedestrian Zone Project yielded the following results: Impressions = 13,218,198, Clicks = 10,503, Locations = 10, Added Value Impressions = 4,304,985. The Click Through Rate for the project was 1.17, substantially more than the national average of .9 for similar campaigns.

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Community Based Pedestrian & Bicycle Safety	405h	\$20,000	\$20,000

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
FHX20-01	Snohomish County Pedestrian Safety Campaign	Scott Waller	Region 10 Target Zero Manager

Description: This project provided continued support for focused enforcement and public education and outreach efforts in Snohomish County surrounding walker safety.

Results: This grant was heavily affected by the pandemic. Multiple campaigns were scheduled in each city, but changes to agency enforcement protocols due to COVID-19 and civil unrest, caused most of the emphasis events to be cancelled.

Both Lynnwood Police Department and Snohomish County Sheriff's Office conducted one walker safety enforcement campaign each during the project year. One enforcement emphasis project was started and had to be paused due to COVID-19. Two others were slated to start in March and were postponed due to COVID-19. Advertising continued throughout project year using three radio stations that cover most of Snohomish County.

The following table contains a selection of enforcement accomplishments resulting from this project.

Hours	97	DUI Arrests	0
Total Contacts	550	Speeding Citations	43
Total Citations	172	Seat Belt Citations	0
Total Warnings	115	Cell Phone Use Citations	12

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Community Based Pedestrian & Bicycle Safety	405h	\$44,771	\$15,295

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
FHX20-01	Bikes on the Road	Scott Waller	Walla Walla Community Health

Description: This project was intended to support bicycle education and riding skills training to grade school students in Walla Walla County. This was the fourth and final year of funding for this project.

Results: All school districts in Walla Walla County were shut down entirely as a result of the COVID-19 pandemic. Additionally, the Walla Walla County Health Department issued guidance that severely restricted public gatherings during the summer months when most of the activities associated with this project were scheduled. As a result, the only efforts that were possible in support of this project were printing some large, vinyl bicycle and walking education signs that are presently displayed at elementary schools throughout the county.

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Community Based Pedestrian & Bicycle Safety	405h	\$11,880	\$3,325

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
FHX20-01	Tri-Cities Walker Safety Project	Scott Waller	WTSC

Description: This project supported the Region 14 Target Zero Manager in implementing a public education and outreach campaign about safety for people walking and bicycling in the Tri-Cities. The project emphasized using paid and earned media and multi-jurisdictional law enforcement agency efforts to enforce state laws regarding legal and safe street crossings for walkers and yielding to pedestrians and aggressive yellow light-running behavior for drivers.

Results: The project had four planned walker safety enforcement emphasis events. Our chosen locations had high observational counts in problem areas relating to pedestrian safety, as well as local crash data and high pedestrian traffic. Because of operational protocols restricting participation in emphasis patrols by many police departments due to COVID-19, there was limited participation from officers. Social media and newspaper ads were placed throughout the year.

The following table contains a selection of enforcement accomplishments resulting from this project.

Hours	95	DUI Arrests	0
Total Contacts	150	Speeding Citations	0
Total Citations	120	Seat Belt Citations	0
Total Warnings	0	Cell Phone Use Citations	30

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Community Based Pedestrian & Bicycle Safety	405h	\$60,000	\$49,966

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
FHX20-01	Yakama Nation Walker and Bicyclist Safety Project	Scott Waller	Yakama Nation

Description: This project was intended to allow coordination between efforts to build a walking/bicycling trail along Highway 97 and public outreach and enforcement campaigns to help drivers change their behaviors toward walkers and bicyclists.

Results: This project was significantly affected by COVID-19 as the Yakama Nation totally shut down for several months then laid off tribal staff, including police officers. There also was a significant fire that burned two tribal buildings critical to this project. The Safety Management plan, developed by the Tribal Traffic Safety Committee, was adopted by the Yakama Nation Tribal Council by resolution in Fall 2019. The Heritage Connectivity Trails was officially announced to the public. The Yakama Nation is working with WSDOT to identify possible pilot routes and frontage roads to serve as alternatives to walking along Highway 97. All Pahto school bus and transit stops are being assessed to identify pedestrian/bike/horse improvements and access. A separate committee was developed for Heritage Connectivity Trails Planning and met at least monthly during the project year. A series of tribe-specific training webinars was developed to deliver Positive Community Norms (PCN) messaging in Indian Country after a scheduled in-person Positive Community Norms Institute was cancelled due to COVID-19.

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Community Based Pedestrian & Bicycle Safety	405h	\$52,799	\$0

COMMUNITY TRAFFIC SERVICES

Problem Statement

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

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

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

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

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

Focus Populations

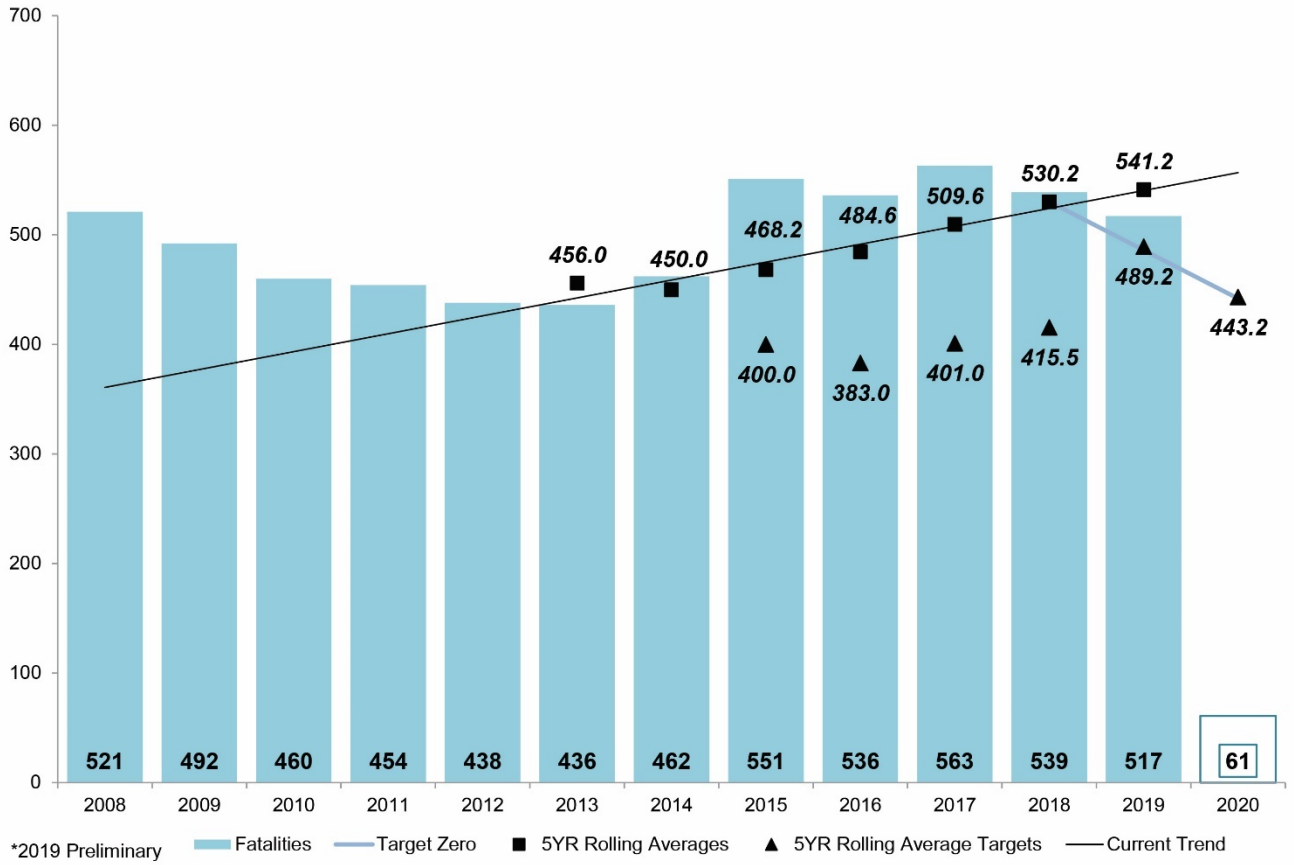
- Local leaders, local agencies, local traffic safety activists, local organizations who support or ignore traffic safety issues (or are not aware of them)
- Traffic safety professionals throughout the state
- TZMs
- Target Zero Task Force Representatives
- Law Enforcement Leadership
- Local traffic safety coalitions focus on implementing countermeasure strategies at the local level. These countermeasures are contained in other program areas, based on local needs.

Associated Performance Measures: C-1, C-2, C-3

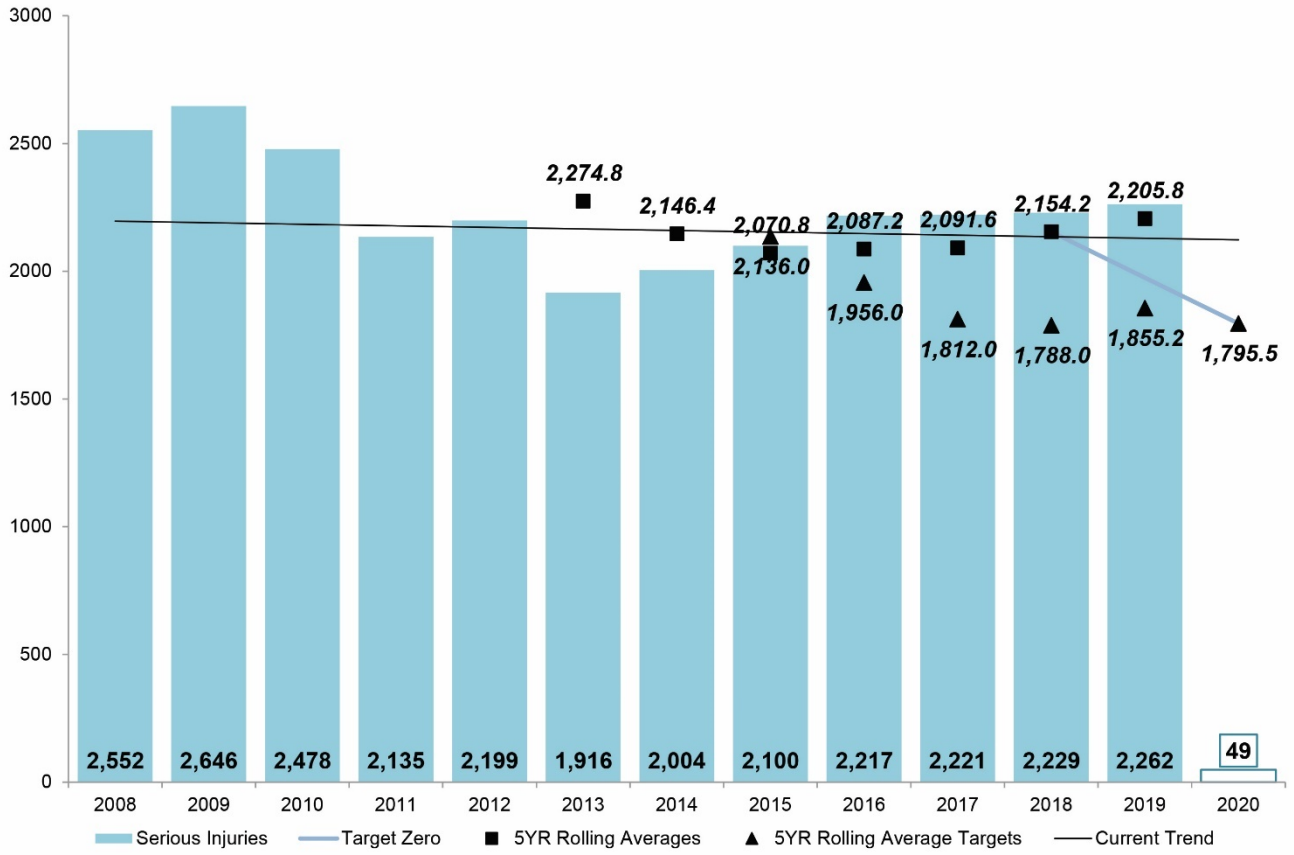
Assessment of State's Progress in Achieving Performance Targets

The C-1, C-2, and C-3 2015-2019 five-year rolling average targets were not met. The 2020 calendar year numbers required to meet the 2016-2020 targets have been exceeded. The FFY 2020 performance targets are NOT MET.

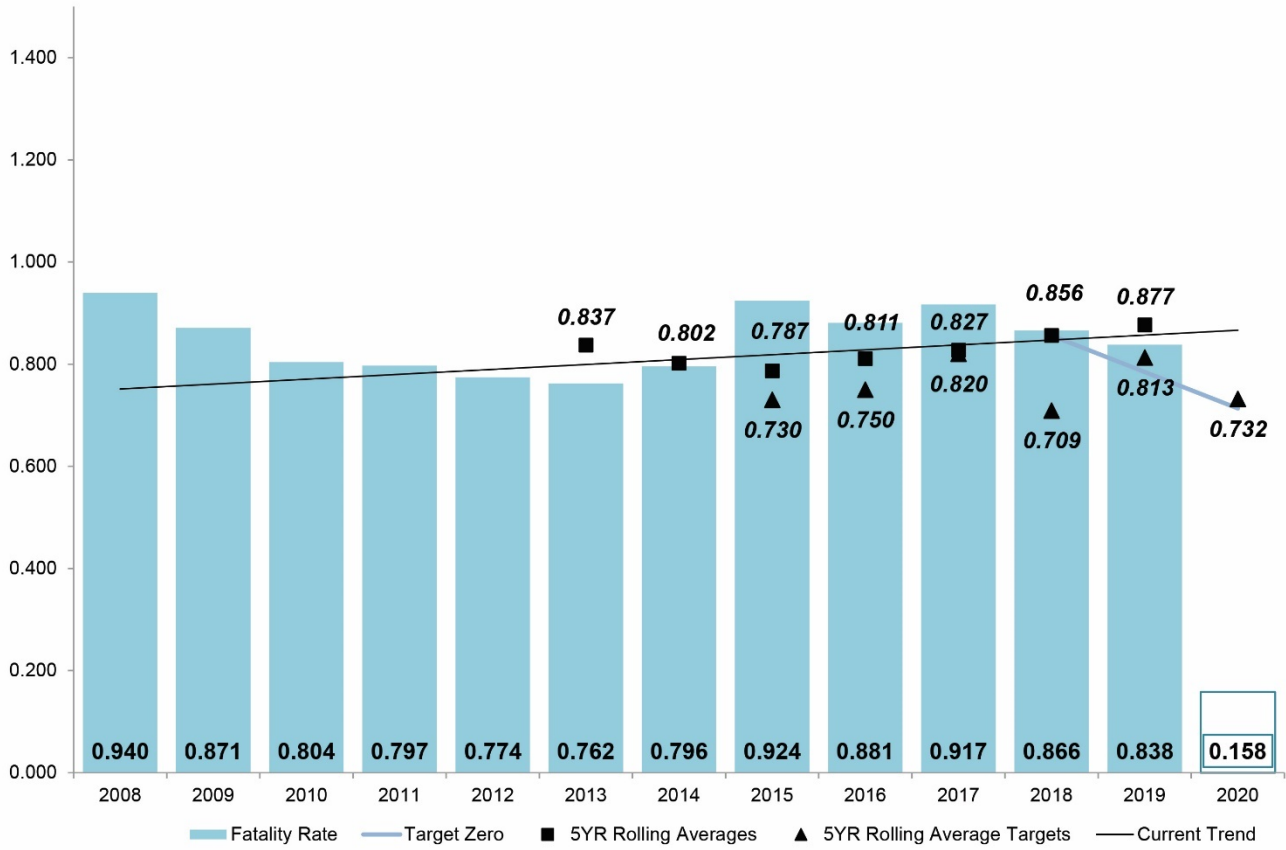
C-1: Traffic Fatalities 2008-2019*
and the 2020 number to meet the 2016-2020 5YR Rolling Average Target



C-2: Serious Traffic Injuries 2008-2019
and the 2020 number to meet the 2016-2020 5YR Rolling Average Target



C-3: Traffic Fatality Rate 2008-2018
 and the 2019/2020 rates to meet the 2016-2020 5YR Rolling Average Target



FFY 2020 Countermeasures and Planned Activities

Planned Activity: Rural Traffic Safety Enforcement and Education

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
CP20-11	Rural Traffic Safety Planning	Jerry Noviello	WTSC
<p>Description: The intent of this project was to provide WTSC with information needed to support rural communities throughout the state. We intended to create a team of partners that would travel throughout the state and discuss traffic safety issues with local leaders to learn how the agency can better support their efforts to save lives and make traffic safety a priority.</p> <p>Results: This project was not conducted as originally planned. The planned activity was not implemented due to re-directing priorities after further assessment of the project and COVID impacts.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Community Traffic Services	402	\$10,000	\$0

Planned Activity: Local Program Implementation

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
CP20-03	Target Zero Manager Support	Manny Gonzalez	WTSC
<p>Description: WTSC currently maintains a network of 17 regional traffic safety coordinators. Each TZM led a task force that is ideally composed of engineering, enforcement, education, and emergency medical services representatives, as well as other community agencies and organizations with an interest in traffic safety. The TZMs and their task forces coordinate local traffic safety efforts and resources by tracking data, trends, and issues from a regional perspective. They developed and coordinated a variety of traffic safety programs, services, and public outreach efforts throughout their communities by working with local partners through their task force.</p> <p>Results: Each TZM maintained and expanded a county or region-based traffic safety task force. These task forces met at least on a quarterly basis throughout the year, reviewing traffic safety issues in their region that resulted in the development of strategic plans that linked enforcement with community outreach and project coordination for state and federal resources.</p> <p>TZMs were instrumental in helping WTSC document the impacts of the COVID-19 pandemic on law enforcement efforts. All TZMs supported traffic safety enforcement and outreach efforts for national HVE impaired driving mobilizations in December 2019 and August-September 2020. The national distracted driving campaign scheduled for April 2020 was postponed due to COVID-19. The national "Click It or Ticket" HVE campaign scheduled for May 2020 was also postponed for the same reason. See the individual WEMS files for each TZM for a complete description of their individual accomplishments.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Community Traffic Services	402	\$495,000	\$386,226

<u>Fed Project #</u> PT20-09	<u>Project Title</u> Grant County Traffic Safety Team	<u>Program Manager</u> Erika Mascorro	<u>Sub-Recipient</u> Grant County Sheriff's Office
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Description: The Traffic Safety Team (TST) Pilot project provided funds for the activities of three deputies solely devoted to traffic enforcement. FFY 2020 was the second year of the pilot. The TST was tasked with conducting enforcement and education of risky driving behaviors to reduce the number of fatal and serious injury crashes in Grant County.

Results: The year began with the challenge of addressing incomplete deliverables from year one of the pilot. One of these deliverables was a communication/outreach plan. In year two, the plan was to be developed by the region's TZM, only they pulled out of the project before the deliverable was completed. WTSC called for a corrective action meeting to determine how the deliverables were going to be completed. The meeting generally had a positive outcome resulting in better communication between the agencies, better reporting, and support from a communications firm to complete the outreach deliverables.

The COVID-19 pandemic hindered the project's progress in enforcement and outreach goals, however, the lull created by the state "Stay Home, Stay Healthy" order was used to work with the communication consultant to produce a communication/outreach plan and toolkit working directly with the TST.

The monthly reports have increasingly improved this year. These reports reflect successes and challenges in enforcement through the COVID-19 pandemic, as well as social distancing communication with the community through social media, the county safety newsletter, and virtual connection with partners. Lastly, the TST is effectively used the electronic variable message sign to alert drivers of patrols in high-risk areas through the county.

The enforcement data below reflects the efforts of three full-time traffic deputies.

Hours	Full-time	DUI Arrests	56
Total Contacts	3,871	Speeding Citations	2,564
Total Citations	3,657	Seat Belt Citations	33
Total Warnings	1,210	Cell Phone Use Citations	35

<u>Countermeasure</u> Community Traffic Services	<u>Fund Source</u> 402	<u>Amount Approved</u> \$261,000	<u>Amount Expended</u> \$262,300
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Planned Activity: Law Enforcement Support

<u>Fed Project #</u> PT20-06	<u>Project Title</u> Statewide and Local Law Enforcement Liaison Program	<u>Program Manager</u> Edica Esqueda	<u>Sub-Recipient</u> WTSC
<p>Description: The local law enforcement liaison (LEL) and statewide LEL projects aim to encourage officers and leaders to support the WTSC SHSP. LELs assisted TZMs with region activities and served as links with the WTSC and the local law enforcement community. The statewide LEL program coordinated information, training, and other assigned WTSC projects with local LELs. The statewide LEL lent expertise to WTSC and partners on enforcement trends, technical assistance to statewide law enforcement database enhancements, and a wealth of other projects.</p> <p>Results: In 2019, this grant supported the activities of 21 LELs assisting 17 TZMs across Washington. While working in partnership with the TZMs, the LELs coordinated HVE briefings for seat belt, DUI, distracted driving, flex, and other traffic safety activities. LELs served as a communication link to local law enforcement for emerging training and assisted in activities like local Ford Driving Skills for Life events, and National Night Out parties. LELs assisted TZMs in identifying ‘Top Performers’ during statewide HVE mobilizations, and actively engaged in the traffic enforcement assessment report conducted by the statewide LEL.</p> <p>The statewide LEL assisted with several projects this year to include the DRE change project, WTSC motorcycle campaign, phlebotomy pilot projects, and the Grant County Traffic Safety Project. They also provided expertise on the SECTOR DUI arrest forms and provided a checklist to local LELs to aid in officer investigations of distracted driving crashes. Their work also included coordinating the first 4/20 HVE campaign and refined the law enforcement “Top Performer” recognition program. They presented and conducted webinars about emerging WTSC programming and enforcement trends.</p>			
<u>Countermeasure</u> Community Traffic Services	<u>Fund Source</u> 402	<u>Amount Approved</u> \$162,000	<u>Amount Expended</u> \$90,700
<u>Fed Project #</u> PT20-07	<u>Project Title</u> WASPC	<u>Program Manager</u> Debi Besser	<u>Sub-Recipient</u> Washington Association of Sheriffs and Police Chiefs
<p>Description: The project supported law enforcement agencies’ ability to more fully participate in HVE patrols and address impairment and speed in their jurisdictions. WASPC coordinated and managed the grant announcement and applications for funding. The WASPC traffic safety committee made the award decisions with a focus on a strong problem ID and proof of participation in statewide traffic initiatives and/or a strong focus on traffic safety.</p> <p>Results: More than \$267,000 was awarded to support 64 local law enforcement agencies in their enforcement of impaired, speeding, and distracted driving laws, with an average award of \$3,300. These awards allowed them to more effectively address speeding, identify impaired drivers, and efficiently issue tickets so they could get back to making the roads safer. Although the enforcement activities statewide were severely affected by the COVID-19 “Stay Home, Stay Healthy” order, with the support of this grant we only saw</p>			

total citations issued by the participating law enforcement agencies decrease by an average of 4 percent.

In an effort to reduce traffic related fatalities and serious injuries, the following were items purchased to support the reduction of speeding and impaired driving.

LIDARs	25
Radars	89
Handheld Radars	13
FSTs	52
SECTOR Scanners	57
SECTOR Printers	75
TOTAL	311

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Community Traffic Services	402	\$300,000	\$256,817

COMMUNICATIONS

Problem Statement

The past three years have seen total traffic crashes decrease from 563 deaths in 2017, 539 in 2018 and 524 in 2019.

In the past five years (2015 to 2019), 2,526 people died on Washington roads.

- Sixty percent of the deaths occurred in just six counties: King (532), Pierce (318), Snohomish (218), Yakima (168), Spokane (163), and Clark (132).
- Fifty percent of the people killed were drivers, 19 percent were pedestrians, and 18 percent were vehicle passengers, and 16 percent were motorcyclists.
- Of the 1,428 vehicle occupants with known restraint use, over 60 percent were wearing seat belts or secured in child restraints at the time of the crash.
- Seventy percent of those who died were men. People between ages 21-25 were the most frequent age group killed.
- Driver behavior is a causing factor in 94 percent of all traffic deaths.

Focus Populations

Vulnerable Road Users

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

Risky Drivers

For many years, the communications program has focused high-visibility enforcement campaign communication efforts on those drivers at most risk of driving impaired or distracted and those who don't buckle up. These communication campaigns are coupled with extra enforcement by over 150 law enforcement agencies using the high-visibility enforcement method. The communication targets the populations identified within these risky behavior programs. Participation in three of these campaigns—Holiday DUI, Click it or Ticket, and Labor Day DUI—meet our statewide high-visibility enforcement campaign requirements as mandated by the NHTSA. An additional statewide campaign focuses on distracted drivers. Descriptions of these focus populations can be found within the impaired driving program, the distracted driving program, and the occupant protection program.

Safe Road Users

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

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

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

Traffic Safety Partners and Stakeholders

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

FFY 2020 Countermeasures and Planned Activities

Planned Activity: Conduct Positive Traffic Safety Culture Projects

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
FDL*CP20-01	Proactive Traffic Safety Culture Change	Shelly Baldwin	WTSC
<p>Description: The Proactive Traffic Safety Culture Change project continued WTSC's positive traffic safety culture work.</p> <p>Results: Working with a contract with the Center for Health and Safety Culture this effort included three efforts:</p> <ul style="list-style-type: none"> • The contractor analyzed and provided recommendations on the survey of parents about their attitudes and beliefs about teaching their children to drive. • The contractor worked to develop WTSC program manager training by reviewing program plans and developing a customized design to enhance program managers' understanding of the theory of change and logic models when design programs. This training and monthly program manager support will start in December 2020. • The final effort included providing Traffic Safety Culture training at the 2020 Traffic Safety Conference. This conference was canceled due to the State's COVID-19 restrictions on gathering, so this training will be conducted in FFY 2021 as webinars. 			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Growing Positive Traffic Safety Culture	405d	\$120,000	\$34,321

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
FDL*CP20-03	Positive Community Norms	Scott Waller	WTSC
<p>Description: The primary purposes of this project were to:</p> <ul style="list-style-type: none"> • Provide regular updates to online training content. • Review 2019 statewide traffic safety survey results to identify possible PCN messaging opportunities. • Develop and implement two-and-a-half-day Positive Community Norms Institute training in March 2020 for a minimum of 30 participants. • Provide technical assistance to a minimum of five Target Zero Managers to assist them in helping schools in their regions successfully implement PCN communication as part of their State Farm Grant participation. <p>Results: Content has been posted regularly to the Mighty Networks online community. Individual conversations were held with each of the TZMs, and a message "micro training" and template was sent out to each of the 13 active TZMs in August and September. Five of the 13 active TZMs (38 percent) indicated that they had implemented the PCN message in August. However, 10 of the 13 active TZMs (77 percent) reported using the template messages provided in September in press releases and social media postings. One TZM planned to use the templated message in the following few weeks, which would bring the total to 84 percent. A robust curriculum of PCN training videos and tools were created and posted to the Washington State Online PCN Learning Network (visit https://wtsc.montanainstitute.com/all-courses).</p>			

A two-and-a-half-day Positive Community Norms Institute training was held in Olympia, Washington in March 2020. Seventy people attended all or part of this multi-day, interactive event led by Dr. Jeff Linkenbach and Dr. Jason Kilmer, who were joined by Dr. Brittney Hultgren of the University of Washington. The team reviewed the results of the 2019 Positive Traffic Safety Culture Survey that were implemented by WTSC contractor C+C and provided guidance to WTSC on its potential uses for PCN messaging. Two PCN project templates were designed and distributed to the TZMs to make it easier for them to get PCN messages out in their communities.

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Growing Positive Traffic Safety Culture	405d	\$91,940	\$91,940

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
FDL*CP20-05	Positive Community Norms	Shelly Baldwin	WTSC

Description: The funding in this internal grant was intended to support TZMs in their work using Proactive Traffic Safety Culture strategies in the field by growing their competence and confidence in using various methods needed for successful implementation.

Results: WTSC provided a webinar to discuss the results of the Target Zero proactive traffic safety survey conducted by C+C. This survey provided TZMs with local data to use in their positive traffic safety culture projects. WTSC hired TransitLabs to work one-on-one with TZMs on positive traffic safety culture projects. TransitLabs's first step was to conduct a survey of TZMs to gauge training and support needs. This information was used to create a customized approach. Starting in August, TransitLabs created monthly proactive traffic safety project templates for TZMs to create social media posts, videos, letters to the editors, and media stories. Each month TransitLabs introduced a new proactive traffic safety value and focus areas. Lastly, WTSC purchased specific tools (such as camera frames, portable lights, microphones and gimbals) for TZMs to improve their ability to take proactive traffic safety culture videos.

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Growing Positive Traffic Safety Culture	405d	\$60,000	\$28,544

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
FDL*CP20-06 F24*CP20-02	Umbrella Campaign	Shelly Baldwin	WTSC

Description: WTSC developed an over-arching concept for a proactive traffic safety campaign based on research conducted by the Center for Health and Safety Culture. This project tested campaign concepts developed last year with focus groups in English and Spanish to determine the most effective concept for our main audiences.

Results: The Traffic Safety Culture Media Campaign Development project successfully moved through stages of testing messaging through final roll out of the new brand logo: TOGETHER WE GET THERE and the Spanish equivalent, "JUNTOS POR UN CAMINO MÁS SEGURO". Testing showed the proactive traffic safety brand provoked emotions of excited, hopeful,

enthusiastic, optimistic, proud, and content while more traditional traffic safety campaigns made focus group participants feel insecure, anxious, nervous, dread, and horror. This distinction matters. We know that fear tactics unintentionally cause the audience to engage in psychological reactance (fight) or ignore the message (flight). The focus on the negative outcomes of traffic crashes may also make deadly crashes seem inevitable and part of the norm in Washington. This year's work on the proactive traffic safety campaign has aligned the project towards our goals that the audience will think, "Most of us in Washington engage in safe road user behaviors," and feel good about themselves for making safe choices. The resulting campaign should increase the number of people who say they engage in, share, support, model, and advocate for proactive traffic safety behaviors.

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Growing Positive Traffic Safety Culture	405d 405d 24/7	\$100,000 \$33,500	\$24,613 \$33,500

Planned Activity: Conduct Education: TS Program Support

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
F24*CP20-01	Website Maintenance and Support	Erica Stineman	WTSC

Description: This grant provided funding for maintenance and support of the four websites maintained by WTSC.

Results: During FFY 2020, website maintenance and support work included all updates or content creation completed by our contractor, PathForward Communications. The TargetZero.com website was previously managed by WSDOT but was transferred to WTSC's communications team to maintain. This included a change in hosting as well as an updated look to the site and navigation.

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Social & News Media	405d 24/7	\$50,000	\$14,178

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
FDL*CP20-02	News Media, Creative	Erica Stineman	WTSC

Description: This grant was used to pay for various subscription-based tools to support communications initiatives and other WTSC program areas, print jobs, and purchasing stock images to use for numerous communications items such as web pages, in-house graphic design work, and informational documents. This project also funded the development of new creative assets (TV, radio, web, etc.) for use during paid media and educational campaigns.

Results: In addition to subscription services and materials, this grant funded news media outreach and publicity during statewide DUI, distracted, seat belt, and motorcycle HVE campaigns. A portion of this grant paid for the development of new creative assets including a radio PSA for the Summer DUI campaign with messaging about keeping our communities safe during the COVID-19 pandemic.

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Social & News Media	405d	\$300,000	\$71,929

<u>Fed Project #</u> F24*PM20-01	<u>Project Title</u> Facebook Boosted Ads	<u>Program Manager</u> Erica Stineman	<u>Sub-Recipient</u> WTSC
<p>Description: This grant was used to pay for Facebook ads that were not part of previously planned media campaigns.</p> <p>Results: During the 2019 legislative session, the child passenger safety law in Washington was updated, making significant changes to the previous law. The new law went into effect on January 1, 2020. This funding was used to place ads on Facebook targeting all parents in Washington with children 13 and younger to educate them on the new law. The ads ran from November 2019 through January 2020 and had 593,440 impressions. The ads brought over 34,000 unique visitors to the informational website at http://wacarseats.com.</p>			
<u>Countermeasure</u> Social & News Media	<u>Fund Source</u> 405d	<u>Amount Approved</u> \$10,000	<u>Amount Expended</u> \$6,644

PROGRAM COORDINATION & DEVELOPMENT

Problem Statement

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

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

FFY 2020 Countermeasures and Planned Activities

Planned Activity: Program Coordination

<u>Fed Project #</u> AL20-01, CP20-01, DD20-01, MC20-01, OP20-01, PS20-01, PT20-01, SE20-01, TR20-01	<u>Project Title</u> Program Coordination	<u>Program Manager</u> Wade Alonzo	<u>Sub-Recipient</u> WTSC
<p>Description: The purpose of this project was to support technical coordination of Washington’s various traffic safety programs, including Impaired Driving, Distracted Driving, Motorcycle Safety, Occupant Protection, Speeding, Traffic Records, Pedestrian Safety, Police Traffic Services, and Community Safety.</p> <p>Results: The WTSC provided staff to perform the professional and program functions for all activities related to various traffic safety program coordination as outlined in Washington’s HSP, and in accordance with the SHSP. This program coordination was essential to ensuring that all traffic safety projects authorized for the year were appropriately planned, executed, monitored, and closed. WTSC used the WEMS grant management system to manage all projects. A full account of each project may be found in WEMS.</p>			
<u>Countermeasure</u> N/A	<u>Fund Source</u> 402	<u>Amount Approved</u> \$1,797,893	<u>Amount Expended</u> \$1,511,978

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
PA20-01	Planning & Administration	Pam Pannkuk	WTSC
<p>Description: This project was a grant issued by WTSC to assign federal traffic safety funds to advance goals of the SHSP, Target Zero, specifically for Planning and Administration. The project provided staff and applicable services for the performance of the professional and technical functions outlined in Washington’s HSP, in accordance with the SHSP, and to ensure that that all Traffic Safety projects were appropriately planned, executed, monitored, and closed.</p> <p>Results: This project funded the federal share of costs to support WTSC employees as planned. Technical coordination of Washington’s various traffic safety programs included Impaired Driving, Distracted Driving, Motorcycle Safety, Occupant Protection, Speeding, Traffic Records, Pedestrian Safety, Police Traffic Services, and Community Traffic Safety. The technical coordination funding ensured all authorized traffic safety projects for the year were appropriately planned, executed, monitored, and closed. No delays, issues, or problems were identified in the management of this project. COVID-19 related delays were identified within the specific grant and program efforts.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
N/A	402	\$649,222	\$612,560

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
TR20-02	RADD	Staci Hoff	WTSC
<p>Description: The RADD provides data and support for all traffic safety partners. These grant funds were used to purchase statistics analysis software and scholarly resources on an as-needed basis throughout the year. RADD oversees survey research efforts for the statewide seat belt observation survey as required by NHTSA, the statewide cell phone use observation survey, and the traffic safety module on the statewide BRFSS.</p> <p>Results: RADD completed all planned analysis and reports, including submitting the results of the 2019 seat belt observation survey to NHTSA three months early. The 2019 seat belt and distracted driver observation survey results are available here: https://wtsc.wa.gov/research-data/traffic-safety-reports/. RADD and its contractor were able to conduct the 2020 seat belt and distracted driving observation surveys while many other states opted out. Not only did this create jobs in a time of need, but the results will also be used to determine if there were any immediate and lasting effects from COVID-19 on these behaviors. Public data requests continue to decline and only nine requests needed additional analysis to answer. All other requests were met with existing reports and or/dashboards. WTSC published its fourth and final data dashboard in Tableau - Target Zero Performance Measures. All dashboard information will be migrated/reproduced in MS PowerBI due to licensing changes.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Research and Data	402	\$226,000	\$176,931

Planned Activity: Conduct Research

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
TR20-04	DRE and Adjudication Outcomes Research	Staci Hoff	Washington State University Department of Criminal Justice & Criminology
<p>Description: This multi-year research project is addressing the effectiveness of the DRE program in the DUI adjudication process. The study is utilizing qualitative interviews with key experts in the DRE program and involved in DUI adjudication and quantitative analysis of DUI adjudication outcomes among a sample of DUI arrests in Spokane County. This research project will result in two reports of findings, one for the qualitative interviews and one summarizing the quantitative results. Both reports will include actionable recommendations and executive summaries of findings for addressing findings from the IACP DRE program evaluation conducted in 2019.</p> <p>Results: Through this year of the project, the Washington State University research staff have learned a considerable amount about the role of DREs in the adjudication process. These insights were expanded and elaborated upon in the qualitative data collection and analysis process. Regarding qualitative data, we were able to secure more interviews than anticipated, including with harder to reach populations (private defense attorneys). The broad success of this data collection effort produced substantial data regarding perceptions of DREs and DRE evidence, as well as experiences of DREs and those who work with or against DREs in the legal process. This work establishes a strong foundation for the ongoing quantitative work. Though the quantitative analysis cannot address the qualitative results directly, the qualitative results provide strong context for understanding patterns of effectiveness and ineffectiveness for the DRE program in DUI case outcomes.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Research and Data	402	\$82,048	\$47,713

Planned Activity: Activity – Emerging Projects

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
CP20-02	Emerging Projects	Pam Pannkuk	WTSC
<p>Description: The purpose of this grant was to help WTSC support requests for project funding received outside of the annual grant process.</p> <p>Results: In FFY 2020, one emerging grant was approved: WEMS project 2020-Sub-grants-3951-Reardan Speed Reduction Grant. The town of Reardan is located at a crossroads of highways and busy state routes in Eastern Washington that has made speed-related problems a major issue. This grant helped fund reserve officer time and a portable digital speed display. The reserve officer's time was dedicated to enforcing speed limits. This freed up the only other paid officer to respond to other priority calls in the jurisdiction. The portable digital speed display signs supported the officer's efforts by educating the public in making them visually aware of their speed. In addition, data collected from the technology was used to identify priority time frames for future enforcement efforts. The proposed portable digital speed feedback display signs were not automated traffic enforcement systems. According to the grantee, speeding through the community of Reardan has drastically decreased. At night speed</p>			

signs really stand out, due to their high visibility. For complete results, see the WEMS file for 2020-Sub-grants-3951-Reardan Speed Reduction Grant.

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Funding Emerging Traffic Safety Projects	402	\$50,000	\$9,325

Planned Activity: WEMS

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
FDL*CP20-07	WTSC BPM System Development (WEMS, etc.)	Pam Pannkuk	WTSC
<p>Description: The WTSC Enterprise Management System (WEMS) is a comprehensive grant management system used by the WTSC to manage all aspects of the traffic safety grants including soliciting and receiving grant proposals, tracking reviews and approvals, awards, contract development, risk analysis, monitoring, invoicing, and grant close out. It is used by all WTSC grantees. The countermeasure focuses on providing funding for system improvements, support for staff training, and system maintenance.</p> <p>The purpose of the project was to further the development of WEMS and fund enhancements to meet customer needs. In addition to general user enhancements, we also intended to implement a tool to automate the collection and aggregation of officer activity logs.</p> <p>Results: During FFY 2020, we continued to utilize the WEMS system to provide management and complete record keeping for all our federal sub-grants. This included continuous system performance monitoring, process flow improvement, troubleshooting of technical issues, and user support. We made significant enhancements to the functionality of WEMS, including the statewide launch of activity logs to capture officer enforcement activity, such as tickets, arrests and detailed DUI information. Capturing all this information electronically provides almost real-time reporting of results and advanced analysis, while minimizing administrative work for the TZMs. We had a penetration test conducted and adjusted system settings and processes to improve security. We made enhancements to various screens and modules to adjust for evolving business processes such as the FFY 2021 grant selection process, and emerging issues such as COVID-19. We also implemented a new Agile project management approach to gathering, prioritizing, and addressing enhancements.</p> <p>We maintained records of all our 192 FFY 2020 federal sub-grants in WEMS, from proposal to evaluation, approval process to contract execution, invoices to progress reports to site visits, with notes added to any record as needed. The reduction in the number of projects (from 400+ in FFY 2019) is a result of consolidation of HVE grants from individual agency grants into regional grants.</p> <p>Successes of the project included: The activity log functionality was well received by users and has been very useful in providing near real-time data for use with media inquiries. It also provides more transparency and accountability for officers and the invoicing of officer overtime, while reducing manual administrative work for TZMs. Being able to adjust our systems to a new grant selection processes allowed us to streamline administrative work and improve our outcomes. When the COVID-19 pandemic hit, we were able to quickly and easily gather information on the impacts from our grantees.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>

Grant Management System Maintenance & Improvements	405d	\$100,000	\$71,353
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Planned Activity: Traffic Safety Conference

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
FDL*CP20-08	Traffic Safety Conference	Wade Alonzo	WTSC
<p>Description: This project was intended to support WTSC's efforts at executing the 2020 Washington Traffic Safety Conference. The conference was also intended to pull together over 400 stakeholders from a myriad of partnering organizations from across the state to support the strengthening of the traffic safety network through education seminars and high levels of attendee interaction to build working relationships and technical expertise.</p> <p>Results: This project was not pursued in 2020 due to the impacts of the COVID-19 pandemic. WTSC had signed a large contract with the Davenport Grand Hotel in Spokane, Washington, for the conference. WTSC made the decision in May, once it was clear that the conference could not proceed due to the restrictions placed on large gatherings, to postpone the conference until summer of 2021. In October 2020, WTSC made the decision to cancel the conference due to the ongoing uncertainty caused by the COVID-19 pandemic. WTSC negotiated with the Davenport Hotel an alternative agreement wherein WTSC maintains a gathering at the hotel in the summer of 2021 but for a different set of meetings at a much-reduced level of attendance. One aspect of the project was successful and that was the development of a webinar and presentation support tools for conference presenters. The tools and instructional webinar were carried out by C+C, a communications contractor of the WTSC. The purpose was to help presenters create the most engaging and effective presentations possible to increase the quality of the conference. A recording of the webinar and the PowerPoint example presentation can be found on the WTSC website here: https://www.wtscpartners.com/presenters-materials.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Traffic Safety Program Support - Leadership	405d	\$150,000	\$14,410

TRIBAL TRAFFIC SAFETY

Problem Statement

From 2015 to 2017, 89 American Indians and Alaskan Natives (AIANs) died in traffic crashes in Washington State, including both reservation and non-reservation roadways. Using data from 2008 to 2017, which represents 257 AIAN traffic deaths, the AIAN traffic fatality rate is 28.5 deaths per 100,000 people in the population. This rate is more than four times higher than the next highest death rate. The AIAN fatality and serious injury rates increased across most priority areas.

In addition to calculating death rates based on race/ethnicity, the tribal traffic safety community and partners also analyzed fatal and serious crash events occurring on reservations. From 2015 to 2017:

- There were 99 fatalities occurring on reservations, a 50 percent increase from 66 in 2014-2016. Of the 99 fatalities, 44 of them (44 percent) were AIAN deaths.
- There were 183 serious injuries on reservation roads, representing an increase of 6.4 percent. Since race/ethnicity information is gathered from death certificates, it is unknown how many of the serious injuries were AIANs.
- Most notably, the number of pedestrians or bicyclists killed on reservation lands increased from five during the years 2012-2014 to 23 during the years 2015-2017—a 360 percent increase.
- Pedestrians or bicyclists seriously injured on reservation lands increased 85.7 percent.
- Several seat belt surveys conducted on reservations show that AIANs in Washington tend to use seat belts 10-30 percent less than the statewide average for seat belt use. Meanwhile, 42 percent of fatality crashes on reservations involve AIAN individuals not wearing seat belts—significantly higher than the state’s 26 percent.
- Eighty-three percent of the fatal crashes and 79 percent of serious injury crashes within five miles of a reservation reported between October 2012-September 2016 occurred at speeds faster than 35 mph. This means that speeding is a norm on reservations even though most reservations do not have many roads with posted speed limits of 35 mph or higher.

FFY 2020 Countermeasures and Planned Activities

Planned Activity: Develop & Enhance TTS Leadership

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
CP20-10	Tribal Traffic Safety Coordinators	Scott Waller	WTSC
<p>Description: The primary purpose of this project was to collect and analyze traffic safety-related data, organize and coordinate Tribal Traffic Safety Committee meetings, increase community awareness about traffic safety-related data, priorities, and public safety concerns, and develop support for use of statewide law enforcement data system by tribal law enforcement.</p> <p>Results: The Colville Tribe maintained a person in the Tribal Traffic Safety Coordinator (TTSC) position to perform these functions for the tribe. The TTSC worked with the tribe’s child passenger safety technician to create a "how to" video on car seat installation. They</p>			

also created a video about Move Over or Get Pulled Over to educate the public about emergency responder safety. They also participated in “Drive Sober or Get Pulled Over” campaign during Labor Day weekend. The TTSC developed data share agreements with the Okanogan County Sheriff’s Department, Ferry County EMS District 1, Tribal PD, and Tribal EMS.

The Yakama Nation TTSC distributed approximately 500 dual language Sahaptin/English posters that were posted to Facebook, Twitter, Instagram, and billboards at Yakama Nation Networks Yakama Nation Land Enterprise, Yakama Nation Info. The Yakama Nation received a \$500,000 USDOT Data Analysis Tools for Roadway Safety grant. University of Washington STAR Lab was the co-applicant. The TTSC was recognized as a WSDOT “Wall of Fame” honoree for cooperative work between the Yakama Nation, Tribal Traffic Safety Committee, and WSDOT, primarily for helping develop local planning and stakeholder relationship-building that resulted in WSDOT making improvements to one of the state’s top 10 most dangerous intersections. Work is progressing with designing and illustrating a Yakama Nation Traffic Safety Coloring Book.

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Tribal Traffic Safety Leadership	402	\$300,000	\$63,436

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
CP20-04	Tribal Traffic Safety Advisory Board	Scott Waller	WTSC

Description: This project builds partnerships with tribes, and state and federal agencies that support tribes, in accordance with Washington’s Centennial Accord. Funds supported efforts to improve the disproportionate traffic fatality rates of American Indian Alaska Natives and support the incorporation of traffic safety into individual tribe’s cultures.

Results: The Tribal Traffic Safety Advisory Board (TTSAB) was heavily impacted by COVID-19. One meeting was held in January 2020 and the board discussed reorganizing the group to meet members’ needs better. A meeting scheduled in March 2020 was postponed when tribes started to implement stay home orders. Shortly thereafter, a statewide “Stay Home, Stay Healthy” order was enacted that eliminated in-person meetings. In May 2020, the TTSAB co-chairs elected to suspend work of the group for 2020, with the hope that it could be re-started in early 2021.

<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Tribal Traffic Safety Leadership	402	\$29,000	\$0

Planned Activity: Enforcement of Tribal Ordinances, Federal and State Laws

<u>Fed Project #</u>	<u>Project Title</u>	<u>Program Manager</u>	<u>Sub-Recipient</u>
PT20-08	NATEO	Scott Waller	WTSC
<p>Description: This project supported purchases of supplies and training for tribal law traffic safety enforcement. Applicants submitted a grant application. The application included the following elements: Problem statement, data, current activities, etc.</p> <p>Results: The Swinomish Tribal Police took over administration of the project in 2020 from the Chehalis Tribal Police which had administered the project since its inception. Application materials were distributed to tribal police departments. Tribal police chiefs were also called individually to ensure they were aware of the opportunity. A total of nine applications were received. A review panel, meeting during the WASPC Fall Conference in November 2019 elected to fund each of the applications. Those funding decisions allocated all the available funding in the project. Funding award announcements were distributed, and tribes began purchasing the support materials they had requested funding for or set up to attend trainings. The COVID-19 pandemic resulted in the cancellation of most of the scheduled travel for training. Additionally, NHTSA Region 10 began questioning specific awards, particularly those that involved purchases of any clothing, and one that dealt with the purchase of lighted traffic cones to direct people safely through a confusing traffic situation.</p>			
<u>Countermeasure</u>	<u>Fund Source</u>	<u>Amount Approved</u>	<u>Amount Expended</u>
Tribal Law Enforcement Training & Supplies	402	\$60,000	\$29,638

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**TRAFFIC SAFETY
COMMISSION**